



Technical Advisory Committee (TAC) Meeting Notice

Monday, September 26, 2022, at 10:00 am

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

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

Please call us at [316.779.1313](tel:316.779.1313) at least 48 hours in advance if you require special accommodations to participate in this meeting.

We make every effort to meet reasonable requests.

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Chad Parasa, TAC Secretary

September 19, 2022

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Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary

Tuesday, July 25, 2022, @ 10:00 AM

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

Meeting Duration: 66 minutes

Members in Attendance:

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

Tom Hein, *KDOT*
 Les Mangus, *Butler/Sumner Counties*
 Nina Rasmussen, *Air Quality*
 Justin Shore, *SCAC*
 Allison Smith, *KDOT*
 Dan Squires, *SCAC*

Jim Weber, *Sedgwick County*
 Gary Jansen, *Wichita*
ALT.
 Matt Messina, *KDOT*
 Lynn Packer, *Sedgwick County*
 Tonja Howard, *Wichita Transit*

Other Attendees:

Greg Allison, *Ameriprise Financial Services, LLC*
 Ashley Bryers, *WAMPO*
 Cecelie Cochran, *FHWA*
 Ron Colbert, *Valley Center*
 Tanner Foust, *MAPD*
 Dora Gallo, *WAMPO*
 Alicia Hunter, *WAMPO*
 ThaiBinh Ninh, *MAPD*
 Chad Parasa, *WAMPO*

Marcela Quintanilla, *WAMPO*
 Don Snyder, *KDOT*
 Eva Steinman, *FTA*
 Eldon Taskinen, *WAMPO*
 Emily Thon, *WAMPO*
 Cailyn Trevaskiss, *WAMPO*
 James Wagner, *Wichita*
 Natalie Walls, *MAPD*

Nina Rasmussen, *Wichita*
 Alex Lane, *Derby*
 Diana Edmiston, *Hinkle Elkouri Law Firm L.L.C.*
 Alan Kailer, *Bike Walk Wichita*
 Tyler Voth, *WSP USA*
 Tia Raamot, *City of Wichita*
 Cathy Monroe, *FTA*

1. Welcome, Chairman Ussery called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of July 25, 2022 Agenda

Discussion: None

Action: Approve July 25, 2022, Agenda, as proposed (13-0).

Motion: Mike Armour

Second: Dan Squires

B. Approval of June 27, 2022 Minutes

Discussion: None

Action: Approve June 27, 2022, Agenda, as proposed (13-0).

Motion: Jim Weber

Second: Jac Brown

C. Director's Report

i. Overview

Chad Parasa talked about the approval action items that are on the meeting's agenda. He said that today's meeting includes updates from previous meetings and will also include some new action items.

Mr. Parasa also said that WAMPO released a Comprehensive Safety Action Plan (CSAP). WAMPO is inviting proposals from qualified Consultants to develop a [Comprehensive Safety Action Plan \(CSAP\)](#). The CSAP will help WAMPO and our agency partners to respond to trends in transportation safety outcomes and build a safe transportation system for all users of all modes with the goal of reducing crash-related fatalities and serious injuries. Proposals must be received by 5:00 PM on Friday, September 2, 2022.

ii. Bike/Ped Count: Volunteers Needed

Dora Gallo stated that WAMPO has volunteer opportunities for Bike/Ped Counts on September 21st, September 22nd, and September 24th. Ms. Gallo stressed bike/ped count data is important to collect because it is used to plan for future bike/ped investments.

Discussion: Chairman Ussery asked how many people signed up to volunteer and what the ideal number of volunteers would be. Ms. Gallo replied that 44 volunteers, as of July 25th, have signed up. The ideal number of volunteers is approximately 80, two people per location, to compensate for volunteers potentially not being able to fulfill their duties.

3. Public Comments

There were no public comments.

4. New Business

A. Action: MTP Amendment 2

Cailyn Trevaskiss presented a brief background and overview of the MTP Amendment 2. Reimagined Move 2040 is WAMPO's long-range metropolitan transportation plan and outlines the region's transportation projects that are regionally significant and/or use federal funding. Ms. Trevaskiss stated that during the FFY 2023 - FFY2026 TIP Call for Projects, member jurisdictions asked to submit projects to the TIP for funding that would not normally be eligible for WAMPO suballocated funding. This was because they were not listed in the MTP, or they hadn't been offered enough funding in the MTP funding menu portion of the plan. In response to this TAC and the TPB agreed to temporarily alter the process for selecting projects for the FFY2023 TIP so more of those projects might be considered. This change required an amendment, Amendment 2, to the original MTP.

Ashley Bryers expanded on Ms. Trevaskiss' presentation. Ms. Bryers said the amendment to the MTP increases the funding menu amounts for existing projects in the MTP, adjusts time-bands, and adjusts the total cost of some projects, due to the TIP development process. There are 22 MTP projects that were changed. The public comment period was from June 15 to July 15. WAMPO held a public Open House on June 29, at the Advanced Learning Library (in Wichita), approximately ten people show up. The Open House was a joint event for the MTP amendment and FFY2023 - FFY2026 TIP development. WAMPO received one public comment during the June 29 Open House, regarding the MTP, about public transit and rail service. That public comment was included in the MTP document.

Discussion: None

Action: Recommend to the TPB to approve Amendment 2, as proposed, (13-0)

Motion: Dan Squires

Second: Mike Armour

B. Action: FFY2023-FFY2026 Transportation Improvement Program

Ashley Bryers presented on WAMPO's FFY2023 - FFY2026 TIP. The TIP is a short-range plan of projects that implement the MTP's vision. All regionally significant or federally funded projects need to be on the TIP and they must be consistent with the MTP. WAMPO's TIP programs about \$12 - \$14 million a year in WAMPO suballocated funding. The FFY2023 - FFY2026 TIP includes 108 individual projects that are worth \$1.4 billion. The TIP must be fiscally constrained, so projects aren't programmed without available funding.

The FFY 2023 - FFY 2026 TIP development process started with a Call for Projects in Spring 2022. Submitted projects were reviewed by staff and the Project Selection Committee. Selected projects were presented to TAC and TPB for approval. Upon approval the projects were incorporated into the TIP document. The public comment period was June 15 - July 15. WAMPO held a public Open House on June 29th.

WAMPO received 2 public comments for the TIP. One was from the City of Andover needing to make a change to one of their projects and the other comment was the same comment noted for the MTP Amendment 2 received at the Open House.

Discussion: Gary Jansen asked for clarification on what WAMPO was asking the Committee to vote on. Ms. Bryers responded that in May, TAC approved the new projects to be included into the TIP and that today's vote was to recommend approval of the overall FFY2023- FFY2026 TIP document.

Action: Recommend the TPB Approve the FFY2023-FFY2026 TIP, as proposed (13-0).

Motion: Dan Squires

Second: Dan Squires

C. **Action: Critical Urban Freight Corridor (CUFC) Recommendations**

Alicia Hunter presented a brief background on CUFC recommendations. KDOT asked WAMPO staff to recommend roads to be designated as critical urban free corridors (CUFCs). These corridors will become part of the National Highway Freight Network. Projects on roads that are designated as CUFCs, that contribute to efficient freight movement, will be eligible for funding under the National Highway Freight Program. KDOT and Kansas MPOs may designate up to 150 miles of roads for CUFCs within the State, 75 miles more than previously allowed. CUFCs must be on public roads within a MPO's urbanized area boundary.

Eldon Taskinen explained how WAMPO staff identified which roads to recommend as CUFCs. A CUFC has to be a corridor that connects an intermodal freight facility, such as airports or rail terminals, the CUFC also has to connect to the primary highway freight system that is I-35 and I-135. Other qualifiers can be a corridor of a route of the primary highway freight system that serves as an important alternative to existing routes or a route that serves a major freight generator, logistics center, or manufacturing/warehouse facility.

Discussion: Gary Jansen asked what are the advantages and/or disadvantages for having a road designated as a CUFC. Ms. Bryers responded that roads designated as CUFCs are eligible for funding freight projects under the National Highway Freight Program.

Chairman Ussery asked for clarification on which roads could be recommended and designated as a CUFC. To which Ms. Bryers responded that the roads must be within the urbanized area boundary. Chairman Ussery followed up his question by asking how the urbanized area boundary is expanded. Ms. Bryers responded that WAMPO is waiting for the 2020 census data first before discussing potentially expanding the urbanized area boundary.

Action: Recommend to the TPB to approve WAMPO approved CUFCs, as proposed (13-0).

Motion: Chairman Ussery

Second: Dan Squires

D. **Discussion: UPWP 101 & 2023 Tasks for the 2023 UPWP**

Ashley Bryers presented an overview of what a Unified Planning Work Program (UPWP) is and discussed potential tasks that WAMPO is planning to update in 2023 UPWP. The UPWP addresses planning requirements and projects that work with federal funds and include all the fundings that WAMPO will use, and it is developed annually. Federal Highway Administration/Federal Transit Administration (FTA) approves the UPWP with KDOT providing oversight. The components of the UPWP include:

- WAMPO planning work tasks
- resulting products of the WAMPO planning work tasks
- responsible organizations
- time frames
- Funding and funding sources

There are five core documents that WAMPO is required to do as an MPO: Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP), and the Congestion Management Process (CMP).

Discussion: Gary Jansen asked for clarification about the Greater Wichita Bike Map and what type of facilities are shown. Ms. Bryers responded that at the time of developing the map, WAMPO could evaluate the needs to be incorporated in the map.

Mr. Jansen asked for clarification about applying/funding for the Safe Routes to School Planning Assistance. Ms. Bryers responded that WAMPO receives TA funding, of which some is designated for Safe Routes to School funding. WAMPO will use the Safe Routes to School Planning Assistance process develop Safe Routes to School Plans. A component of the planning process is to identify projects possible to receive WAMPO suballocated Safe Routes to School funding for future TIP development cycles.

Chad Parasa commented that WAMPO is anticipating hiring more staff with transportation engineering and data background to help WAMPO accomplish its future UPWP tasks.

Chairman Ussery asked what the master link is for who talks to who, Ms. Bryers responded that it feeds into the MTP for the future.

E. **Action: 2022 UPWP Amendment 1**

Chad Parasa discussed the 2022 UPWP Amendment 1 proposed changes. The changes include:

- Increasing full-time staff from 8 to 12 staff,
- Moving \$54,000 from Salaries and Benefits to Operating Expenses
- Adding Surency FSA to Operating Expenses

The total of CPG expenditures are \$1,687,100, with no changes made to the total anticipated expenditures.

Public Comment Period is taking place from July 19 through August 2, 2022. While TAC is occurring during the public comment period, if any comments are received, they will be presented to the TPB prior to their consideration of the item.

Discussion: None

Action: Recommend to the TPB to approve 2022 UPWP Amendment 1 (13-0).

Motion: Dan Squires

Second: Jim Webber

F. **Update: Air Quality, Nina Rasmussen, City of Wichita**

Nina Rasmussen talked about how the City of Wichita Air Quality program is funded by a yearly grant provided through Kansas Department of Health and Environment (KDHE) from Environmental Protection Agency (EPA). The City of Wichita Air Quality program provides education, outreach, and emissions mitigation strategies. The area is monitored by three area monitors managed by KDHE, monitors track ozone, PM2.5, and PM10. Wichita MSA is considered a region in attainment (maintain levels below 70 ppb) of National Ambient Air Quality Standards (NAAQS). Wichita's current 3-Year Rolling Average is 64 ppb but is not finalized as Ozone season continues through October. When looking ahead, the Air Quality Program wants to work with other agencies and businesses to develop Ozone Action Plans. NAAQS are under consideration for revision, which would lower the threshold of what is considered safe, and if that change is lowered this will require more collaborative effort to maintain attainment.

Discussion: Jim Weber asked for clarification on the source categories. Ms. Rasmussen responded that the categories are specifically for Sedgwick County and includes nitrogen oxides and VOCs but not the full spectrum of greenhouse gasses.

Chairman Ussery asked if Ozone Action Plans are optional for businesses. Ms. Rasmussen stated that the plans are optional.

Jack Brown asked for clarification as to when the EPA revises their air quality standards. Ms. Rasmussen stated that, it is anticipated that NAAQs will be revised in 2023. Allison Smith commented and confirmed that NAAQS is reviewed every five years.

5. Committee Reports/Updates

A. Safety & Health Committee (SHC), Jack Brown

Jack Brown SHC meets on August 3rd at 9:30 AM, WAMPO staff is drafting an agenda that will go over county health data which looks at factors that biking and walking could help improve. There are hopes to have City staff discuss the plans on the Broadway safety corridor.

B. Active Transportation Committee (ATC), Alan Kailer & Jack Brown

Alan Kailer informed the committee that the next meeting for ATC is on September 7, the first Wednesday, at 9:30 AM and is in the process of developing the agenda.

6. Other Business

Chad Parasa introduced Allison Smith as KDOT's new liaison to WAMPO. WAMPO staff will create and share a link to the TIP project table, accessible online.

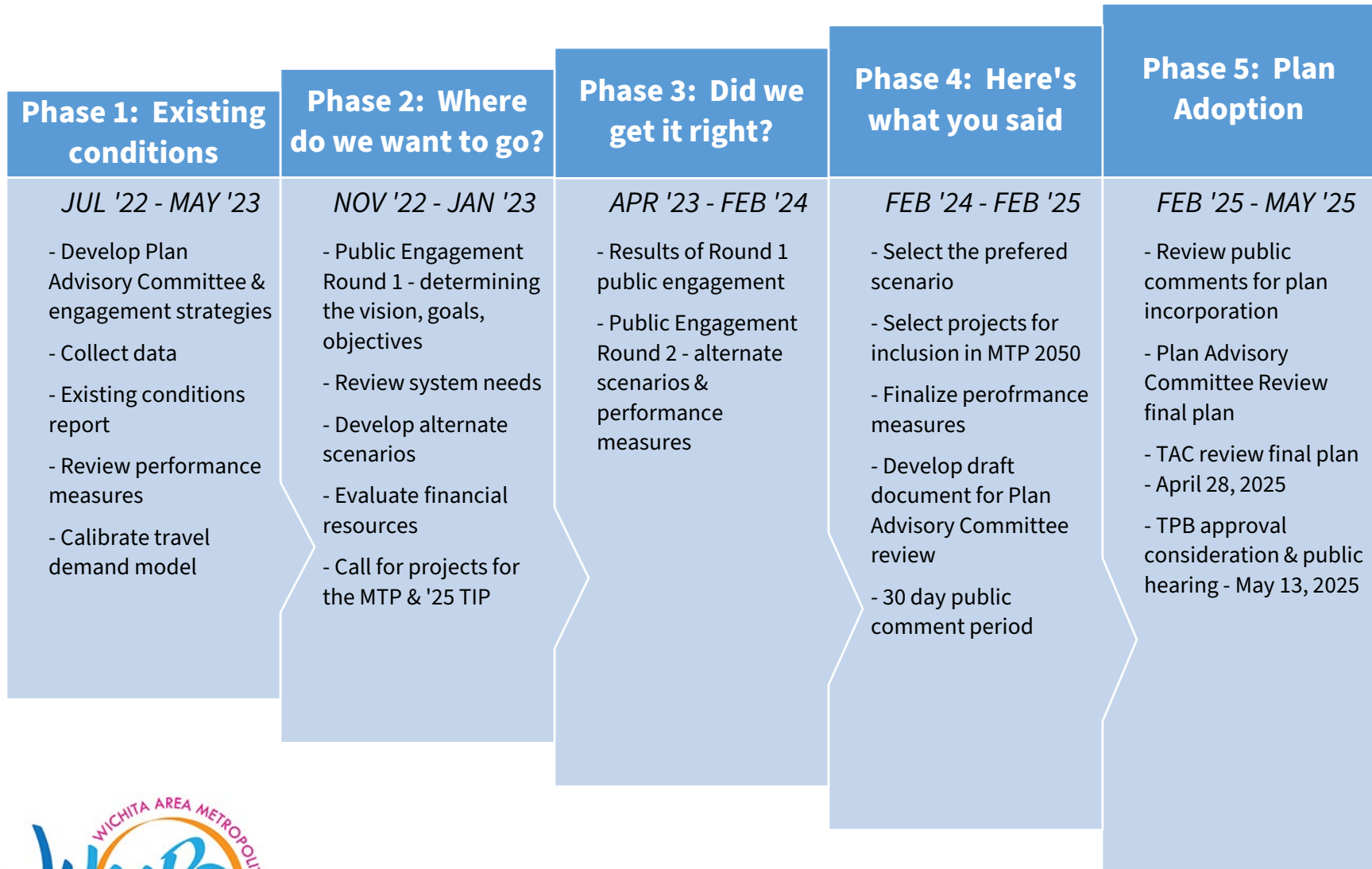
Reminder: August 29th TAC meeting is canceled.

7. Adjournment

Chairman Ussery closed the meeting at 11:06 AM.

The next regular meeting will be held on Tuesday, September 26, 2022, at 10:00 AM.

MTP 2050: 5 Phase Development Process





Agenda Item 2Cv: Update
August 9 and September 13, 2022, TPB Actions
Chad Parasa, WAMPO Director

Background:

At their August 9 and September 13, 2022, meetings, the Transportation Policy Body (TPB) took the following formal actions:

August 9

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

September 13

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



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

Background

The Public Comment Opportunity is an open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to two (2) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.

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



Agenda Item 4A: Action
2022 Unified Planning Work Program (UPWP), Amendment #2
 Ashley Bryers, Transportation Planning Manager

Background

- The Unified Planning Work Program is the primary budgeting document for planning activities for the fiscal year for all 12 full-time staff.
- The document represents the planning activities that WAMPO will undertake during the coming fiscal year.
- Over the course of the year, changes occur in the listed sub-tasks, or operational type changes take place that requires amendments to the adopted UPWP document.

Fiscal/Budget Considerations:

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

ID - UPWP		Operating Expense Budget		
Sub-Task	Expense	Before	After	Difference
I.1	Sedgwick County Agreement	-	8,750	8,750
	Total	-	8,750	8,750

	Before	After
Salaries and Benefits	\$ 241,000	\$ 232,250
Operating Expenses	\$ 273,250	\$ 282,000
Total Budgeted for UPWP Sub-Task I.1	\$ 514,250	\$ 514,250

Public Comment Period

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

Options

- Recommend Approval of Amendment #2 to the adopted 2022 Unified Planning Work Program
- Recommend Approval of Amendment #2 to the adopted 2022 Unified Planning Work Program with specific changes
- Recommend Denial of Amendment #2 to the adopted 2022 Unified Planning Work Program.

Recommended action

- Recommend Approval of Amendment #2 to the adopted 2022 Unified Planning Work Program.

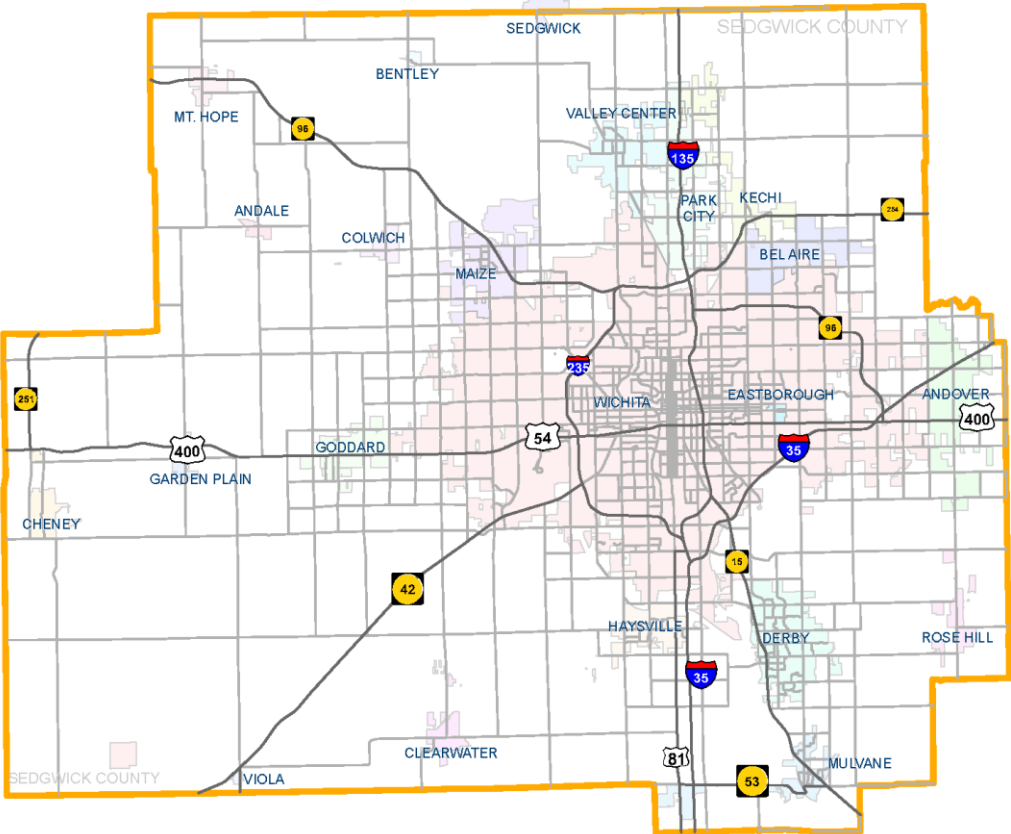
Attachment

- [2022 Unified Planning Work Program \(UPWP\) Amendment 2](#)

**2022
UPWP**

Unified Planning Work Program

Wichita Area Metropolitan Planning Organization (WAMPO)



Wichita Area Metropolitan Planning Organization

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

OFFICE: (316) 779-1321

EMAIL: wampo@wampo.org

WEBSITE: www.wampo.org

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

Amendment 2 Summary of Changes

- Page 9 – Task I.I
 - Moved \$8,750 from Salaries and Benefits to Operating Expenses to pay for the Sedgwick County Agreement (for the 4th quarter of 2022).
- Page 11 & 12 – Task I.I
 - Added the \$8,750 Sedgwick County Agreement to the bar charts and adjusted the Operating and Salaries & Budget categories.

ID - UPWP		Operating Expense Budget		
Sub-Task	Expense	Before	After	Difference
I.I	Sedgwick County Agreement	-	8,750	8,750
	Total	-	8,750	8,750

	Before	After
Salaries and Benefits	\$ 241,000	\$ 232,250
Operating Expenses	\$ 273,250	\$ 282,000
Total Budgeted for UPWP Sub-Task I.I	\$ 514,250	\$ 514,250

- Page 25 & 26– updated the Salaries and Benefits and Operating Expenses lines in the overall budget table to reflect the changes

No changes are made to total anticipated expenditures.

2022 Unified Planning Work Program

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WAMPO Transportation Policy Board (TPB) Approval History:

November 9, 2021

Amendment I – August 9, 2022

DRAFT

Introduction

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

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

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

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

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

(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated within the area during the next one or two-year period, regardless of funding sources or the agencies conducting the activities. The description should indicate who will perform the work, the schedule for completing it and the products that will be produced.

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

Purpose

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

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

Our Role

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

Vision

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

Mission

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

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

WAMPO is also responsible for the development of both long- and short-range multimodal transportation plans, the selection and approval of projects for federal funding based on regional priorities, and the development of ways to manage traffic congestion. Transportation planning includes various activities. Some of these are led by the MPO, while others are led by other entities and may include:

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

Membership & Oversight Structure

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

City of Andale
City of Andover
City of Bel Aire
City of Bentley
City of Cheney
City of Clearwater
City of Colwich
City of Derby

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

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

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

Decision-Making Structure

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

1. The Transportation Policy Body (TPB)
2. The TPB Executive Committee
3. The Technical Advisory Committee (TAC)

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

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

Representation and Voting

Population determines voting representation on the TPB. Each member government within the planning area over a minimum population receives at least one representative. WAMPO bylaws provide for additional voting members for the City of Wichita and Sedgwick County in the Policy Body, based on predetermined population thresholds, as determined by the U.S. Census.

Staff

The WAMPO staff positions include a full-time Director and 12 fulltime data, planning, GIS, and support positions. Potential internships are supported by WAMPO to promote career growth and talent from local universities and community colleges.

Planning Issues in the Region

Many issues will influence what types of transportation infrastructure will require investment and what mode choices people will make. The region is facing some of the largest demographic, land-use, and shopping-choices shifts and changes in the ways people, goods, and services are moved since the end of World War II. This annual work program is shaped by ongoing planning efforts, major project needs, issues related to transportation funding, and possible legislation that will help shape both near- and long-term planning efforts.

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

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

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

MTP/Work Program Integration

The region's long-range Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE 2040*, was adopted in 2020. WAMPO will continue to work towards the implementation of the MTP. WAMPO staff plan to visit local jurisdictions to discuss goals and priorities ranging from choice and connectivity to economic vitality and infrastructure condition. As WAMPO moves forward by engaging communities in discussions related to emerging technology, demographic changes, and the uncertainty of state and federal funds, the 2022 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future.

Transportation System Optimization

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

Multimodal Opportunities

Increased transit ridership, development and completion of hike and bike trail systems, and increased commuting levels by biking, walking, transit, and carpooling are becoming more important goals for the region. WAMPO recently expended substantial funds to allow member communities to expand active transportation elements such as developing hike and bike trail systems and trying to improve transit accessibility throughout the region. The UPWP also includes funding for the development of best planning practices for bicycle and pedestrian safety. Regional Active Transportation Committee work is planned to progress in 2022 through community engagement. This work will contribute to the development of the next MTP, with a horizon year of 2050.

Freight System Enhancement

It is estimated that the WAMPO region will experience a 45% to 60% increase in freight movements over the next planning period. While this will no doubt create some traffic-related concerns, freight movement increases could also be a significant catalyst in economic development. The 2022 UPWP will continue to coordinate with the statewide freight plan. Freight activities in the region will be monitored, and this work will contribute to the development of the next MTP, with a horizon year of 2050.

Data Collection, Analysis, and Modeling

In the year 2021, new initiatives on data development and maintenance started. Staff developed a report on 'Travel Commuting Patterns within the Region.' Demographic and socioeconomic data development was also documented in the year 2021. This data development and maintenance will continue in the year 2022. WAMPO will continue to allocate resources to develop a data management plan, as well as collect transportation-system data to assist member communities in system maintenance and preservation. WAMPO staff will also correlate data with performance measures so that member communities will have a better idea of where to invest limited resources and how they might tie improvements together to improve regional functionality. These functions will be tied to all forms of infrastructure and modes so that communities and WAMPO policymakers can make more data-driven decisions on where financial investments make the most sense and provide the best return on investment. In order to accomplish these tasks related to data collection and maintenance, the 2022 UPWP will continue tasks on data analysis and GIS Analysis. This data maintenance will form a solid foundation for the development of the MTP and Transportation Improvement Program (TIP).

Planning Element Coordination

With the probability of change in terms of demographics, mode and shopping choices, lifestyle, and other guiding factors, it is becoming more and more apparent that substantial focus should be given to how these factors will influence transportation infrastructure and land use. Building trends show a growing change in housing types. The 2022 UPWP continues the task of determining what and whom we should be planning for. While preparing for the unknown is stressful, it is much more cost-effective than reacting after the fact.

The 2022 UPWP also programs resources for enhancing community engagement to find out more about what people expect in terms of transportation, what they are willing to pay for, and what they think transportation of the future will look like.

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Planning Activities

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

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

Task 1: Management, Clerical, & Administration

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

2021 Major Accomplishments

- Continued to refine budgeting process to be better focused on strategic future planning aspects.
- Expanded internal accounting controls.
- Continued internal accounting system and provided more transparency of accounting with KDOT.
- Completed annual, single audit.
- Completed Request for Proposal (RFP) process to hire consultant in support of auditing needs.
- Hired MPO staff as needs occurred.
- Changed staffing roles to better coordinate work efforts and coordinate budget with work product completion.

Original Version

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

Revised Version

I.0	Management & Administration	\$ 641,250
I.1	Management, Clerical & Administration	\$ 514,250
	Salaries and Benefits	\$ 232,250
	Total Operating Expenses	\$ 282,000
I.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 50,000
I.3	TPB and TAC Support (salaries & benefits)	\$ 40,000
I.4	Professional Development, Educ./Training	\$ 37,000
	Salaries and Benefits	\$ 20,000
	Outside Training Consultants/Guest Speakers	\$ 2,000
	Staff Travel & Training	\$ 15,000

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

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$514,250

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

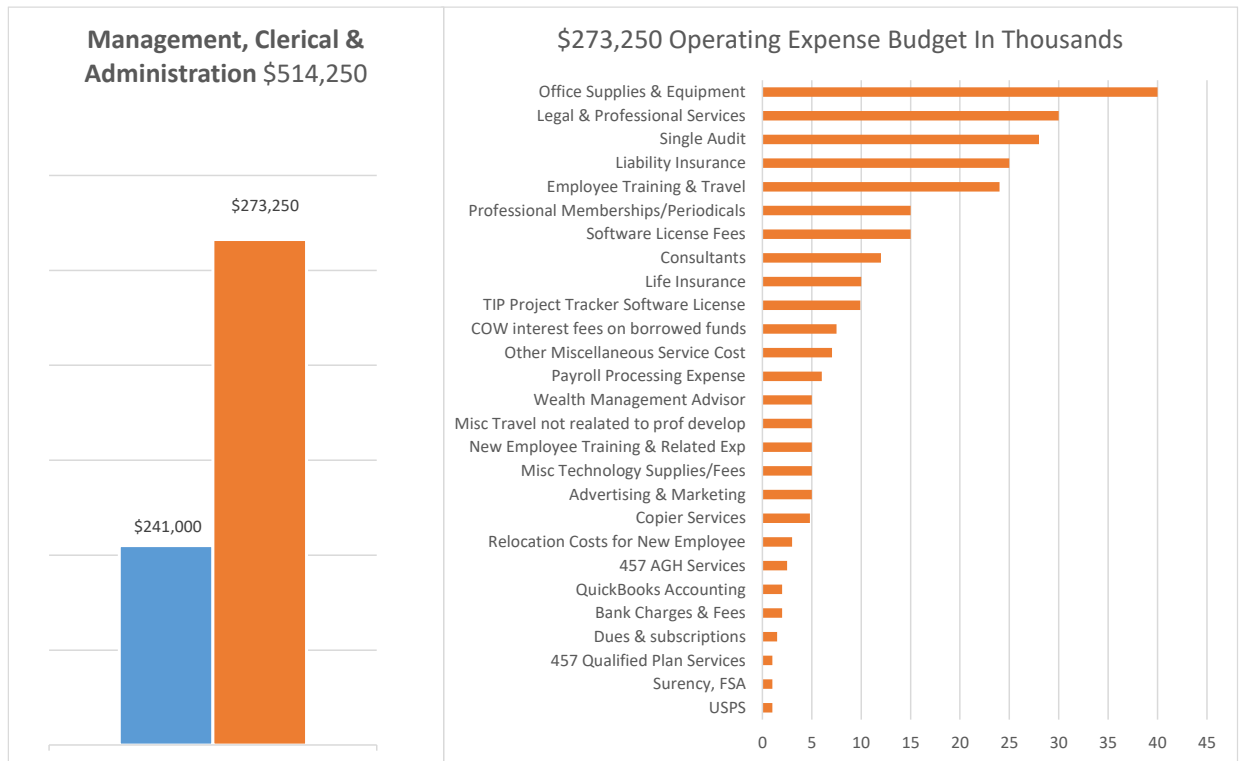
- Provide overall agency leadership and management.
- Administer WAMPO's policies and procedures in compliance with local, state, and federal regulations.

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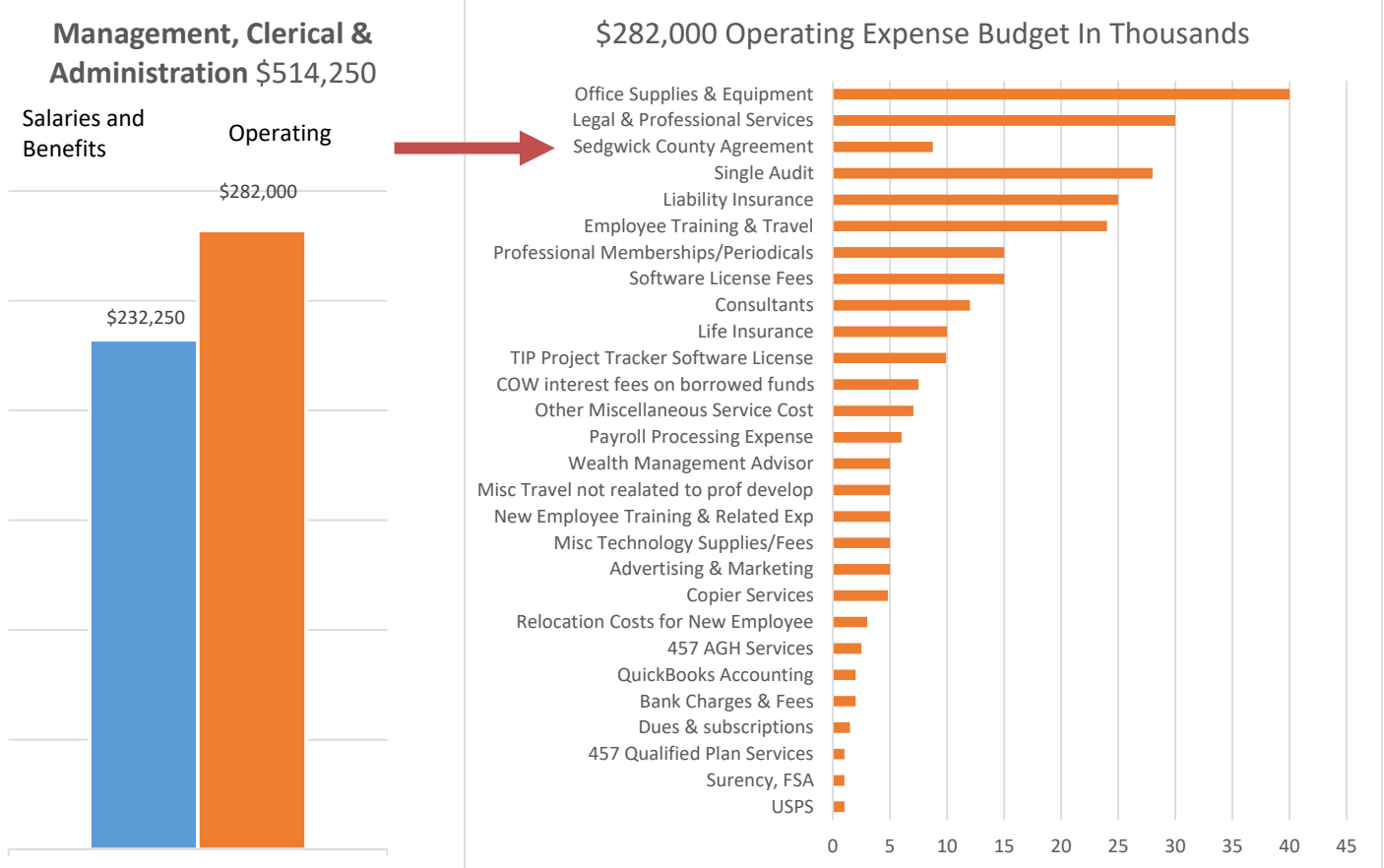
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- Monitor federal and state legislation related to transportation planning issues.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Develop, maintain, and implement the agency's administration and personnel policies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

Original Version



Revised Version



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

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$50,000

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

Sub-Task 1.3 – TPB and TAC Support

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$40,000

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

reporting budget changes and needs. Staff will coordinate TPB and TAC meetings with board/committee members, stakeholders, and presenters and prepare reports and information for them.

Sub-Task 1.4 – Professional Development, Education & Training

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$37,000

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

Task 2: Long-Range Planning

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

2021 Major Accomplishments

- Completed Freight Study report.
- Progressed on Active Transportation Committee formation, in coordination with local government entities, university faculty/staff, and communities.
- Progressed on Safety & Health Committee formation, in coordination with local government entities, university faculty/staff, and communities. Quarterly meetings are scheduled to invite more participants from local jurisdictions.
- Continued to monitor relevant growth and development data and patterns in the region.
- Continued to monitor trends that could impact regional investment in infrastructure and in mode choices.
- Participated in a REAP (Regional Economic Area Partnership) sponsored regional refocus in developing a stronger south-central Kansas voice.
- Participated in a regional transportation council work group at Wichita Chamber of Commerce, focused on the highest priority regional transportation projects.
- Hired a GIS Analyst to develop databases for transportation, including safety data.

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

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

Sub-Task 2.1 – Overall Development of the MTP

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$120,000

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

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

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

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

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

Sub-Task 2.2 – Equity & Diversity

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$15,000

WAMPO staff will develop regional data on all types of populations within the region, including minority populations and low-income populations. Safety of all is important in transportation planning. Data trends will be illustrated for child, elderly, and disabled populations. School and bus-stop location data will be analyzed. Staff will entertain discussions and explore if a committee is needed to seek input on how to attain equity and diversity in all planning. Staff will document findings on how to develop a planning process that strives for attaining equity and inclusion of diversity. Transportation infrastructure welcomes all users of transportation facilities without any bias towards any population groups. Staff will also update WAMPO's Title VI program.

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

Sub-Task 2.3 – Consultant Services: Safety Plan

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: March 2022 - December 2022

Budgeted Amount: \$300,000

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

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

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

Sub-Task 2.4 – Consultant Services: Economic Development Study

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: Last quarter of the year 2022 through 2023

Budgeted Amount: \$100,000

WAMPO members recognized how transportation system nourishes economic development

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

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

Funding for staff activities for the Economic Development study is included in Sub-task 2.1.

*NOTE: This sub-task may change throughout the year and may continue into the year 2023 based on coordination between partner members and agencies.

Task 3: Multimodal Planning

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

2021 Major Accomplishments

- Updated pedestrian and bike counts.
- Sought community input on accuracy of Bicycle Maps and Trails Maps.
- Progressed on tasks related to the Active Transportation Committee & Safety/Health Committee.

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

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

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

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$25,000

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

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

Sub-Task 3.2 – Consultant Services: Active Transportation Plan

Lead Agency: WAMPO

Timeframe: Year 2022

Budgeted Amount: \$100,000

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

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

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

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

Sub-Task 3.3 – Transit and Paratransit Planning

Lead Agency: WAMPO & Wichita Transit

Timeframe: Ongoing

Budgeted Amount: \$64,000

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

WAMPO Program Activities:

- Issue a call for eligible FTA 5310: Enhanced Mobility for Seniors and People with Disabilities program projects within the community.
- Develop and facilitate a competitive selection and recommendation process for the screening of FTA 5310 projects.
- Convene a project selection committee that will recommend projects to the designated recipient(s)/governing body(s), as required.
- Coordinate with planning partners regarding transit planning activities including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Maintain and implement the regional Coordinated Human Services Public Transit Plan.
- Coordinate with planning partners regarding paratransit planning activities, including participation in Coordinated Transit District #9 (CTD 9) and Wichita-Sedgwick County Access Advisory Board (WSCAAB) meetings, as needed.
- Make presentations at public, stakeholder, TAC, and TPB meetings.
- Stay current on transit and paratransit issues.
- Identify Stakeholders within WAMPO area for transit and paratransit services.
- Review past literature and planning documents on regional transit and paratransit services.
- Coordinate with member jurisdictions.
- Conduct Stakeholders meeting to identify current and future transit needs.
- Identify tasks leading to developing a coordinated Transit Plan, in conjunction with stakeholders, for 2023.

Wichita Transit Program Activities:

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

Task 4: Community Engagement

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

2021 Major Accomplishments:

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

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

Sub-Task 4.1 – Public Participation

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$30,000

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

- Ensure compliance with state and federal civil rights regulations and requirements by carrying out WAMPO's Title VI program and preparing, maintaining, and submitting required Title VI reporting documentation.
- Stay current on public participation topics, and coordinate with planning partners regarding PPP activities.
- Develop and maintain materials and outreach/education plans for use with identified WAMPO stakeholders.
- Develop, update, and distribute general information about the WAMPO planning process and products, including the following detailed activities:
 - General website maintenance.
 - Maintain and develop social media accounts.
 - Draft and distribute quarterly newsletters.
 - Draft and develop publications for use with strategic outreach and

communications.

- Produce and distribute media releases, videos, and other outreach materials.
 - Provide technical staff support for sponsoring, co-sponsoring, or developing public forums and workshops.
 - Provide WAMPO presentations as requested.
- Public and stakeholder outreach and coordination.
 - Member jurisdiction and planning partner outreach and coordination.
 - Coordinate with members on community plan objectives.
 - Assist member jurisdictions in implementing the *REIMAGINED MOVE 2040* plan by developing model policies and best practices, such as Complete Streets Policies and Safety Plans.

Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

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

Task 5: Short Range Programming

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

2021 Major Accomplishments:

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

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

Sub-Task 5.1 - Suballocated Funding Program Management

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

Manage WAMPO's Suballocated Funding Programs, including monitoring obligation activity, monthly balance reporting, carrying out the biennial (once every two years) WAMPO funding cycle, coordinating with KDOT and project sponsors, and designing and implementing additional programs to assist WAMPO with its management responsibilities.

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

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$44,000

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

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

Task 6: Transportation Data & Modeling

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

2021 Major Accomplishments

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

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

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

Sub-Task 6.1 – Performance Measures

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$42,850

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

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

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

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

Sub-Task 6.2 – Travel Demand Model

Lead Agency: WAMPO Timeframe: Ongoing

Budgeted Amount Salaries and Benefits: \$50,000

Budgeted Amount Consulting: \$45,000

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

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

Based on community engagement activities and planned infrastructure improvements, the consultants hired by WAMPO will develop optimal uses for correlating travel- and traffic-demand modeling with potential changes in how people, goods, and services are moved in the region. Plans will be based on community and stakeholder input and will become part of the overall MTP planning process and documentation.

Sub-Task 6.3 –Transportation Data

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$80,000

Data are extremely important for effective transportation decision-making. WAMPO will develop a centralized data hub to consolidate transportation-related data that would be useful to our member jurisdictions and planning partners. Staff will continue to assist member communities with their data and mapping needs.

Sub-Task 6.4 – Transportation Systems Management and Operations

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

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

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

Budget and Cost Allocation Plan

Revenues and Expenditures

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

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

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

The following charts indicate the anticipated revenues, expenditures, and matching-fund requirements for the 2022 UPWP.

DRAFT

2022 Anticipated Revenues

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

2022 Anticipated Expenditures

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

Original Version

2022 Unified Planning Work Program Budget

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

Revised Version

2022 Unified Planning Work Program Budget

UPWP Task/ Sub-task	DESCRIPTION	Original CPG	Wichita Transit	
			FTA 5310	FTA 5307
	Total Expenses	\$ 1,687,100	\$ 25,000	\$ 40,000
	Transportation Planning Consultants Work	\$ 545,000		40000
	WAMPO Staff & Operating	\$ 1,142,100	\$ 25,000	
1.0	Management & Administration	\$ 641,250		
	Management, Clerical & Administration	\$ 514,250		
1.1	Salaries and Benefits	\$ 232,250		
	Total Operating Expenses	\$ 282,000		
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 50,000		
1.3	TPB and TAC Support (salaries & benefits)	\$ 40,000		
	Professional Development, Educ./Training	\$ 37,000		
1.4	Salaries and Benefits	\$ 20,000		
	Outside Training Consultants/Guest Speakers	\$ 2,000		
	Staff Travel & Training	\$ 15,000		
2.0	Long-Range Planning	\$ 535,000		
2.1	Overall Development of MTP (salaries & benefits)	\$ 120,000		
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000		
2.3	Consultant Services: Safety Plan	\$ 300,000		
2.4	Consultant Services: Economic Development Study*	\$ 100,000		
3.0	Multimodal Planning	\$ 189,000	\$ 25,000	\$ 40,000
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000		
3.2	Consultant Services: Active Transportation Plan*	\$ 100,000		
3.3	Transit and Paratransit Planning (salaries & benefits)	\$ 64,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 40,000
4.0	Community Engagement	\$ 40,000		
4.1	Public Participation (salaries & benefits)	\$ 30,000		
4.2	Inter Agency Coordination (salaries & benefits)	\$ 10,000		
5.0	Short Range Programming	\$ 54,000		
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000		
5.2	Transportation Improvement Program (salaries & benefits)	\$ 44,000		
6.0	Transportation Data and Modeling Task Budget	\$ 227,850		
6.1	Performance Measures (salaries & benefits)	\$ 42,850		
6.2	Travel Demand Model (salaries & benefits)	\$ 50,000		
	Consulting Services-Model Maintenance/Development	\$ 45,000		
6.3	Transportation Data (salaries & benefits)	\$ 80,000		
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000		

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

2022 WAMPO Meeting Schedules



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

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



2023-2026 Transportation Improvement Program (TIP), Amendment #1

Agenda Item 4B: Action

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

Amendment #1 to the WAMPO FFY2023–FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the first scheduled amendment for this TIP, adding five new projects and modifying nine existing projects. The Public Comment period for Amendment #1 opened on September 3, 2022, and will run through October 2, 2022. The FFY2023–FFY2026 TIP will take effect on October 1, 2022 and may be found at <https://www.wampo.org/transportation-improvement-program>.

Action Options:

- Recommend the TPB approve the amendment, as proposed.
- Recommend the TPB not approve the amendment.
- Recommend the TPB approve the amendment with specific changes.

Recommendation:

- Recommend approval of FFY2023-FFY2026 Transportation Improvement Program (TIP) Amendment #1, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on October 11, 2022.
- 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 November 2022.

Attachment:

- **[WAMPO FFY2023-FFY2026 TIP Amendment 1 Summary and Project Details](#)**

Transportation Improvement Program (TIP) Amendment #1 2023–2026

Staff Contact: Nick Flanders, Senior Transportation Planner
nicholas.flanders@wampo.org | 316-779-1318



Public Review & Comment Schedule

Activity	Date	Location	Purpose
Public Review & Comment Period	September 3, 2022 thru October 2, 2022	Electronic Review: www.wampo.org	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action.
		<i>Hard copy documents are available upon request.</i>	
		271 W. Third - 2 nd Floor, Wichita, KS 67202	Please submit comments to: ashley.bryers@wampo.org
Technical Advisory Committee (TAC) Meeting	Monday, September 26 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, October 11 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPO's public participation process also satisfies Wichita Transit's public participation requirements for their Program of Projects.

Background

WAMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2023 through 2026; it includes 108 projects, with a combined cost of \$1.4 billion. The complete project list and additional project information can be found on WAMPO's website, at <https://www.wampo.org/transportation-improvement-program>.

Amendment #1 Summary

Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes* are processed by staff.

Amendment #1 requests for changes were accepted for 14 projects. Of these,

- 14 will require formal action
- 0 were administrative changes*

*Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

Amendment #1 Total Financial Impact: + \$20,078,652

Formal Action Required

Lead Agency	WAMPO I.D.	Project Title	FFYs with Activity	Action Being Taken	Change
Andover	TA-17-01	North Andover Rd. Improvements Redbud Trail to Ira Ct.	2020, 2021, 2022	Amend Project	Increase in cost estimate from \$3,724,426 to \$5,338,974 (difference of \$1,614,548 (43.4%)), all from local funds. Allocate federal funds proportionally between Construction and Construction Engineering phases.
Garden Plain	BP-23-01	Harry and Main Street Sidewalks	2023	New Project	Add new City of Garden Plain project, \$410,000.
Haysville	40-538	Seneca & 63rd Street Bike Ped Pathway	2023	Amend Project	Increase in Transportation Alternatives funding on the project from \$733,823 to \$756,652 (difference of \$22,829), without increasing project cost.
Wichita	40-517	Douglas, Seneca to Meridian	2022, 2023, 2024, 2025	Amend Project	Increase in Surface Transportation Block Grant funding on the project from \$3,793,967 to \$3,912,000 (difference of \$118,033), without increasing project cost.
KDOT	B-20-01	Replace Bridge #184 on K-15 in Sedgwick County	2020, 2023, 2028	Amend Project	Add Utility Relocation and Right-Of-Way Acquisition phases in FFY2023. Move back NHPP Advance Construction Conversion Payback from FFY2025 to FFY2028. Increase in cost estimate from \$203,921 to \$405,600 (difference of \$201,679 (98.9%)), from State and NHPP funds. Change Project Title from "Replace Bridge #184 on K-15 in Sedgwick County- KA-5770-01" to "Replace Bridge #184 on K-15 in Sedgwick County". Update administrative contact information.
KDOT	B-23-02	Repair Bridges #143 & #317 on US-54 in Sedgwick County	2022, 2023, 2027	Amend Project	Add State funding. Reduce NHPP funding. Reconcile difference between Advance Construction and Advance Construction Conversion Payback amounts. Increase in cost estimate from \$1,714,000 to \$1,714,400 (difference of \$400, (0.02%)). Update administrative contact information.
KDOT	B-23-03	I-235: Bridge #320 located 0.81 Miles East of West Street	2022, 2023	New Project	Add new KDOT project, \$449,000.
KDOT	B-23-04	US-54: Bridge #132 located 0.2 Miles East of Hoover Road	2022, 2023	New Project	Add new KDOT project, \$644,000.
KDOT	B-23-05	I-135: Bridge #036 located 0.42 Miles North of I-235	2022, 2023	New Project	Add new KDOT project, \$520,000.
KDOT	ICH-17-01B	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	2019, 2020, 2021, 2022	Amend Project	Increase in cost estimate from \$148,189,718 to \$163,350,543 (difference of \$15,160,825 (10.2%)), from State funds. Move up \$11,697,960 in NHPP Advance Construction spending on ROW Acquisition from FFY2021 to FFY2020. Remove \$1,000,000 in Local ROW Acquisition funding in FFY2020. Change format of KDOT Project I.D. Update administrative contact information.
KDOT	ITS-23-01	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita	2022, 2024	New Project	Add new KDOT project, \$1,078,200.
KDOT	R-22-03	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	2022, 2023, 2029	Amend Project	Update scope from "Progressive Design Build: preliminary design and final design by selected design-build team" to "Progressive Design Build: preconstruction (prior to GMP) for preliminary design and final design by selected design-build team; followed by construction and construction engineering (after KDOT acceptance of GMP)". Add \$20,475,000 in Local funding, offset by decreases in State and NHPP funding (overall project cost is unchanged). Move back NHPP Advance Construction Conversion Payback FFY from 2028 to 2029. Update administrative contact information.
Wichita Transit	40-525	Wichita Bicycle Master Plan Update	2022	Amend Project	Update scope from "Update the Wichita Bicycle Master Plan and implement a bicycle parking program." to "Update the Wichita Bicycle Master Plan and plan a bicycle parking program."
WAMPO	P-23-01	MTP 2050 Planning Assistance	2024	Amend Project	Change \$320,000 of CMAQ funding to STBG funding.

Partner and Stakeholder Consultation

WAMPO worked extensively with regional planning partners, which include the Kansas Department of Transportation (KDOT) and Wichita Transit, as well as all of our member jurisdictions.

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary project changes. WAMPO conducted an open Call for Changes to project sponsors and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Technical Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

A 30-day public comment period is planned during September and October 2022.

MTP Consistency

Federal regulations require the TIP to be “consistent with the region’s Metropolitan Transportation Plan, or MTP” meaning that the projects in the TIP must be listed in or otherwise demonstrated as consistent with the MTP.

After accounting for the proposed changes, the TIP is consistent with the *REIMAGINED* MOVE 2040 MTP.

Fiscal Constraint Analysis

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, the TIP is fiscally constrained for the period FFY2023-FFY2026.

Anticipated Funding and Financing	
Federal Funding	\$100 million
State Funding	\$292 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$970 million
Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$525 million
Total	\$892 million

ANTICIPATED FUNDING AND FINANCING

-

ANTICIPATED COSTS

=

BALANCE

\$970 million

\$892 million

\$78 milliion



TIP Projects

2023-2026 TIP Amendment 23-01

Amend/Adjust Project

Lead Agency City of Andover

WAMPO I.D. TA-17-01

KDOT Project I.D. 008 N0714-01

Last TIP Action 23-01

Project Title North Andover Rd. Improvements Redbud Trail to Ira Ct.

Project Limits Andover Rd. - From Redbud Trail Crossing to Ira Ct.

Project Scope The project widens Andover Road to include turn lanes and new traffic signals at the Andover Road and Allison Street intersection and the Andover Road and Andover High School entrance intersection to provide safe turning movements. The existing sidewalk is also improved to accommodate a wider bicycle and pedestrian path to provide safe routes to school.

Primary Mode Road - Other Road

Bike/ped component? ☒

Partially or Fully in: Butler County ☒ Sedgwick County ☐ Sumner County ☐

Administrative Contact

Leslie E. Mangus

City of Andover

3167331303

lmangus @andoverks.com

Engineering Contact

Leslie E. Mangus

City of Andover

3167331303

lmangus @andoverks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000
2021	Local			\$28,800	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$54,300
2022	Federal: MPO-HIP			\$0	\$0	\$0	\$1,624,436	\$178,200	\$0	\$0	\$0	\$1,802,636
2022	Federal: MPO-STBG			\$0	\$0	\$0	\$529,638	\$58,100	\$0	\$0	\$0	\$587,738
2022	Local			\$0	\$0	\$0	\$2,373,900	\$260,400	\$0	\$0	\$0	\$2,634,300
Total (using AC, not ACCP)				\$28,800	\$260,000	\$25,500	\$4,527,974	\$496,700	\$0	\$0	\$0	\$5,338,974
Total (using ACCP, not AC)				\$28,800	\$260,000	\$25,500	\$4,527,974	\$496,700	\$0	\$0	\$0	\$5,338,974

New Project

Lead Agency

City of Garden Plain

WAMPO I.D. BP-23-01

KDOT Project I.D.

Last TIP Action 23-01

Project Title

Harry and Main Street Sidewalks

Project Limits

On Harry St from Section Line Road west to Doyle St and on Main St from Harry south to the baseball field entrance approximately 300 feet south of Abel Ave.

Project Scope

Installation of sidewalk, ramps and crosswalks.

Primary Mode

Ped/Bike

Bike/ped component?

☒

Partially or Fully in:

Butler County

☐

Sedgwick County

☒

Sumner County

☐

Administrative Contact

Kim McCormick

City of Garden Plain

316-531-2321

cityclerk@gardenplain.com

Engineering Contact

John Riggins, P.E.

Kirkham Michael

316-540-8028

jriggins@kirkham.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: KDOT-TA			\$0	\$0	\$0	\$226,800	\$42,000	\$0	\$0	\$0	\$268,800
2023	Local			\$0	\$26,000	\$0	\$97,200	\$18,000	\$0	\$0	\$0	\$141,200
Total (using AC, not ACCP)				\$0	\$26,000	\$0	\$324,000	\$60,000	\$0	\$0	\$0	\$410,000
Total (using ACCP, not AC)				\$0	\$26,000	\$0	\$324,000	\$60,000	\$0	\$0	\$0	\$410,000

Amend/Adjust Project

Lead Agency City of Haysville

WAMPO I.D. 40-538

KDOT Project I.D.

Last TIP Action 23-01

Project Title Seneca & 63rd Street Bike Ped Pathway

Project Limits East of Seneca Street North of M.S. Mitch Mitchell Floodway to South of 63rd Street South. South of 63rd Street South East of Seneca Street to Western edge of Mabel Street.

Project Scope Installation of 10' wide concrete bicycle/pedestrian pathway alongside Seneca Street from just north of the M.S. Mitch Mitchell Floodway to 63rd Street South and then on to Mabel Street.

Primary Mode Ped/Bike

Bike/ped component? ☒

Partially or Fully in: Butler County ☐ Sedgwick County ☒ Sumner County ☐

Administrative Contact

William Black

City of Haysville

(316) 529-5900

wblack@haysville-ks.com

Engineering Contact

Charlie Brown

PEC

(316) 262-2691

charlie.brown@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: MPO-TA			\$0	\$0	\$0	\$672,580	\$84,072	\$0	\$0	\$0	\$756,652
2023	Local			\$0	\$126,109	\$0	\$168,145	\$21,019	\$0	\$0	\$0	\$315,273
Total (using AC, not ACCP)				\$0	\$126,109	\$0	\$840,725	\$105,091	\$0	\$0	\$0	\$1,071,925
Total (using ACCP, not AC)				\$0	\$126,109	\$0	\$840,725	\$105,091	\$0	\$0	\$0	\$1,071,925

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-517

KDOT Project I.D.

Last TIP Action 23-01

Project Title Douglas, Seneca to Meridian

Project Limits Douglas, Seneca to Meridian

Project Scope To identify which modes of transportation and amenities (vehicles, transit, bikes, and on-street parking) should have an identified location on this section of Douglas and where they should be located. The existing roadway is marked as a two-lane roadway but is 50' wide from back of curb to back of curb. If on-street parking is identified as being needed in this corridor then curb bulbouts will be built with the project. Multiple different scenarios (three-lane, two-lane, on-street parking, on-street bike lanes, etc.) will be evaluated with the community as part of this project.

Primary Mode Road - Other Road

Bike/ped component? ☐

Partially or Fully in: Butler County ☐ Sedgwick County ☒ Sumner County ☐

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
2023	Local			\$350,000	\$385,000	\$0	\$0	\$0	\$0	\$0	\$0	\$735,000
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$1,590,000	\$312,000	\$0	\$0	\$0	\$1,902,000
2024	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$2,010,000	\$0	\$0	\$0	\$0	\$2,010,000
2024	Local			\$0	\$0	\$0	\$900,000	\$78,000	\$0	\$0	\$0	\$978,000
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$2,010,000	\$0	\$0	\$0	\$0	\$2,010,000
Total (using AC, not ACCP)				\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000
Total (using ACCP, not AC)				\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-20-01

KDOT Project I.D. KA-5770-01

Last TIP Action 23-01

Project Title Replace Bridge #184 on K-15 in Sedgwick County

Project Limits Bridge #184 (Wichita Drainage Canal) on K-15 in Sedgwick County located 1.16 miles North of I-35 (KTA)

Project Scope Bridge Replacement

Primary Mode Road - Highway

Bike/ped component? ☐

Partially or Fully in: Butler County ☐ Sedgwick County ☒ Sumner County ☐

Administrative Contact

Allison Smith

KDOT

(785)296-0341

allison.smith@ks.gov

Engineering Contact

Donald Snyder

KDOT

(316) 744-1271

donald.snyder@ks.gov

Project Notes Project is authorized for PE Only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: NHPP	AC	State	\$0	\$202,800	\$0	\$0	\$0	\$0	\$0	\$0	\$202,800
2020	State			\$0	\$50,700	\$0	\$0	\$0	\$0	\$0	\$0	\$50,700
2023	Federal: NHPP	AC	State	\$40,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600
2023	State			\$10,100	\$0	\$101,400	\$0	\$0	\$0	\$0	\$0	\$111,500
2028	Federal: NHPP	ACCP		\$40,600	\$202,800	\$0	\$0	\$0	\$0	\$0	\$0	\$243,400
Total (using AC, not ACCP)				\$50,700	\$253,500	\$101,400	\$0	\$0	\$0	\$0	\$0	\$405,600
Total (using ACCP, not AC)				\$50,700	\$253,500	\$101,400	\$0	\$0	\$0	\$0	\$0	\$405,600

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-23-02

KDOT Project I.D. KA-6749-01

Last TIP Action 23-01

Project Title Repair Bridges #143 & #317 on US-54 in Sedgwick County

Project Limits US-54: Bridge #143 (BNSF Railroad) located 0.25 Miles East of Topeka Street and Bridge #317 (BNSF & KO Railroad) located 0.25 Miles East of Topeka Street

Project Scope Bridge #143: Repair Piers #9, 11, 21, 23, Replace Diaper, Clean & Paint Bearings. Bridge #317: Repair Piers #10, 11, 21, Wrap Columns C & D at #10, Improve Drainage Systems, Replace Diaper at #11, 21, Clean and Paint Bearings

Primary Mode Bridge - Highway

Bike/ped component? ☐

Partially or Fully in: Butler County ☐ Sedgwick County ☒ Sumner County ☐

Administrative Contact

Allison Smith

KDOT

(785) 296-0341

allison.smith@ks.gov

Engineering Contact

Dominique Shannon

KDOT

(785) 296-3347

dominique.shannon@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$264,000	\$0	\$0	\$0	\$0	\$0	\$0	\$264,000
2023	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,054,400	\$105,600	\$0	\$0	\$0	\$1,160,000
2023	State			\$0	\$0	\$0	\$264,000	\$26,400	\$0	\$0	\$0	\$290,400
2027	Federal: NHPP	ACCP		\$0	\$0	\$0	\$1,054,400	\$105,600	\$0	\$0	\$0	\$1,160,000
Total (using AC, not ACCP)				\$0	\$264,000	\$0	\$1,318,400	\$132,000	\$0	\$0	\$0	\$1,714,400
Total (using ACCP, not AC)				\$0	\$264,000	\$0	\$1,318,400	\$132,000	\$0	\$0	\$0	\$1,714,400

New Project

Lead Agency

KDOT

WAMPO I.D.

B-23-03

KDOT Project I.D.

KA-6771-01

Last TIP Action

23-01

Project Title

I-235: Bridge #320 located 0.81 Miles East of West Street

Project Limits

I-235: Bridge #320 located 0.81 Miles East of West Street

Project Scope

Concrete surface repair P1 and P2 and rail, sandblast/paint bearings, deck patching and joint repair/replace

Primary Mode

Bridge - Highway

Bike/ped component? ☐

Partially or Fully in:

Butler County ☐

Sedgwick County ☒

Sumner County ☐

Administrative Contact

Allison Smith

KDOT

7852960341

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Engineering Contact

Donald Snyder

KDOT

3167441271

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2023	State			\$0	\$0	\$0	\$344,000	\$35,000	\$0	\$0	\$0	\$379,000
Total (using AC, not ACCP)				\$0	\$70,000	\$0	\$344,000	\$35,000	\$0	\$0	\$0	\$449,000
Total (using ACCP, not AC)				\$0	\$70,000	\$0	\$344,000	\$35,000	\$0	\$0	\$0	\$449,000

61
14

New Project

Lead Agency

KDOT

WAMPO I.D.

B-23-04

KDOT Project I.D.

KA-6770-01

Last TIP Action

23-01

Project Title

US-54: Bridge #132 located 0.2 Miles East of Hoover Road

Project Limits

Bridge #132

Project Scope

Patch Deck, Petromat Overlay in Westbound Lanes

Primary Mode

Bridge - Highway

Bike/ped component? ☐

Partially or Fully in:

Butler County ☐

Sedgwick County ☒

Sumner County ☐

Administrative Contact

Allison Smith

KDOT

(785) 296-0341

allison.smith@ks.gov

Engineering Contact

Donald Snyder

KDOT

(316) 744-1271

donald.snyder@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	State			\$0	\$0	\$0	\$494,000	\$50,000	\$0	\$0	\$0	\$544,000
Total (using AC, not ACCP)				\$0	\$100,000	\$0	\$494,000	\$50,000	\$0	\$0	\$0	\$644,000
Total (using ACCP, not AC)				\$0	\$100,000	\$0	\$494,000	\$50,000	\$0	\$0	\$0	\$644,000

62
15

New Project

Lead Agency

KDOT

WAMPO I.D.

B-23-05

KDOT Project I.D.

KA-6769-01

Last TIP Action

23-01

Project Title

I-135: Bridge #036 located 0.42 Miles North of I-235

Project Limits

Bridge # 036

Project Scope

Investigate repair options for uplift at abutments. Replace edge wearing surface joints, reset and shim bearings

Primary Mode

Bridge - Highway

Bike/ped component?

☐

Partially or Fully in:

Butler County

☐

Sedgwick County

☒

Sumner County

☐

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Donald Snyder

KDOT

(316) 744-1271

donald.snyder@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
2023	State			\$0	\$0	\$0	\$400,000	\$40,000	\$0	\$0	\$0	\$440,000
Total (using AC, not ACCP)				\$0	\$80,000	\$0	\$400,000	\$40,000	\$0	\$0	\$0	\$520,000
Total (using ACCP, not AC)				\$0	\$80,000	\$0	\$400,000	\$40,000	\$0	\$0	\$0	\$520,000

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. ICH-17-01B

KDOT Project I.D. KA-3232-02

Last TIP Action 23-01

Project Title I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita

Project Limits I-235, I-135, K-254 and K-96 Interchange (Gold Project) in northeast Wichita, Kansas

Project Scope Reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita- to include light tower and sign structure replacements.

Primary Mode Road - Highway Bike/ped component? ☐ Partially or Fully in: Butler County ☐ Sedgwick County ☒ Sumner County ☐

Administrative Contact

Allison Smith

KDOT

(785)296-0341

allison.smith@ks.gov

Engineering Contact

Jeff Sims

KDOT

(785)296-3901

Jeff.Sims@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	Federal: NHPP			\$0	\$8,370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,370,000
2019	State			\$0	\$930,000	\$0	\$0	\$0	\$0	\$0	\$0	\$930,000
2020	Federal: MPO-STBG			\$0	\$0	\$1,667,040	\$0	\$0	\$0	\$0	\$0	\$1,667,040
2020	Federal: NHPP	AC	State	\$0	\$0	\$11,697,960	\$0	\$0	\$0	\$0	\$0	\$11,697,960
2020	State			\$0	\$0	\$1,485,200	\$0	\$0	\$0	\$0	\$0	\$1,485,200
2021	Federal: NHPP	AC	State	\$6,075,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,075,000
2021	State			\$675,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$675,000
2022	Federal: BUILD			\$0	\$0	\$0	\$21,000,000	\$0	\$0	\$0	\$0	\$21,000,000
2022	Federal: NHPP			\$0	\$0	\$0	\$12,860,000	\$0	\$0	\$0	\$0	\$12,860,000
2022	Federal: NHPP	ACCP		\$6,075,000	\$0	\$11,697,960	\$0	\$0	\$0	\$0	\$0	\$17,772,960
2022	Local			\$0	\$0	\$0	\$14,997,543	\$0	\$0	\$0	\$0	\$14,997,543
2022	State			\$0	\$0	\$0	\$77,142,800	\$6,450,000	\$0	\$0	\$0	\$83,592,800
Total (using AC, not ACCP)				\$6,750,000	\$9,300,000	\$14,850,200	\$126,000,343	\$6,450,000	\$0	\$0	\$0	\$163,350,543
Total (using ACCP, not AC)				\$6,750,000	\$9,300,000	\$14,850,200	\$126,000,343	\$6,450,000	\$0	\$0	\$0	\$163,350,543

New Project

Lead Agency

KDOT

WAMPO I.D. ITS-23-01

KDOT Project I.D. KA-6847-01

Last TIP Action 23-01

Project Title

Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita

Project Limits

multiple locations on US 54 an K96

Project Scope

Installing dynamic message signs, closed circuit television cameras, and Cisco Edge pilots

Primary Mode

Technology

Bike/ped component?

☐

Partially or Fully in:

Butler County

☐

Sedgwick County

☒

Sumner County

☐

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Don Snyder

KDOT

(316) 744-1271

donald.snyder@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000
2024	State			\$0	\$0	\$0	\$928,200	\$65,000	\$0	\$0	\$0	\$993,200
Total (using AC, not ACCP)				\$0	\$85,000	\$0	\$928,200	\$65,000	\$0	\$0	\$0	\$1,078,200
Total (using ACCP, not AC)				\$0	\$85,000	\$0	\$928,200	\$65,000	\$0	\$0	\$0	\$1,078,200

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. R-22-03

KDOT Project I.D. KA-6535-03

Last TIP Action 23-01

Project Title US-54 (E. Kellogg Ave) in Sedgwick/Butler counties

Project Limits U.S. 54: from east of I-35/127th Street (Project KA-2389-01) east to 0.5 mile east of S. Prairie Creek Road

Project Scope Progressive Design Build: preconstruction (prior to GMP) for preliminary design and final design by selected design-build team; followed by construction and construction engineering (after KDOT acceptance of GMP)

Primary Mode Road - Highway

Bike/ped component? ☐

Partially or Fully in: Butler County ☒ Sedgwick County ☒ Sumner County ☐

Administrative Contact

Allison Smith

KDOT

(785)296-0341

allison.smith@ks.gov

Engineering Contact

Don Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$18,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400,000
2022	State			\$0	\$4,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600,000
2023	Federal: NHPP	AC	State	\$0	\$0	\$0	\$167,620,000	\$18,400,000	\$0	\$0	\$0	\$186,020,000
2023	Local			\$0	\$0	\$0	\$20,475,000	\$0	\$0	\$0	\$0	\$20,475,000
2023	State			\$0	\$0	\$0	\$41,905,000	\$4,600,000	\$0	\$0	\$0	\$46,505,000
2029	Federal: NHPP	ACCP		\$0	\$18,400,000	\$0	\$167,620,000	\$18,400,000	\$0	\$0	\$0	\$204,420,000
Total (using AC, not ACCP)				\$0	\$23,000,000	\$0	\$230,000,000	\$23,000,000	\$0	\$0	\$0	\$276,000,000
Total (using ACCP, not AC)				\$0	\$23,000,000	\$0	\$230,000,000	\$23,000,000	\$0	\$0	\$0	\$276,000,000

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-525

KDOT Project I.D. 087 N0747-01

Last TIP Action 23-01

Project Title Wichita Bicycle Master Plan Update

Project Limits Wichita city limits

Project Scope Update the Wichita Bicycle Master Plan and plan a bicycle parking program.

Primary Mode Ped/Bike Bike/ped component? ☒ Partially or Fully in: Butler County☐ Sedgwick County☒ Sumner County☐

Administrative Contact

Raven Alexander

Wichita Transit

(316)352-4868

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Engineering Contact

Scott Wadle

Wichita Transit

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: MPO-TA			\$0	\$366,988	\$0	\$0	\$0	\$0	\$0	\$0	\$366,988
2022	Local			\$0	\$91,747	\$0	\$0	\$0	\$0	\$0	\$0	\$91,747
Total (using AC, not ACCP)				\$0	\$458,735	\$0	\$0	\$0	\$0	\$0	\$0	\$458,735
Total (using ACCP, not AC)				\$0	\$458,735	\$0	\$0	\$0	\$0	\$0	\$0	\$458,735

Amend/Adjust Project

Lead Agency WAMPO

WAMPO I.D. P-23-01

KDOT Project I.D.

Last TIP Action 23-01

Project Title MTP 2050 Planning Assistance

Project Limits WAMPO region

Project Scope Hiring consultants to assist WAMPO staff in the preparation of the next WAMPO Metropolitan Transportation Plan, which will have a horizon year of 2050 and is due to be completed in 2025. WAMPO staff and consultants would assist member jurisdictions with preparing applications to have their projects included in the MTP and to possibly also make those projects eligible for WAMPO-suballocated funding; this assistance would include identifying and prioritizing projects from member jurisdictions' planning documents that align with the goals of the MTP and the scoring criteria adopted for project selection, developing project scope, determining project limits, making cost estimates, and providing information for responses to the questions on the basis of which projects are selected. Consultants would also assist WAMPO staff with preparing the overall MTP document and its appendices.

Primary Mode Planning & Outreach

Bike/ped component? ☐

Partially or Fully in: Butler County☒ Sedgwick County☒ Sumner County☒

Administrative Contact

Ashley Bryers

WAMPO

(316) 779-1319

Ashley.Bryers@wampo.org

Engineering Contact

Ashley Bryers

WAMPO

(316) 779-1319

Ashley.Bryers@wampo.org

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$320,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$80,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000



Agenda Item 4C: Update Regional Existing Sidewalks Inventory Progress

Ashley Bryers, Transportation Planning Manager
Eldon Taskinen, Transportation Planning Intern

Background:

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

WAMPO's Existing-Sidewalks Map:

WAMPO staff are developing the existing-sidewalks map from publicly available satellite imagery. Staff manually trace the locations of sidewalks, paved trails, and crosswalks that are visible in the satellite imagery into ArcGIS feature classes. When this is done, WAMPO will have a comprehensive map of the entire sidewalk network within its borders.

The map will likely remain under development until either October or November 2022. As of now, it is over halfway done, with most sidewalks in the City of Wichita already included, as well as those in a few other municipalities, like Goddard and Andover. Staff are carefully monitoring their progress. To see where in the region sidewalks, have or have not yet been traced, refer to the attached map.

Once finished, the sidewalk/paved trail map will provide a clear and complete account of the locations of off-road nonmotorized-travel facilities in the WAMPO region, which will assist the planning and prioritization of future active transportation projects by providing a way to assess how much connectivity is improved by any given project. The map will also be used during the development of the WAMPO Active Transportation Plan to identify gaps in the network and will assist individual communities in assessing their respective levels of pedestrian accessibility.

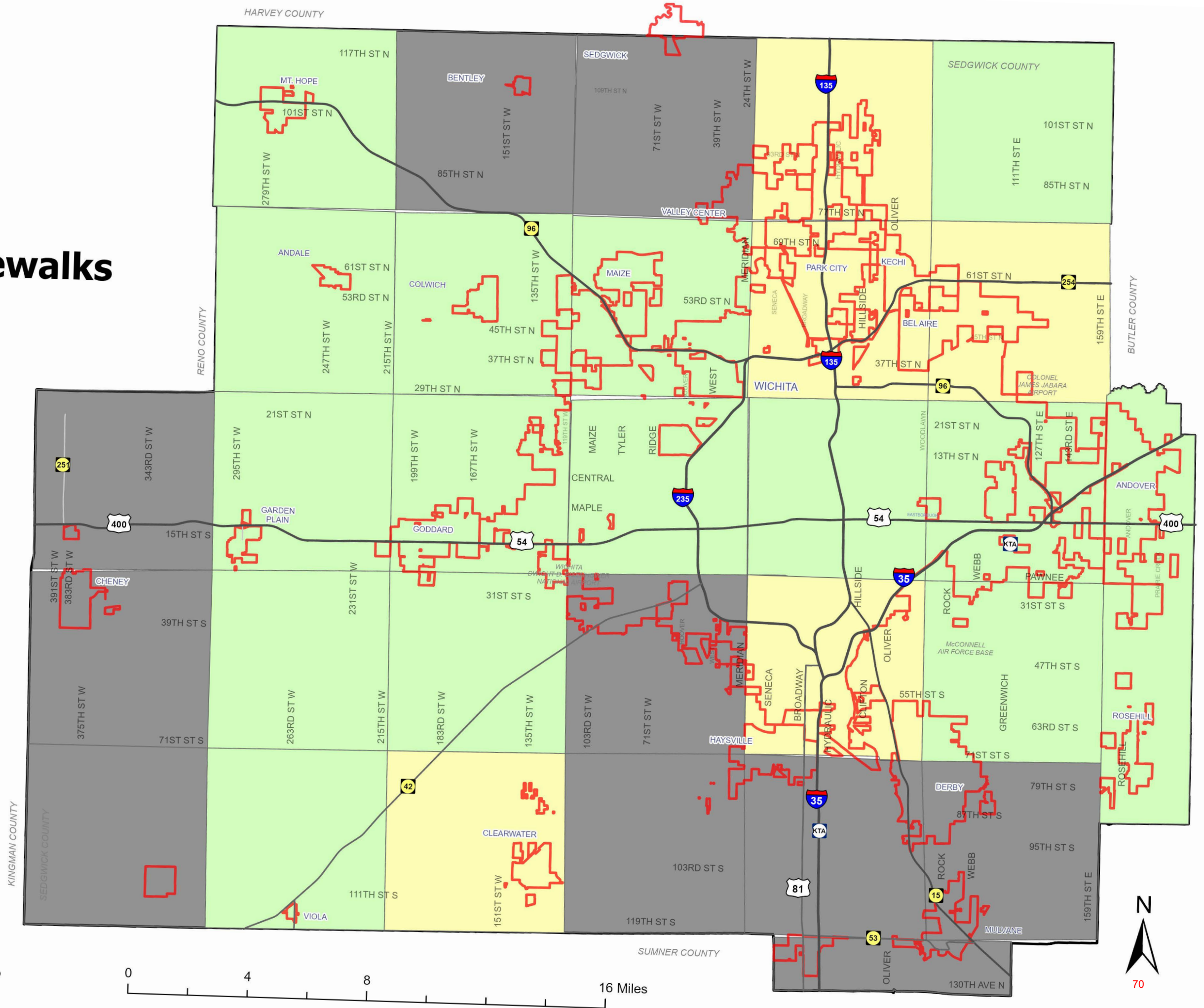
Attachment:

- **[2022 Existing-Sidewalks Progress Map](#)**



2022 Existing Sidewalks Mapping Progress

- Complete
- In Progress
- Not Started
- WAMPO Cities



Source: Existing Sidewalks Mapping Project
Produced by: WAMPO
Date Exported: 9/16/2022
Order: T:\WAMPO GIS\Bike Ped\Existing Sidewalks\MyProject\
The information shown on this map is compiled from sources made available to
which we believe to be reliable.



Agenda Item 4D: Update Health Condition Prevalence Maps

Marcela Quintanilla, WAMPO

Ashley Bryers, Transportation Planning Manager

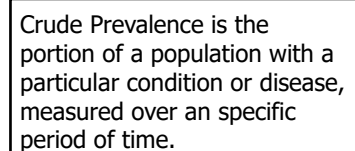
Background

Improving communities in the region by bridging health and transportation is of great importance to WAMPO. Physical health is influenced, in some form, by transportation, as well as access to active transportation facilities and physical activity outlets. WAMPO staff have created maps that display model-based data from the [Centers for Disease Control and Prevention \(CDC\)](#) that show crude prevalence of conditions that could benefit from physical activity such as walking and biking.

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

Attachments:

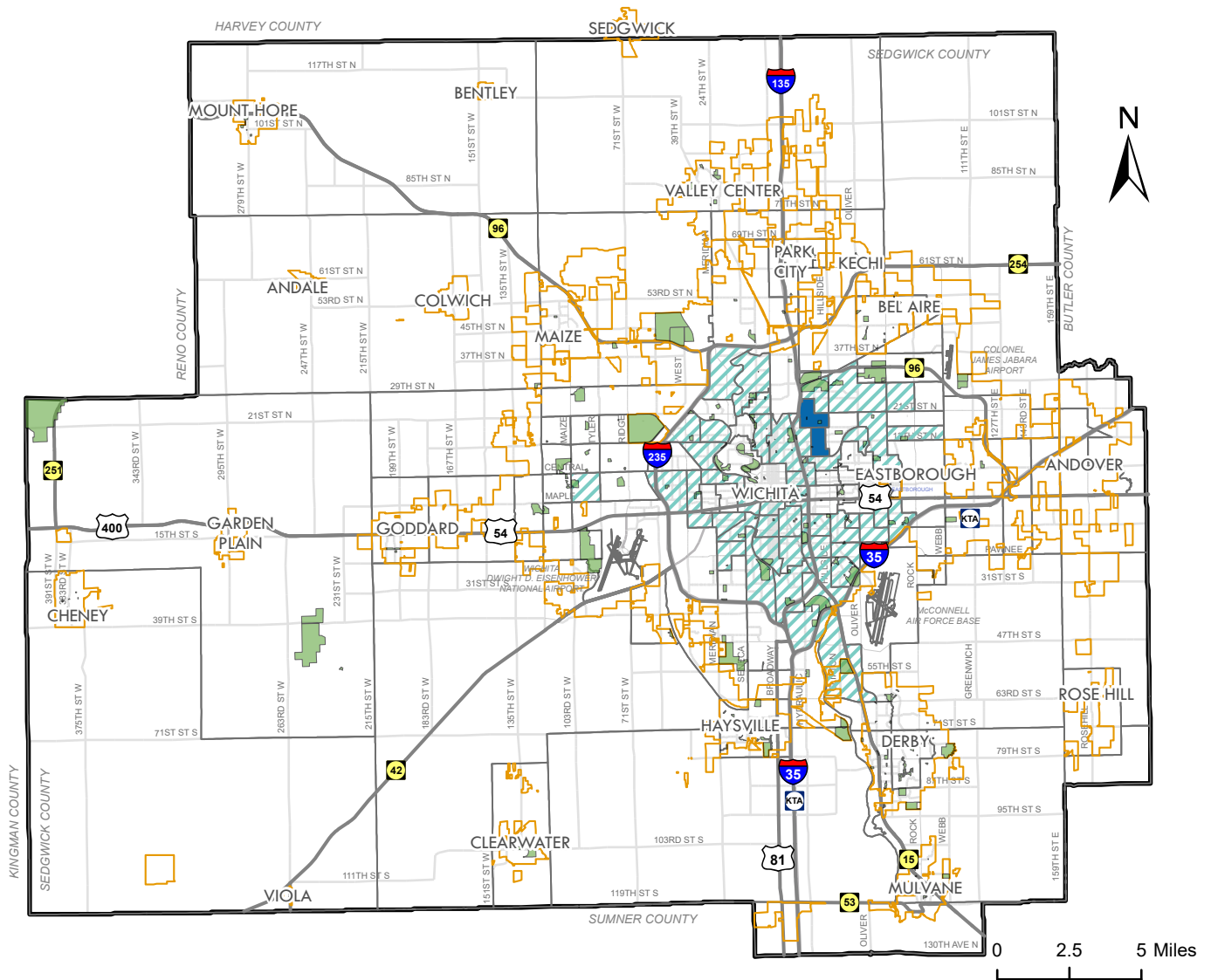
- WAMPO Region Maps for:
 - Asthma Prevalence
 - Diabetes Prevalence
 - Coronary Heart Disease Prevalence
 - High Blood Pressure Prevalence
 - High Cholesterol levels Prevalence
 - Obesity Prevalence
 - Stroke Prevalence
 - Health Conditions Prevalence



72



Percentage of Diabetes Prevalence in the WAMPO Region



2019 Diabetes Crude Prevalence (%) by Census Tract

< 12%

12 - 20%

> 20%

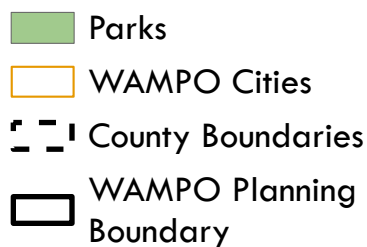
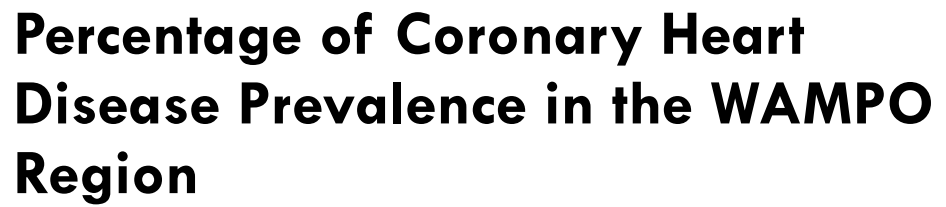
Parks

WAMPO Cities

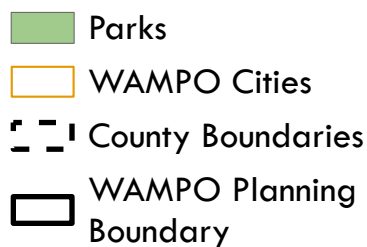
County Boundaries

WAMPO Planning Boundary

Crude Prevalence is the portion of a population with a particular condition or disease, measured over an specific period of time.



Source: Centers for Disease Control and Prevention
Produced by: WAMPO
Date Exported: 8/24/2022
Folder: T:\Plans & Projects\Special Projects\HealthData\GIS\HealthDataMapsPRX\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

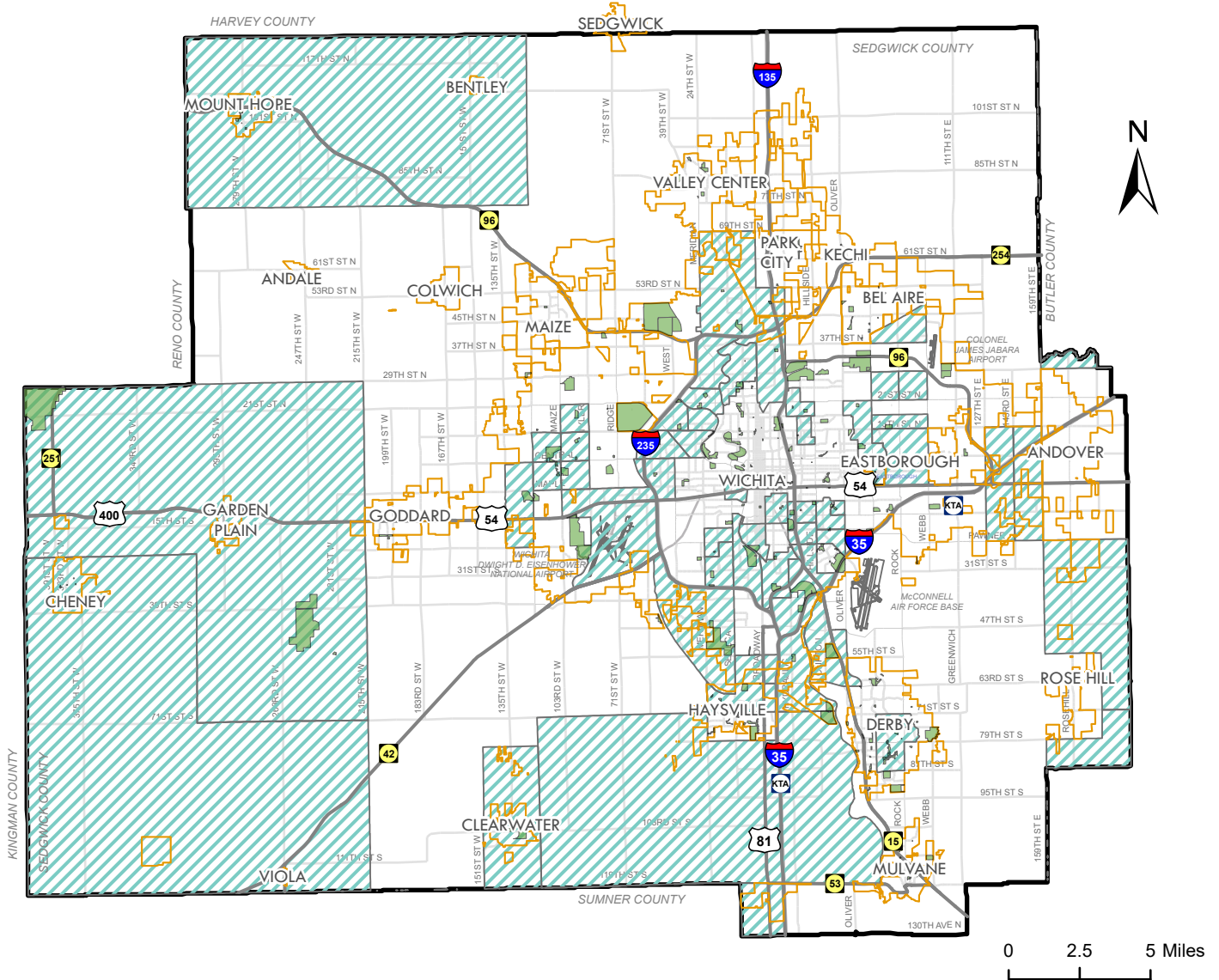


Crude Prevalence is the portion of a population with a particular condition or disease, measured over an specific period of time.


75







Percentage of High Cholesterol Prevalence in the WAMPO Region

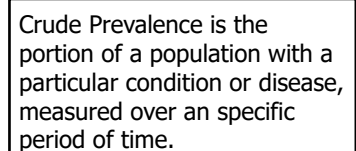


2019 High Cholesterol Crude Prevalence (%) by Census Tract

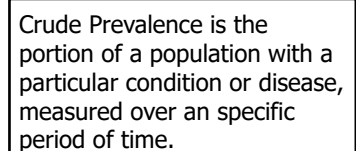
 > 35%

-  Parks
-  WAMPO Cities
-  County Boundaries
-  WAMPO Planning Boundary

Crude Prevalence is the portion of a population with a particular condition or disease, measured over an specific period of time.



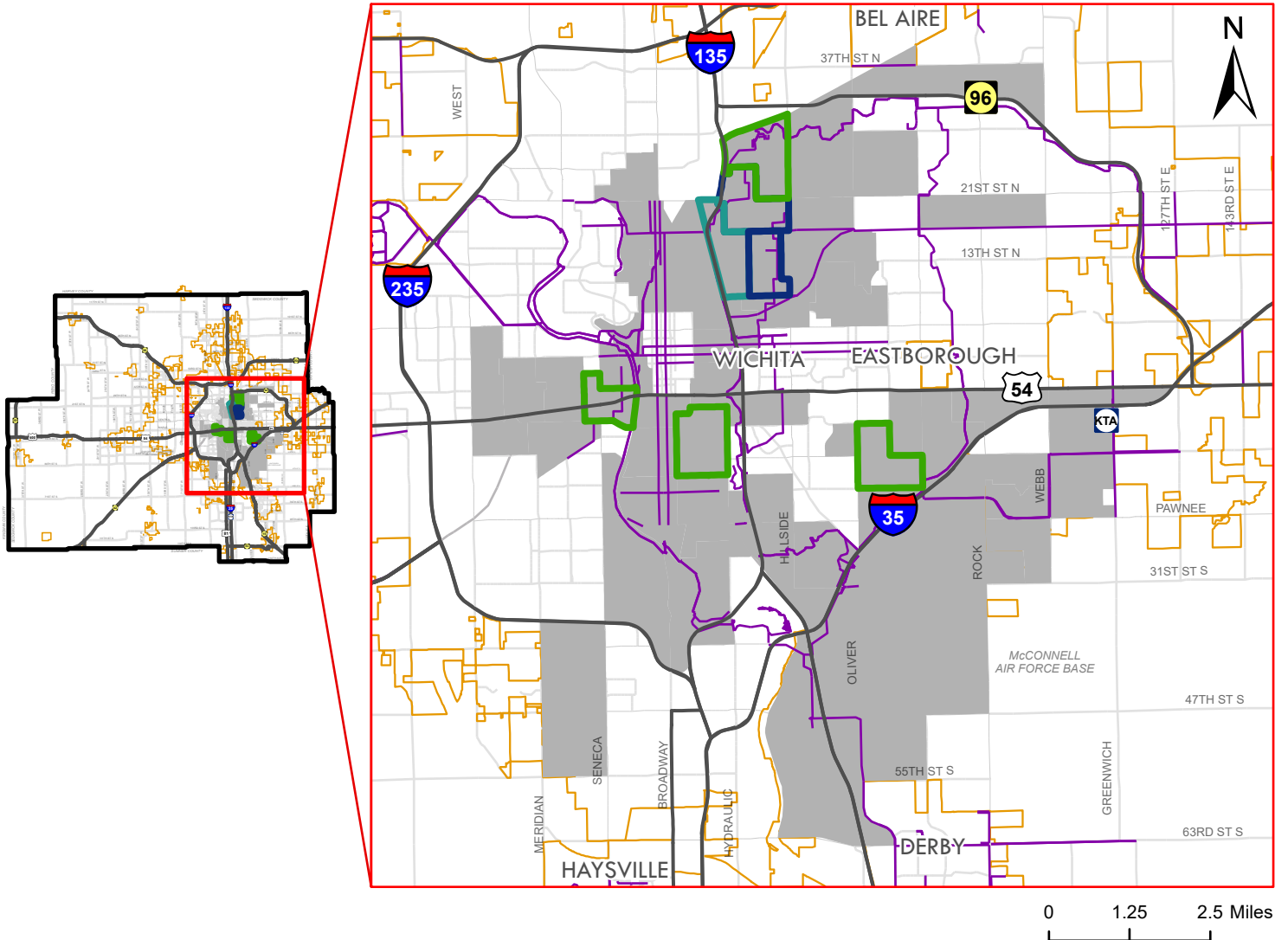
77



78



Health Conditions Prevalence in the WAMPO Region



Number of health conditions met per tract



- Bike Facilities
- Environmental Justice Census Tracts
- WAMPO Cities

- County Boundaries
- WAMPO Planning Boundary

Health Conditions Considered:

- Asthma: >12%
- Coronary Heart Disease: >8%
- High Blood Pressure: >45%
- High Cholesterol: >40%
- Diabetes: >20%
- Obesity: >50%
- Stroke: >5%



Agenda Item 4E: Update

Commuter Flows Report

Alicia Hunter, Senior Transportation Planner
Ashley Bryers, Transportation Planning Manager

Background

When information about workers' residence location and workplace location are coupled, a commuting flow is generated. The Commuter Flows Report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas.

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

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

Report Content:

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

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

Attachment:

- Commuter Flows Report 2022



Regional Commuter Flows Report

September 2022

Wichita Area Metropolitan Planning Organization

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

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made to wampo@wampo.org or by calling 316.779.1313.

Any persons who believe they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit www.wampo.org or call 316.779.1313.

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

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Introduction

Labor markets go beyond county and city lines. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the Wichita Area Metropolitan Planning Organization (WAMPO) region have a comparative advantage in particular industries, as evidenced by the numbers of workers that commute to those areas each day. That is not to say that the communities those workers leave to commute are lacking in some way- they may have the advantage in available housing, recreational amenities, or other key economic factors.

This report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas. Wichita is the clear hub of the WAMPO region, though the cities around it are growing in both residential appeal and job opportunities through the increasing number of industrial and commercial giants seeking out Wichita and its surrounding areas. Many of these cities focus on residents' quality of life by expanding residential areas and accompanying amenities.

Of further significance in commuting patterns are the schools in and around a municipality. The presence of a unified school district in a city indicates greater community infrastructure and quality of life—important factors for those who may choose either to both live and work in a particular city or to only live there. For example, some smaller or neighboring municipalities in the WAMPO region rely upon Wichita for education.

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

WAMPO Planning Boundary

Sedgwick County, which is entirely within the WAMPO region and accounts for most of its land area and population, is the second most populous county in Kansas and is home to the state's most populous city, Wichita. It is bordered by Butler and Sumner Counties (parts of which are in the WAMPO region), as well as Reno, Harvey, and Kingman counties (which are entirely outside the WAMPO region). One reason for commute flows out of Sedgwick County is employment at Butler County Community College in Butler County, Hutchinson Community College in Reno County, and Hesston College and Bethel College in Harvey County. Similarly, Wichita State University, Friends University, and Newman University in Sedgwick County create commuter flows into the county and into the WAMPO region from the five adjacent counties.

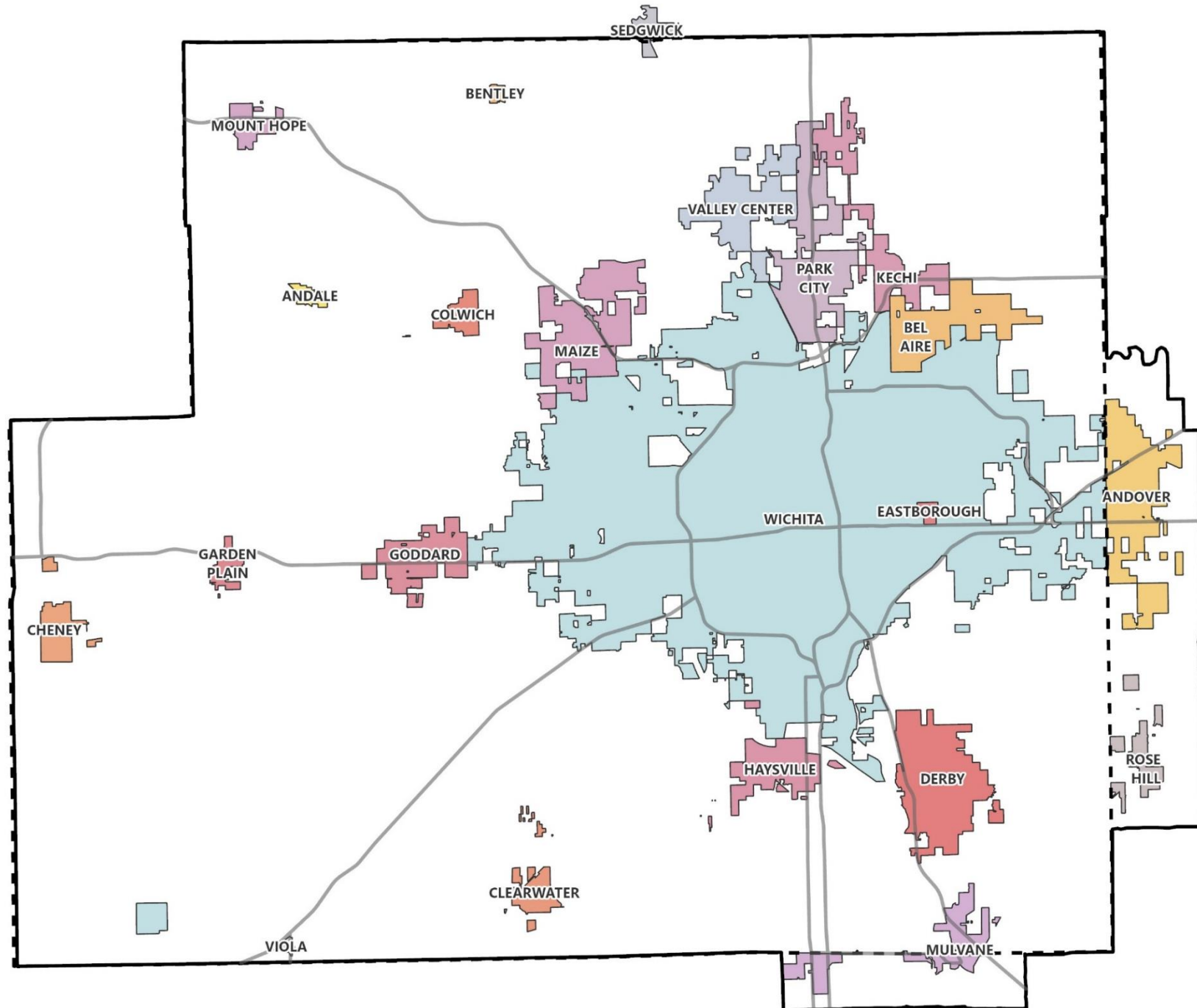
The cities in this report are presented in decreasing population order. Using US Census Bureau Decennial 2020 Data the following is a ranking of the largest to smallest municipalities in the WAMPO Region:

- | | | |
|--------------------------|------------------------|------------------------|
| 1. Wichita (397,532) | 9. Maize (5,735) | 17. Garden Plain (948) |
| 2. Derby (25,625) | 10. Goddard (5,084) | 18. Andale (941) |
| 3. Andover* (14,892) | 11. Rose Hill* (4,185) | 19. Mount Hope (806) |
| 4. Haysville (11,262) | 12. Clearwater (2,653) | 20. Eastborough (756) |
| 5. Park City (8,333) | 13. Kechi (2,217) | 21. Bentley (560) |
| 6. Bel Aire (8,262) | 14. Cheney (2,181) | 22. Viola (115) |
| 7. Valley Center (7,340) | 15. Sedgwick* (1,603) | |
| 8. Mulvane* (6,286) | 16. Colwich (1,455) | |

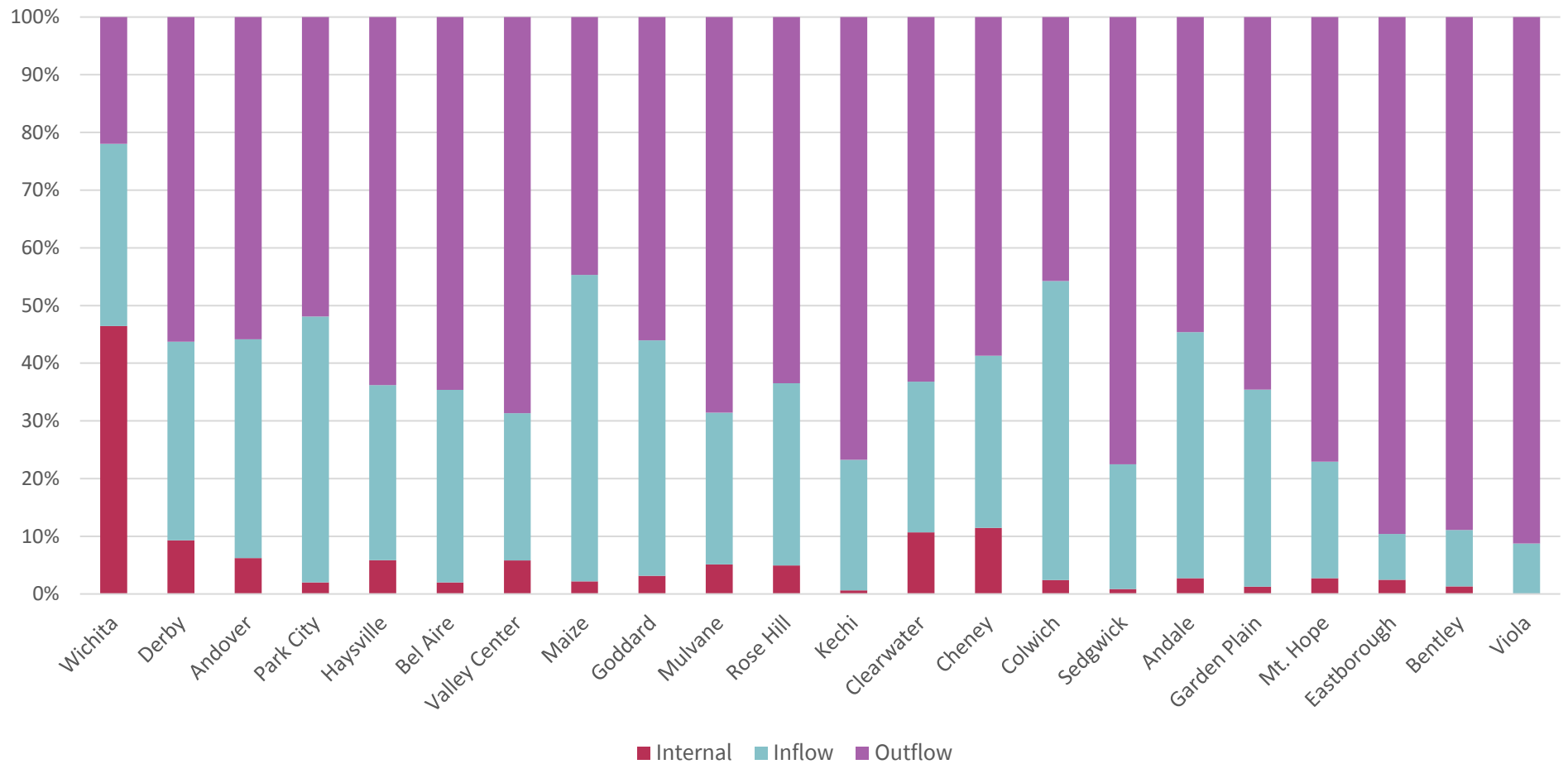
*Included in the WAMPO region but in (or partially in) different counties are Andover, which is entirely in Butler County, Rose Hill, which is in Butler and Sedgwick Counties, Mulvane, which is in Sumner and Sedgwick Counties, and the City of Sedgwick is split between Sedgwick and Harvey Counties).

For 2020, the U.S. Census Bureau estimated Sedgwick County's population to be 523,824 (not to be confused with the county's labor force, which is a subset of the population). In the same year, the mean travel time to work for workers aged 16+ was 19.3 minutes. Sedgwick County sees a regular inflow of 19,130 workers coming into the county from residences in the five adjacent counties, and a regular outflow of 10,561 workers who live in Sedgwick County and are employed in the other counties. Over half of those who commute into Sedgwick County from adjacent counties come from Butler County. However, of those who live in Sedgwick County and work elsewhere, there is a near even split between Butler, Sumner, Harvey, and Reno Counties, with a much smaller number commuting to Kingman County.

WAMPO Planning Boundary



Commuters by WAMPO Cities



Commuting Flows: Represents information about worker's residence location and workplace location

Internal: Represents workers who commute and live in the same city

Inflow: Represents workers who commute into a city for work

Outflow: Represents workers who commute out of a city for work

Commuters by WAMPO Cities

2019 Number of Commuters			
WAMPO Cities	Internal	Inflow	Outflow
Wichita	120,413	81,932	56,978
Derby	1,583	5,871	9,584
Andover	572	3,488	5,136
Park City	141	3,226	3,635
Haysville	402	2,087	4,390
Bel Aire	106	1,768	3,426
Valley Center	283	1,243	3,341
Maize	99	2,416	2,033
Goddard	129	1,673	2,298
Mulvane	205	1,047	2,734
Rose Hill	149	951	1,911
Kechi	10	356	1,209
Clearwater	186	454	1,099
Cheney	181	470	926
Colwich	34	730	644
Sedgwick	9	228	818
Andale	26	405	519
Garden Plain	7	192	363
Mt. Hope	14	103	393
Eastborough	10	32	361
Bentley	4	30	272
Viola	0	5	52

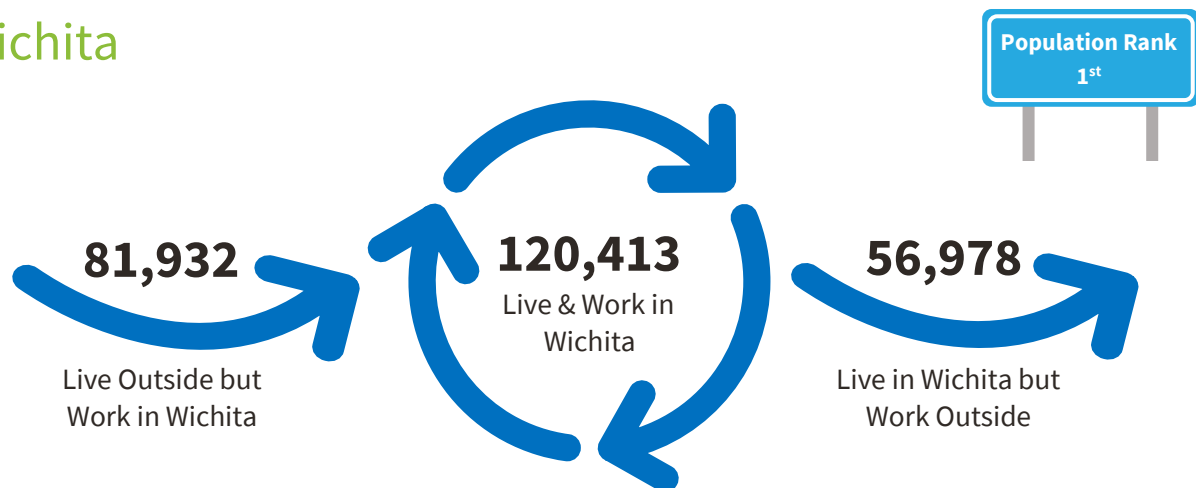
Commuting Flows: Represents information about worker's residence location and workplace location

Internal: Represents workers who commute and live in the same city

Inflow: Represents workers who commute into a city for work

Outflow: Represents workers who commute out of a city for work

Wichita



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

Wichita is the largest city in Kansas, the primary hub of the greater WAMPO area, and the county seat of Sedgwick County. Incorporated in 1870, it is the principal city of the greater Wichita metropolitan area. Wichita has the largest school district in Kansas and employees over 5,600 full-time employees. As of 2020, Wichita's population was 397,532, of which approximately 67% are in the labor force¹. The mean travel time to work is 18.8 minutes.

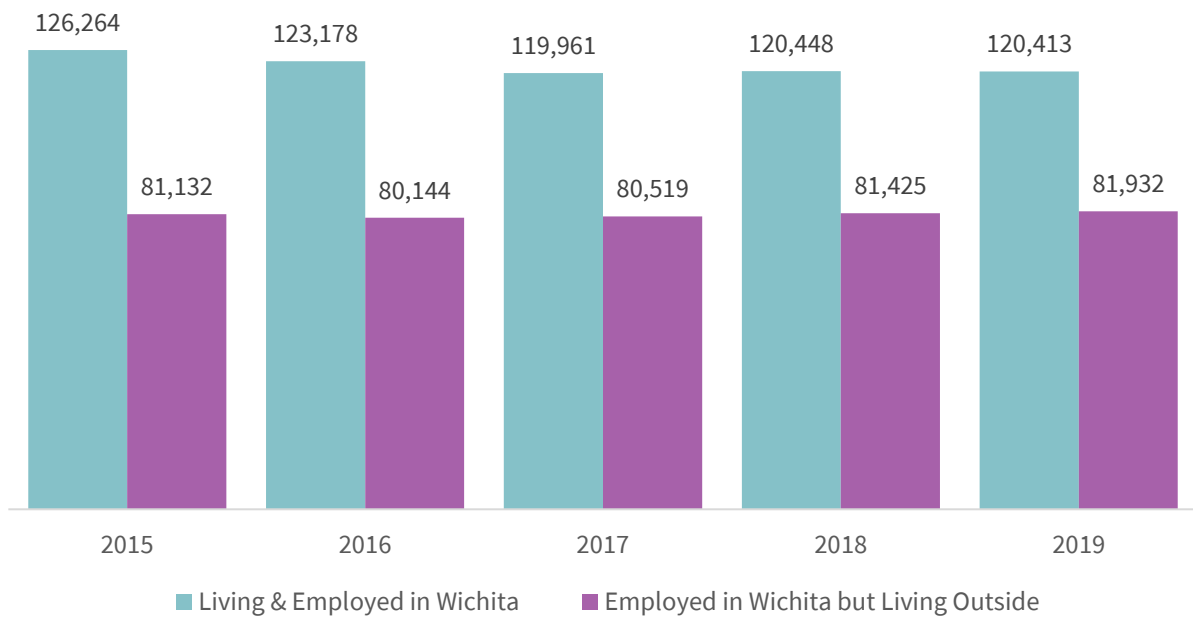
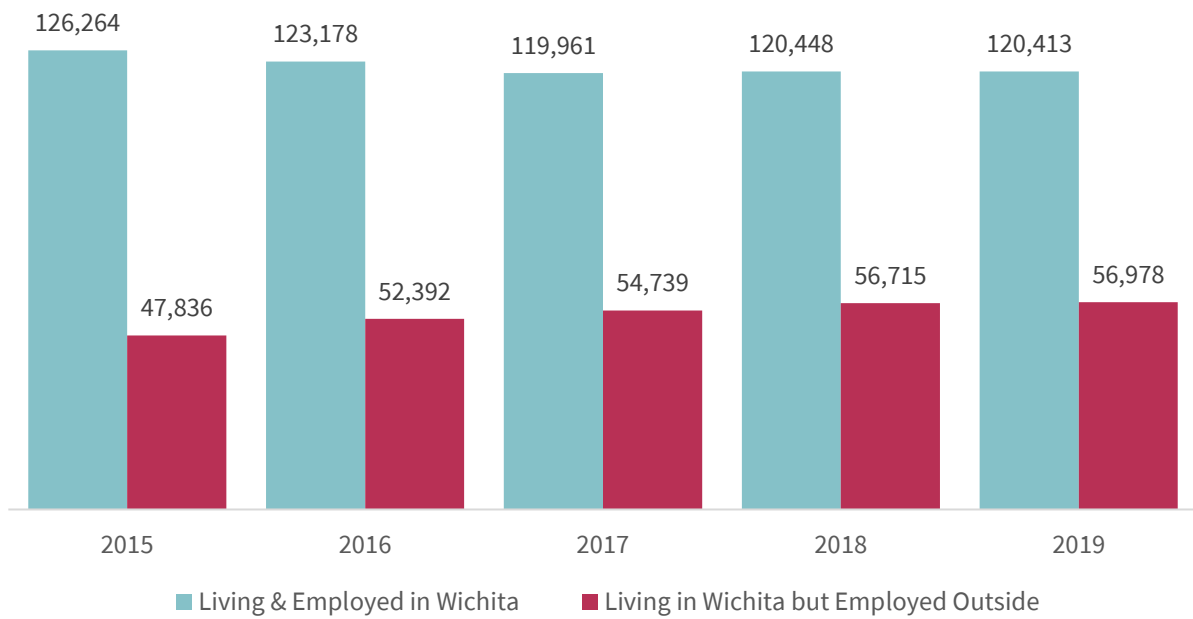
It has been dubbed the “Air Capital of the World” because of the presence of various aircraft design and manufacturing facilities, such as Textron Aviation, Bombardier Learjet, Airbus, Spirit AeroSystems, as well as housing major airports such as Dwight D. Eisenhower National, Colonel James Jabara, Westport, Beech Factory, and Cessna Aircraft Field.

Wichita has the greatest number of residents who live and work in the city, at 120,413. 81,932 residents live in other cities both within and outside of the WAMPO area and commute to Wichita for work. 56,978 residents live in Wichita and work elsewhere. From 2015 compared to 2019, Wichita has seen an approximate 19% increase in the number of residents who commute to other cities for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	20,047 (16.6%)	12,731 (15.5%)	21,265 (37.3%)
Trade, Transportation, & Utilities	20,833 (17.3%)	18,604 (22.7%)	9,663 (17.0%)
All Other Services	79,533 (66.1%)	50,597 (61.8%)	26,050 (45.7%)

¹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=16000000US2079000&tid=ACSDP5Y2020.DP03>



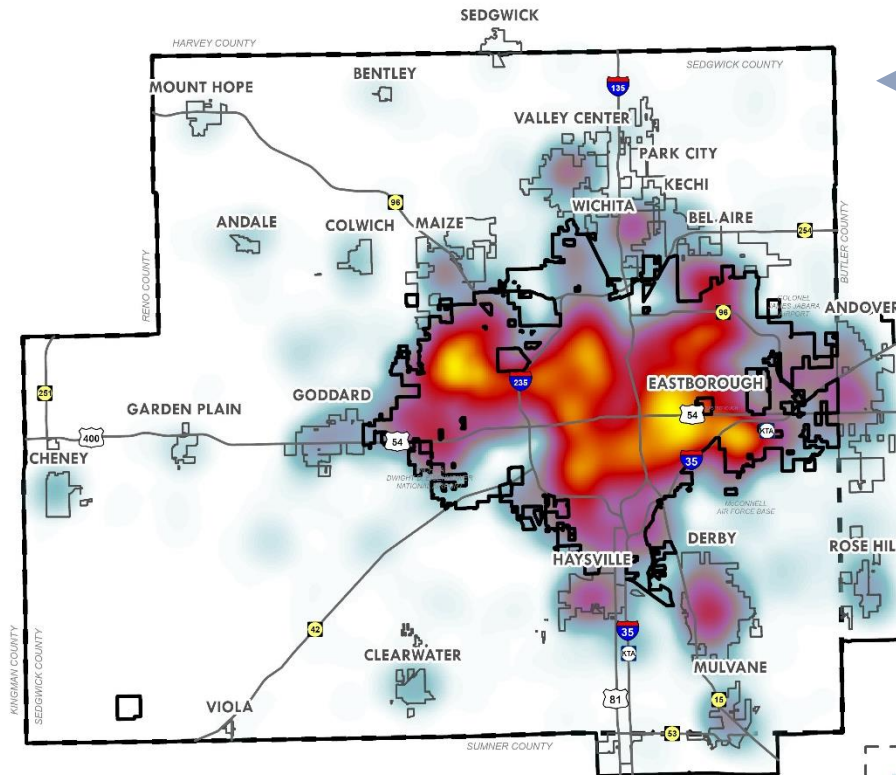
Where Workers Live Who Work in Wichita

128,273	(63.4%)
37,287	(18.4%)
10,137	(5.0%)
26,648	(13.2%)

of workers
who work in
Wichita live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment



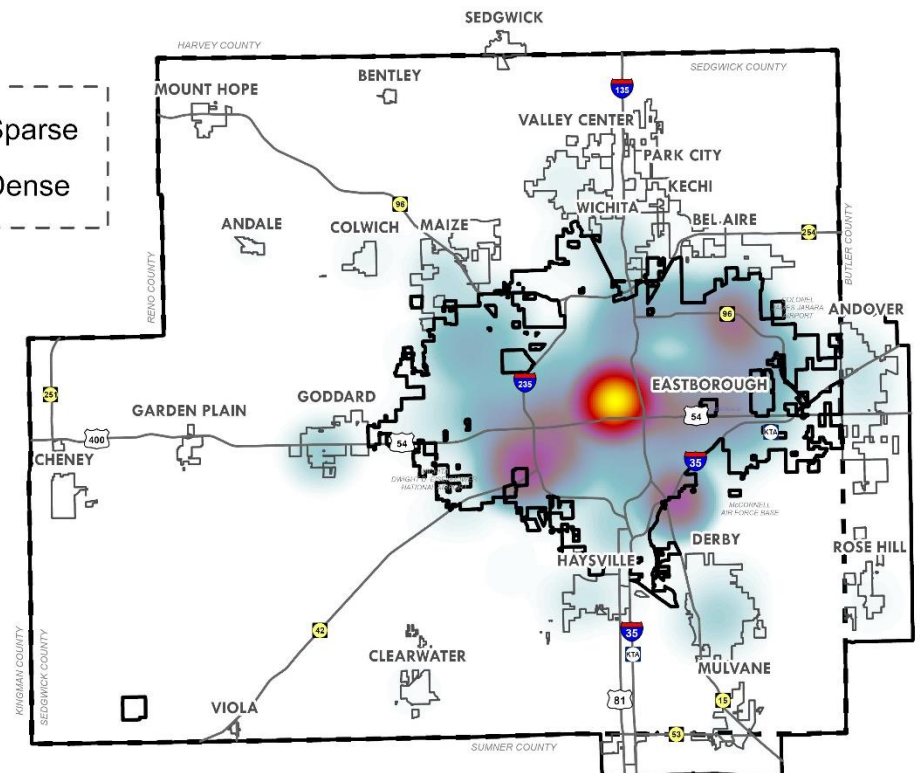
Sparse
Dense

132,419	(74.6%)	less than 10 miles
21,805	(12.3%)	10 – 24 Miles
4,704	(2.7%)	25 – 50 Miles
18,463	(10.4%)	greater than 50 Miles

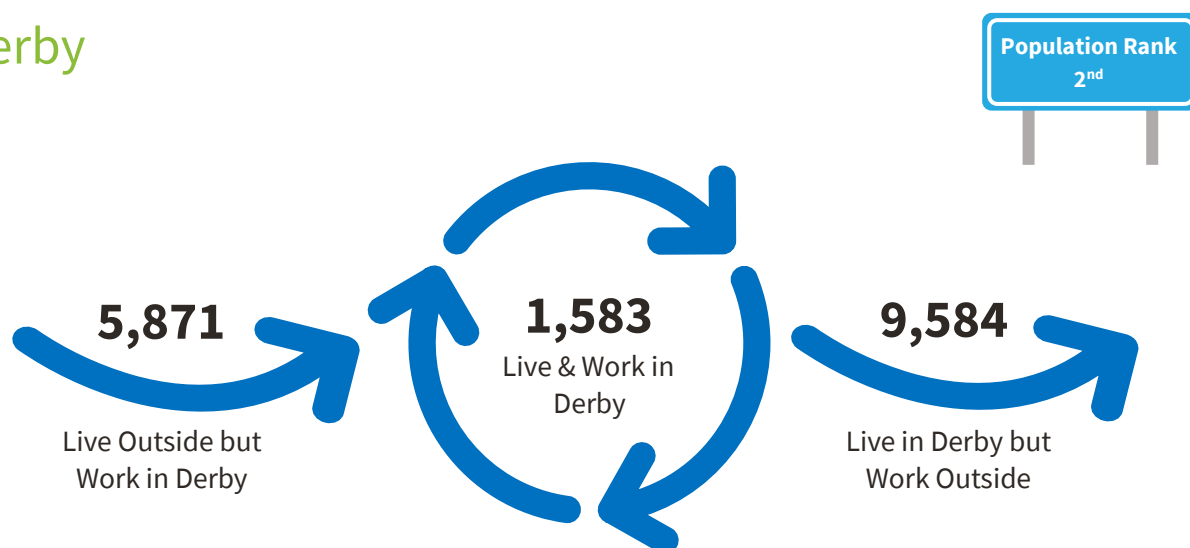
of workers
who live in
Wichita work

from their
place of
residence

Where Workers Work Who Live in Wichita



Derby



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

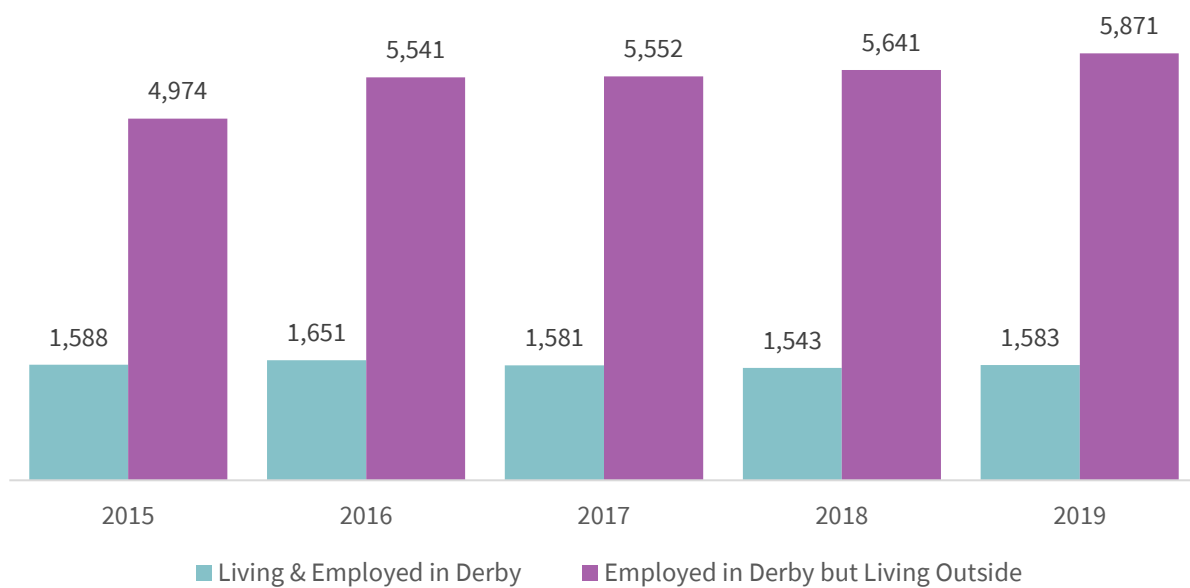
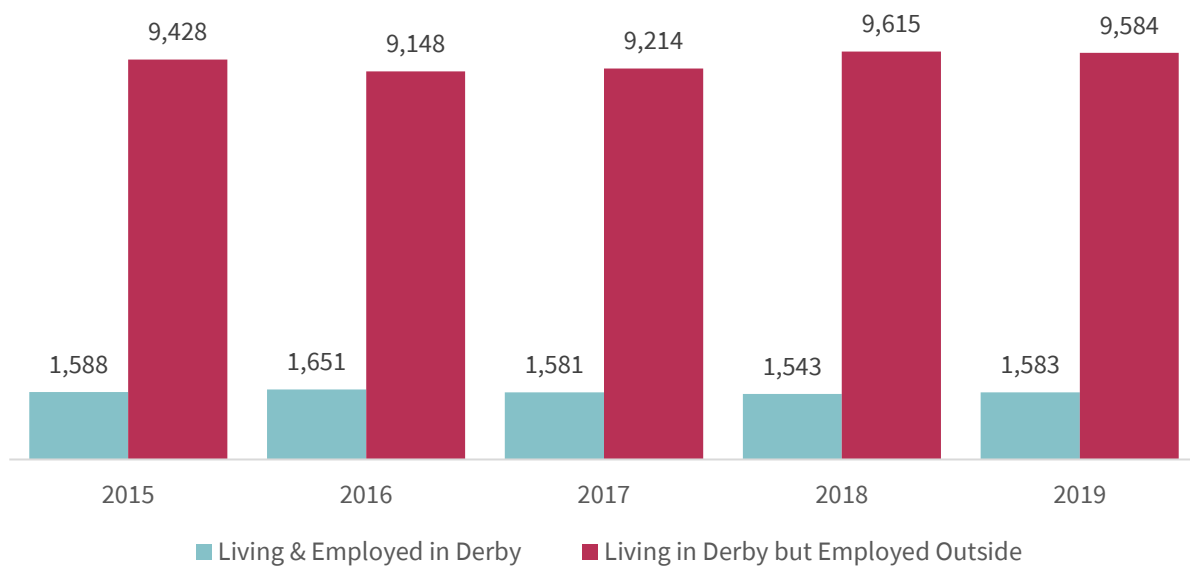
Derby was incorporated in 1903 but was originally named El Paso until 1956. McConnell Air Force Base is located between Wichita and Derby with a Wichita ZIP code, and many found a home in Derby when space on base became occupied. As of 2020, Derby's population was 25,625, of which approximately 67% are in the labor force². The mean travel time to work is 22.2 minutes. Many jobs in the Derby area are based in either construction, retail, or real estate. It is due to these jobs that many of the residents both work and live in Derby. Derby supports home-based businesses and large manufacturing companies like BRG Precision. Derby is served by their own public school district, as well as two private schools.

Between 2015 and 2019, the highest number of people living and working in Derby peaked in 2016 and saw declines in 2017 and 2018. Derby has had an approximate 18% increase from 2015 to 2019 in the number of people living outside city limits and commuting to Derby for work. Approximately 3% of workers employed in the WAMPO region live in Derby. Additionally, approximately 2% of workers who live in the WAMPO region work in Derby.

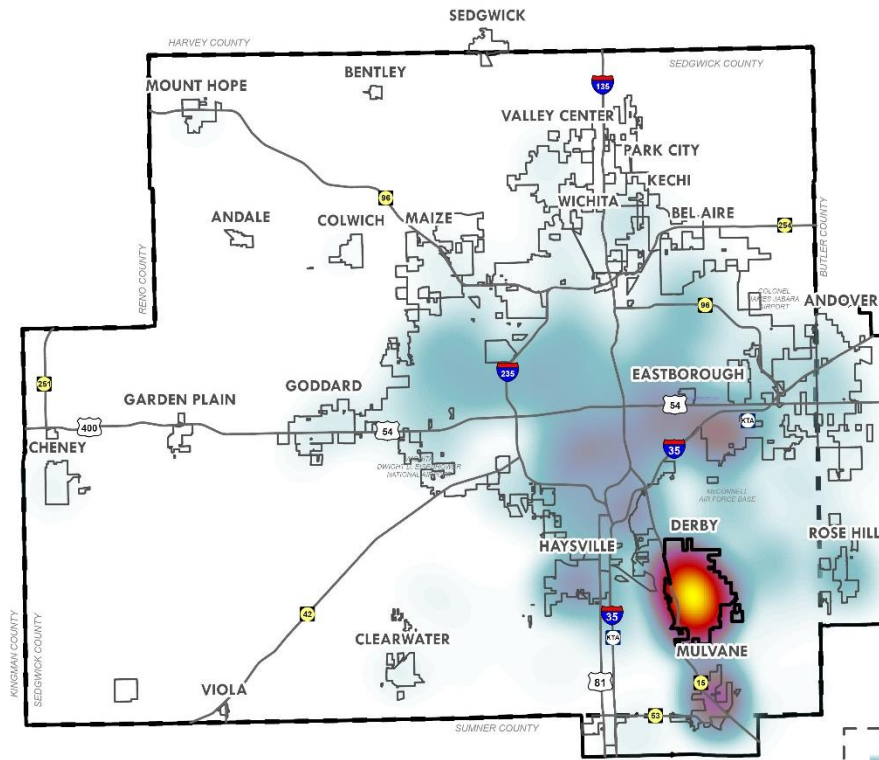
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	85 (5.4%)	248 (4.2%)	2,710 (28.3%)
Trade, Transportation, & Utilities	129 (8.1%)	1,578 (26.9%)	1,648 (17.2%)
All Other Services	1,369 (86.5%)	4,045 (68.9%)	5,226 (54.5%)

² US Census 2020: ACS 5-Year Estimates Data Profiles

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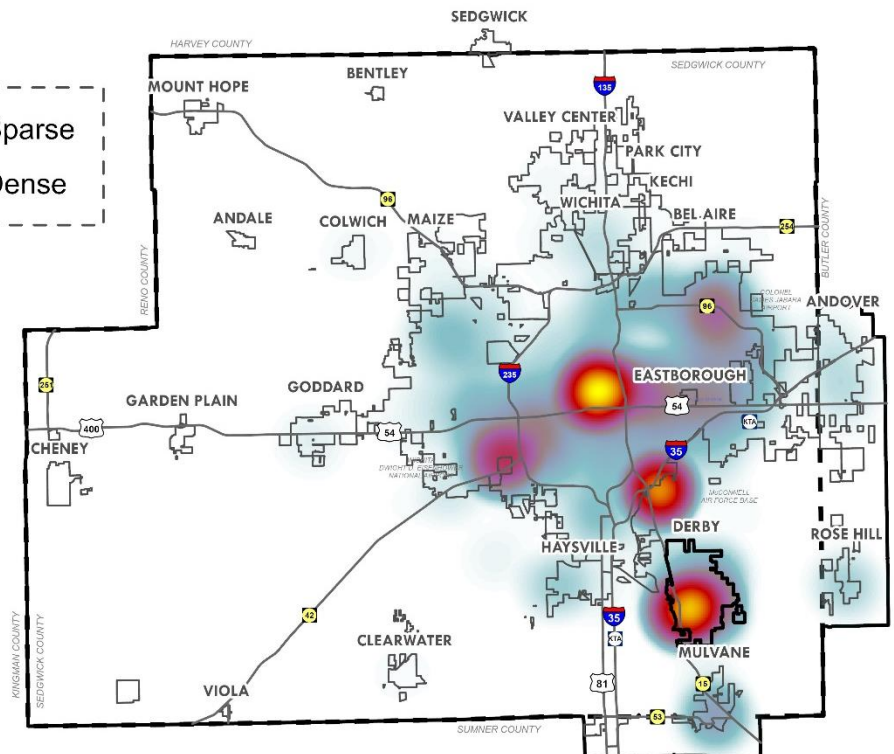


Where Workers Live Who Work in Derby



4,319 (57.9%)	of workers who work in Derby live	less than 10 miles	from their place of employment
1,876 (25.2%)		10 – 24 Miles	
413 (5.5%)		25 – 50 Miles	
846 (11.3%)		greater than 50 Miles	

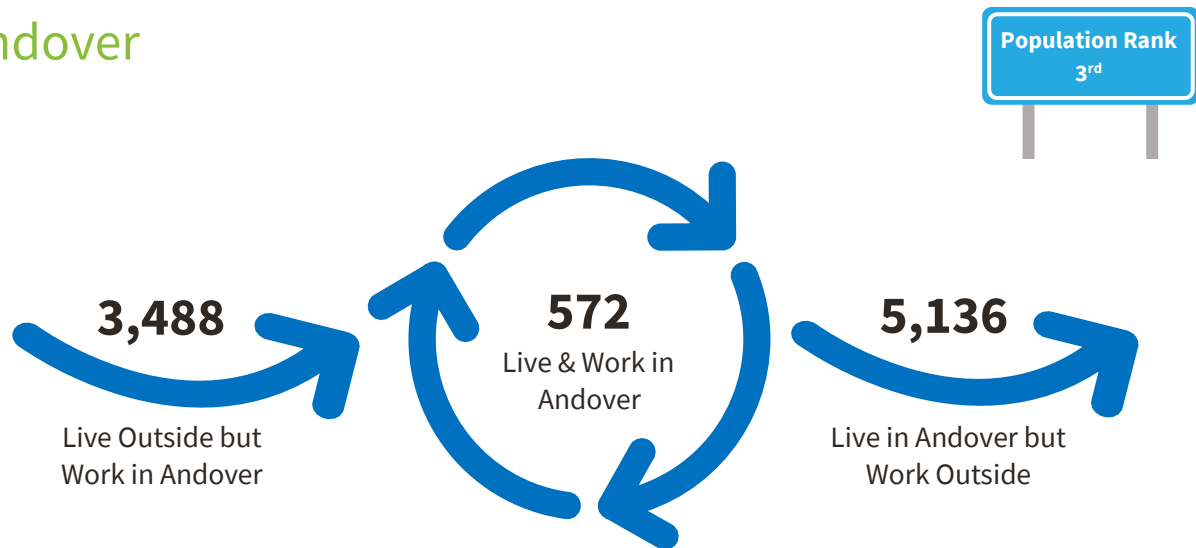
Sparse
Dense



5,447 (48.8%)	of workers who live in Derby work	less than 10 miles	from their place of residence
4,189 (37.5%)		10 – 24 Miles	
363 (3.3%)		25 – 50 Miles	
1,168 (10.5%)		greater than 50 Miles	

Where Workers Work Who Live in Derby

Andover



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

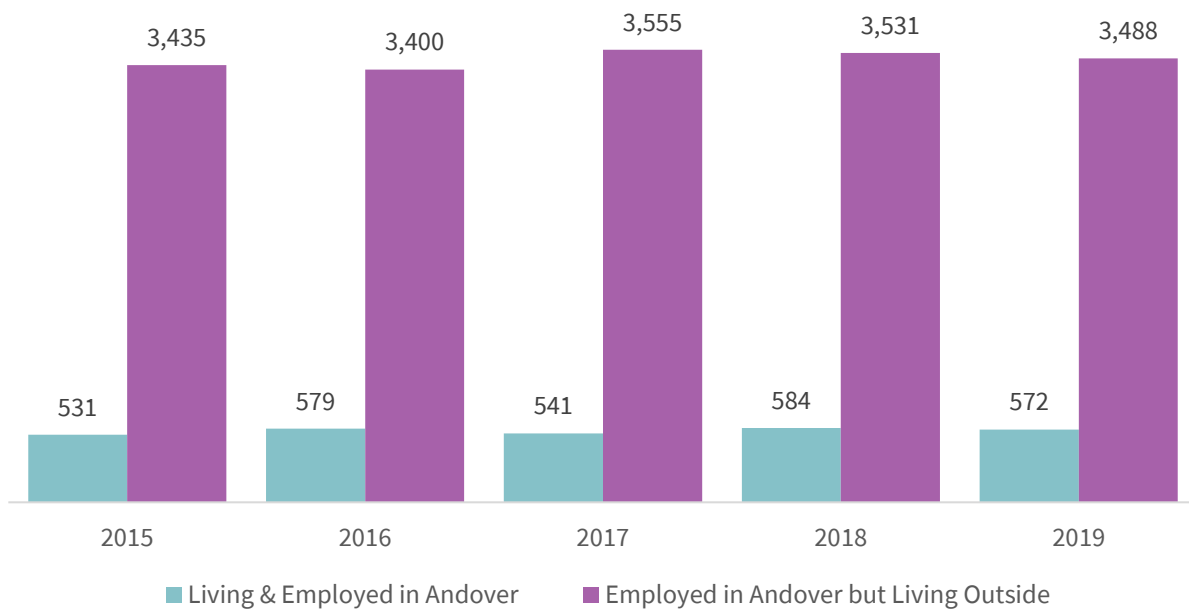
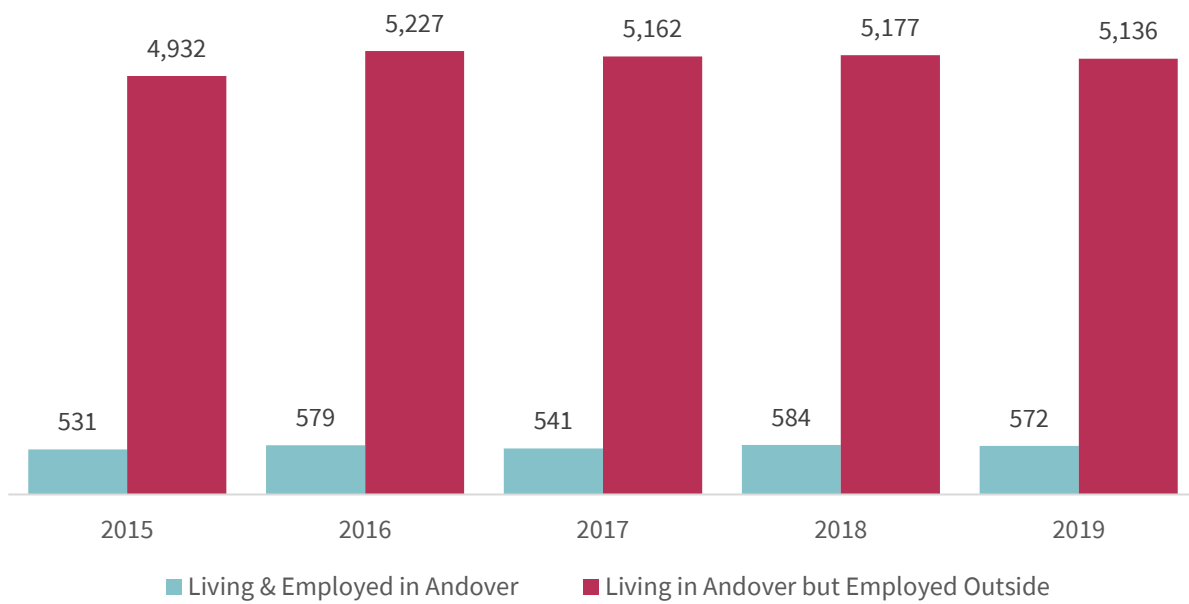
Andover was incorporated in 1957. As of 2020, Andover's population was 14,892, approximately 70% of which are in the labor force³. The mean travel time to work is 22.6 minutes. Surrounded by farmland, the city was devastated by an F5 tornado that forced the town to rebuild in 1991. Andover again experienced extensive damage from an F3 tornado in April 2022. Updated streets, sewers, and water lines encouraged fresh development. Andover is served by their own public school district and is also home to a branch campus of Butler Community College. Andover has placed a great emphasis on newer retail properties, education, and building residential properties for young families. Another job draw is Vornado Air, currently headquartered in Andover.

There are 572 residents who live and work in Andover. 5,136 residents live in Andover but commute to another city for work. There are 3,488 residents who live in another city but travel into Andover for work. From 2015 compared to 2019, Andover has had an approximate 8% increase in the number of people living and working in the city. Approximately 2% of workers employed in the WAMPO region live in Andover. Additionally, approximately 1% of workers who live in the WAMPO region work in Andover.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	33 (5.8%)	363 (10.4%)	1,110 (21.6%)
Trade, Transportation, & Utilities	40 (7.0%)	531 (15.2%)	832 (16.2%)
All Other Services	499 (87.2%)	2,594 (74.4%)	3,194 (62.2%)

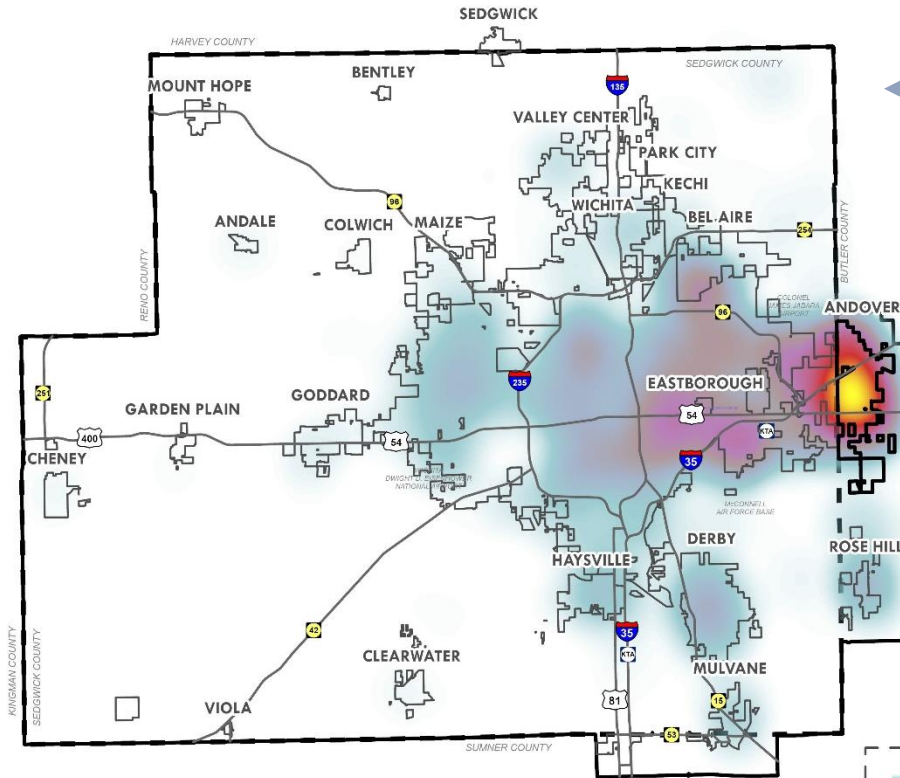
³ US Census 2020: ACS 5-Year Estimates Data Profiles

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Where Workers Live Who Work in Andover

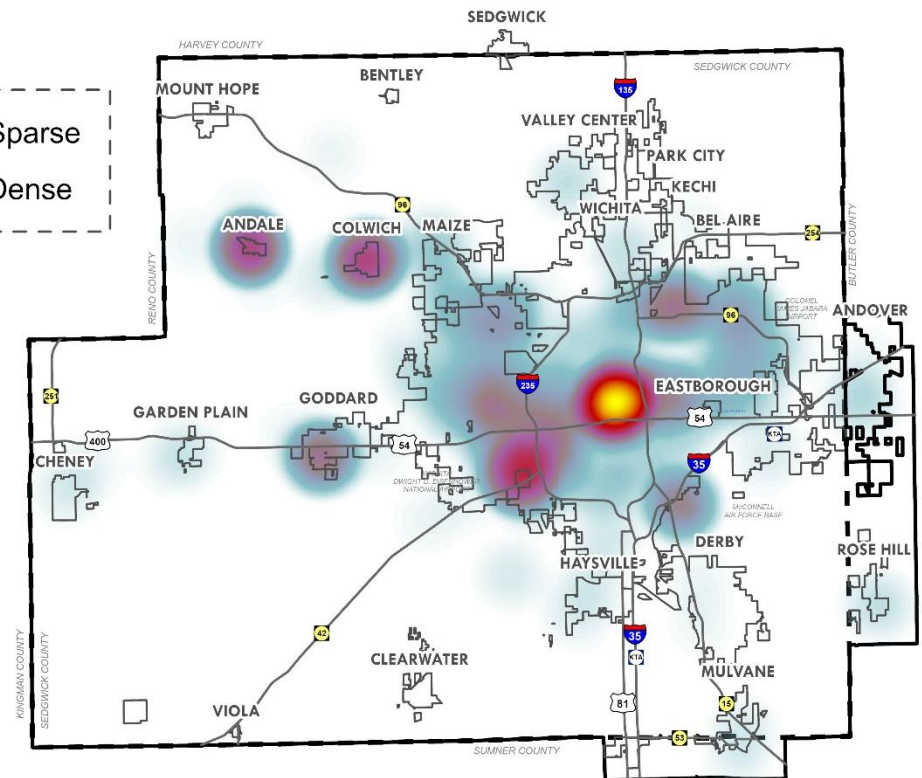
2,248	55.4%	of workers who work in Andover live	less than 10 miles	from their place of employment
1,288	31.7%		10 – 24 Miles	
153	3.8%		25 – 50 Miles	
371	9.1%		greater than 50 Miles	



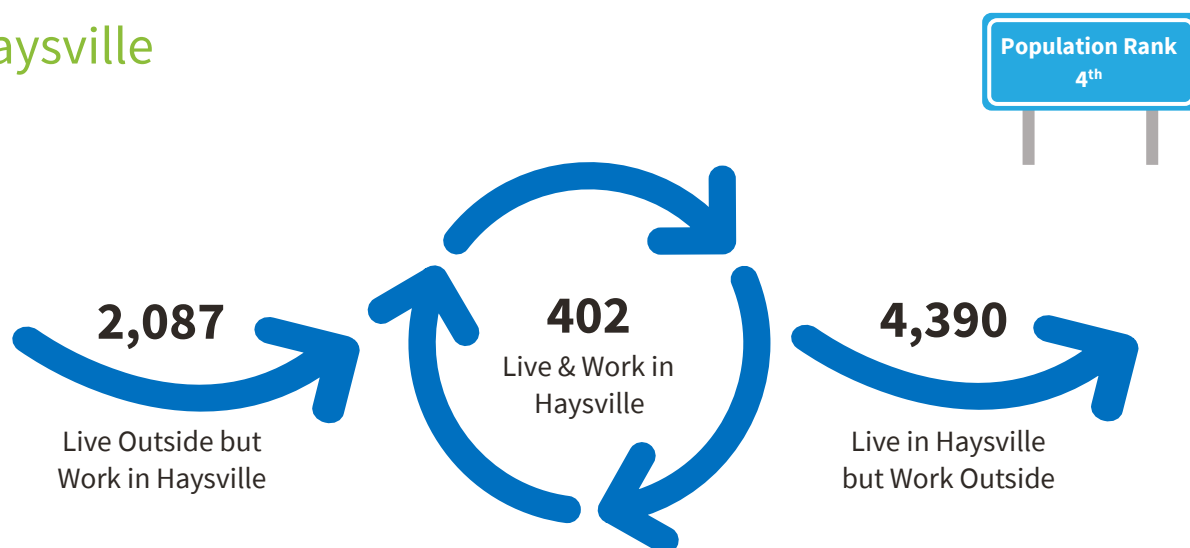
Sparse
Dense

2,611	(45.7%)	of workers who live in Andover work	less than 10 miles	from their place of residence
2,309	(40.5%)		10 – 24 Miles	
165	(2.9%)		25 – 50 Miles	
623	(10.9%)		greater than 50 Miles	

Where Workers Work Who Live in Andover



Haysville



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

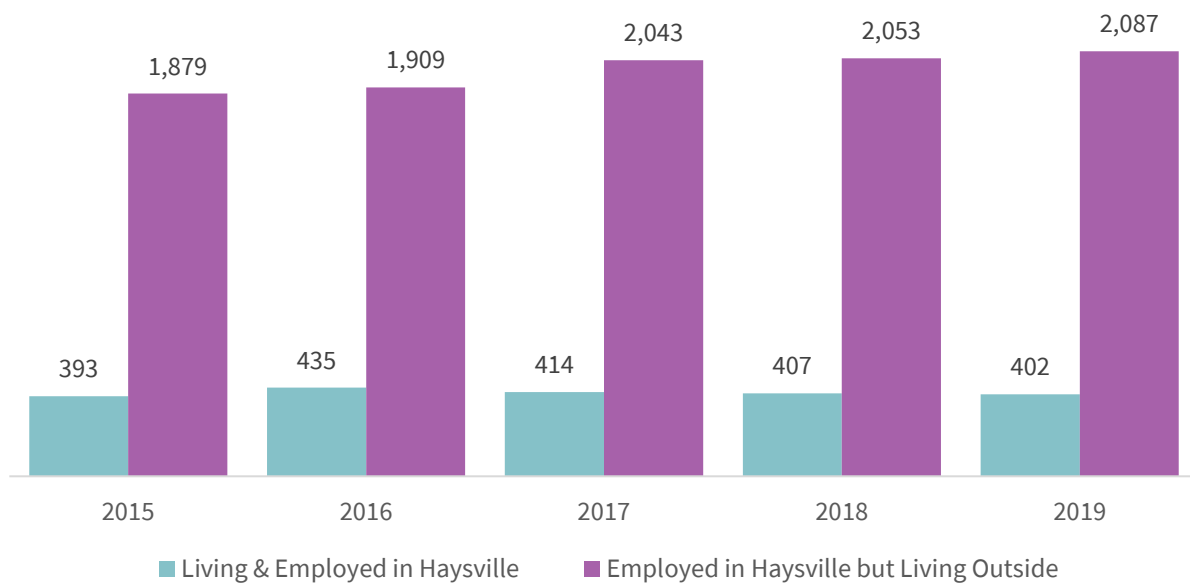
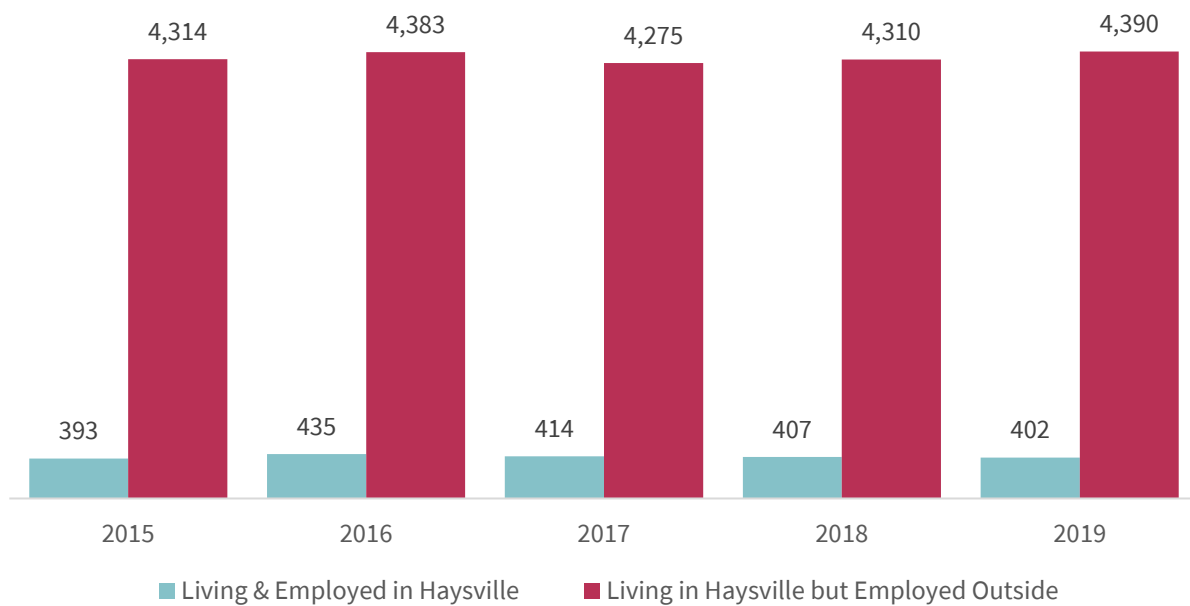
Incorporated in 1951 and colloquially known as the “Peach Capital of Kansas,” for their historic peach orchard, Haysville has a population of 11,262 as of 2020. Haysville has approximate 60% labor force⁴. The mean travel time to work is 23.5 minutes. Like Andover, Haysville faced a destructive tornado in 1999 that damaged 150 homes and 27 businesses. Norland Plastics Co., a subsidiary of Teleflex, Inc. was among the facilities rebuilt since the tornado and is a major employer in the area. Haysville is served by their own public school district. Included in their school district is Campus High School, located in Wichita.

There are 402 residents who live and work in Haysville, but 4,390 residents who live in Haysville but work elsewhere. There are 2,087 residents who live outside of Haysville and travel to there for work. In comparing 2015 to 2019, Haysville has seen an approximate 11% increase in the number of people employed in the city but live outside city limits and commute to work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	19 (4.7%)	322 (15.4%)	1,307 (29.8%)
Trade, Transportation, & Utilities	26 (6.5%)	143 (6.9%)	848 (19.3%)
All Other Services	357 (88.8%)	1,622 (77.7%)	2,235 (50.9%)

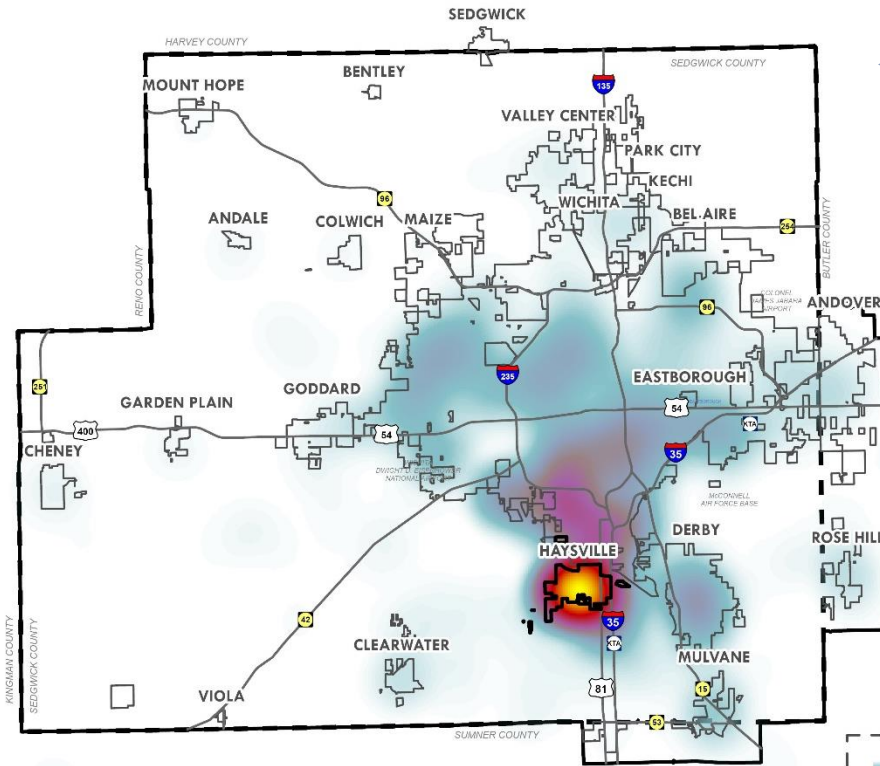
⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

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Where Workers Live Who Work in Haysville

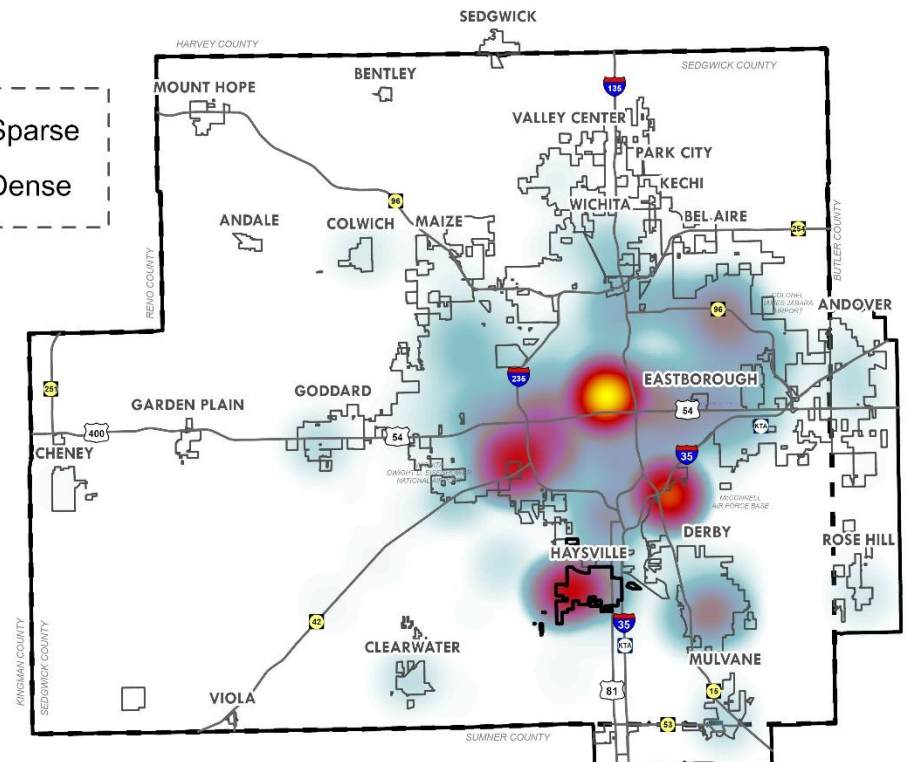
1,605 (64.5%)	of workers who work in Haysville live	less than 10 miles	from their place of employment
605 (24.3%)		10 – 24 Miles	
85 (3.4%)		25 – 50 Miles	
194 (7.8%)		greater than 50 Miles	



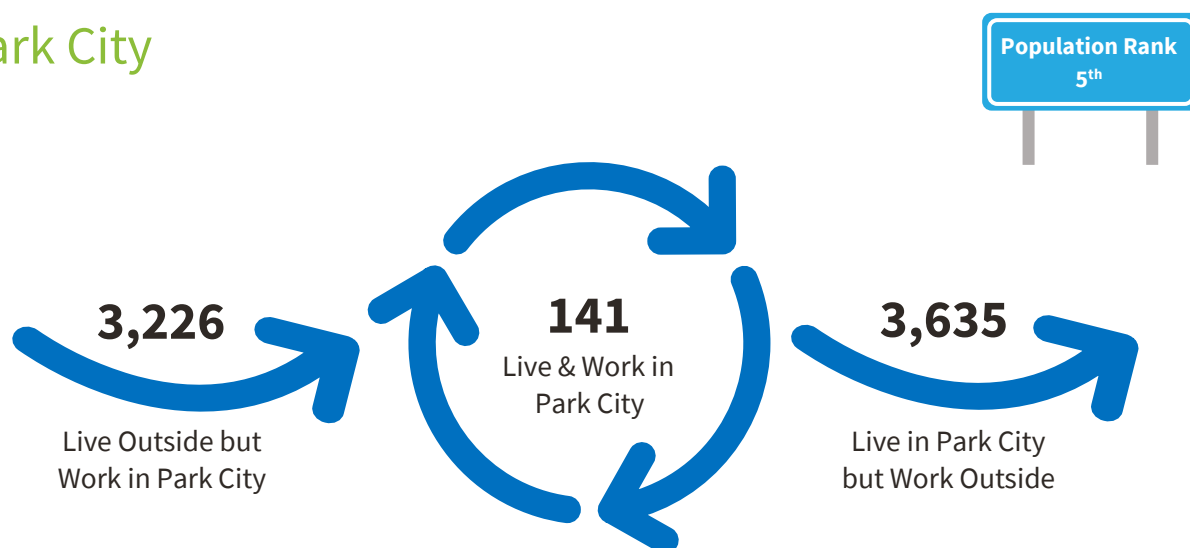
Sparse
Dense

3,038 (63.4%)	of workers who live in Haysville work	less than 10 miles	from their place of residence
1,029 (21.5%)		10 – 24 Miles	
203 (4.2%)		25 – 50 Miles	
522 (10.9%)		greater than 50 Miles	

Where Workers Work Who Live in Haysville



Park City



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

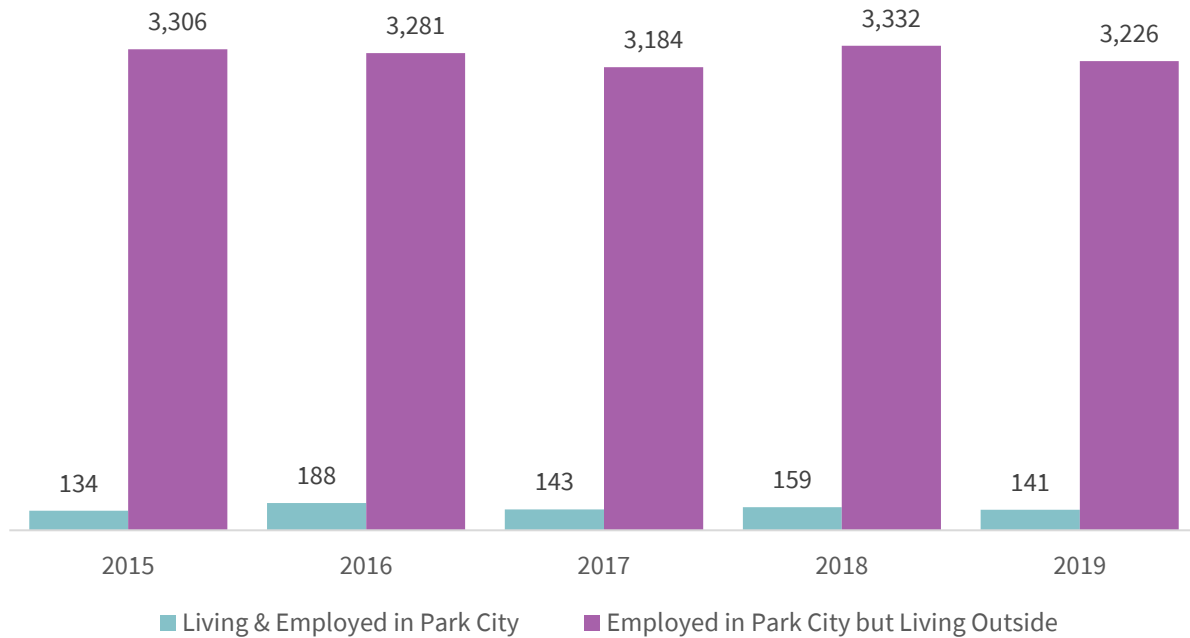
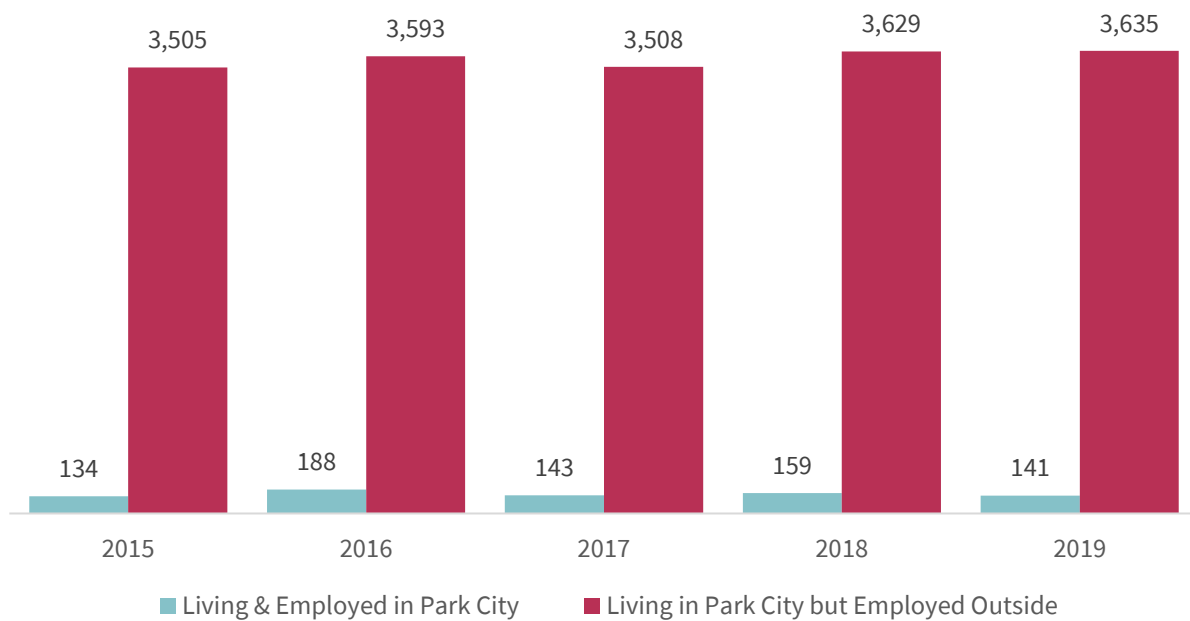
Park City is one the newest city in the WAMPO region, which was incorporated in 1980. Park City is another municipality largely made up of commuters. As of 2020, Park City's population was 8,333, of which approximately 74% are in the labor force⁵. The mean travel time to work is 20.5 minutes. Many of the workers are gainfully employed by recent boons to the city such as Crosswinds Casino, Hartman Arena, and an Amazon fulfillment center. The city does not have their own public school district, rather, students are split between the Wichita and Valley Center school districts.

There are 141 residents who live and work in Park City. 3,635 residents live in Park City but commute to another city for work. There are 3,226 residents who live in another city. From 2015 to 2019, Park City has had an approximate 5% increase in the number of people living and working in the city limits.

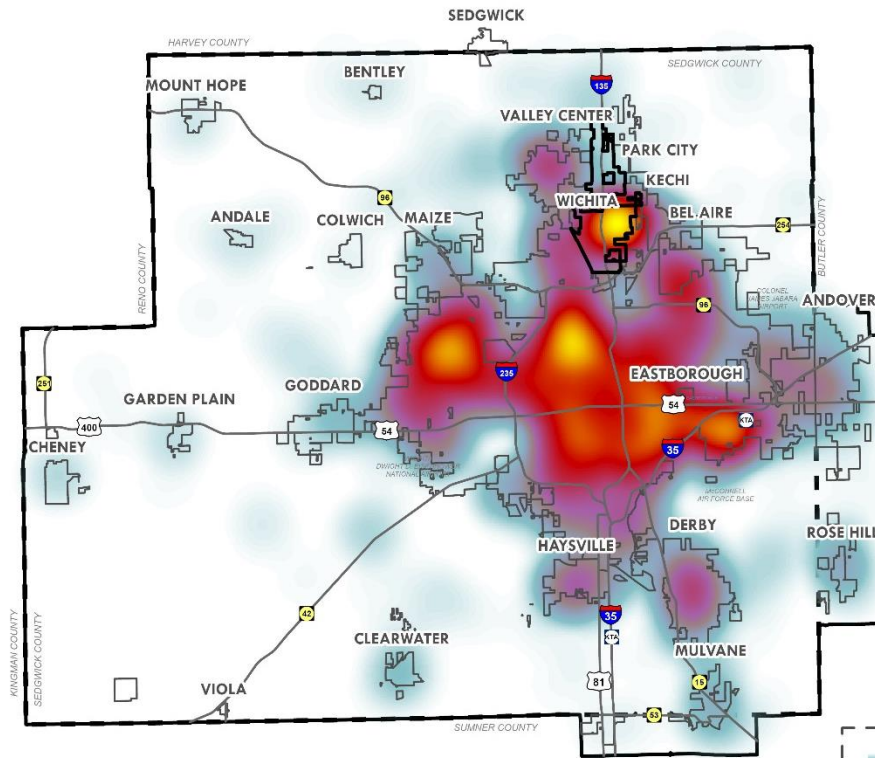
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	32 (22.7%)	1,242 (38.5%)	837 (23.0%)
Trade, Transportation, & Utilities	48 (34.0%)	1,260 (39.1%)	665 (18.3%)
All Other Services	61 (43.3%)	724 (22.4%)	2,133 (58.7%)

⁵ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=16000000US2054450&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Park City



45	57.7%
13	16.7%
11	14.1%
9	11.5%

of workers who
work in Park
City live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment

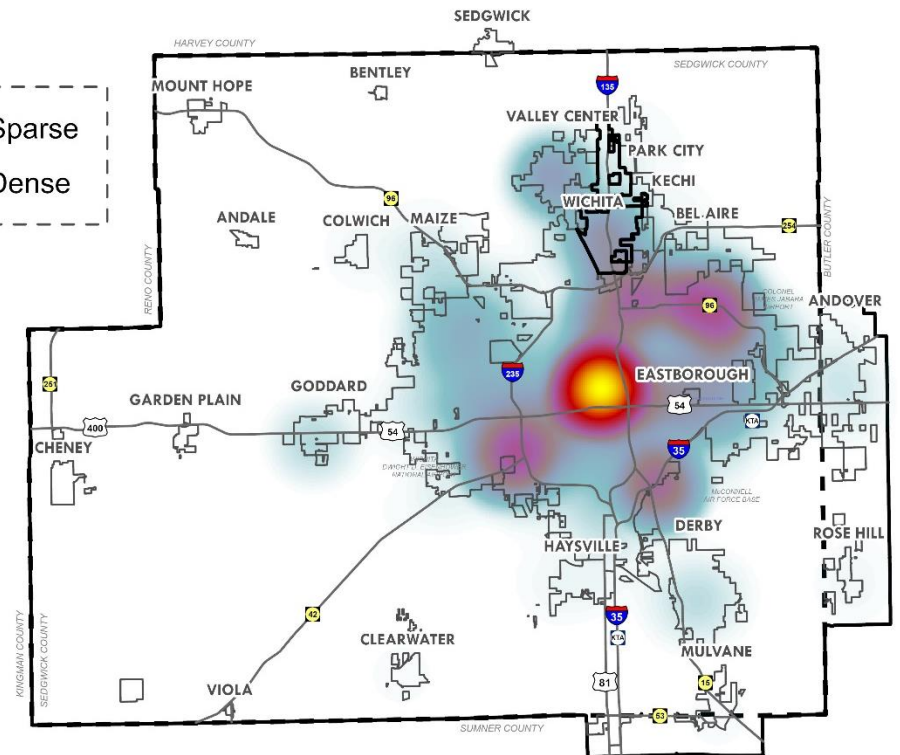
Sparse
Dense

31	56.4%
3	5.5%
6	10.9%
15	27.3%

of workers who live
in Park City work

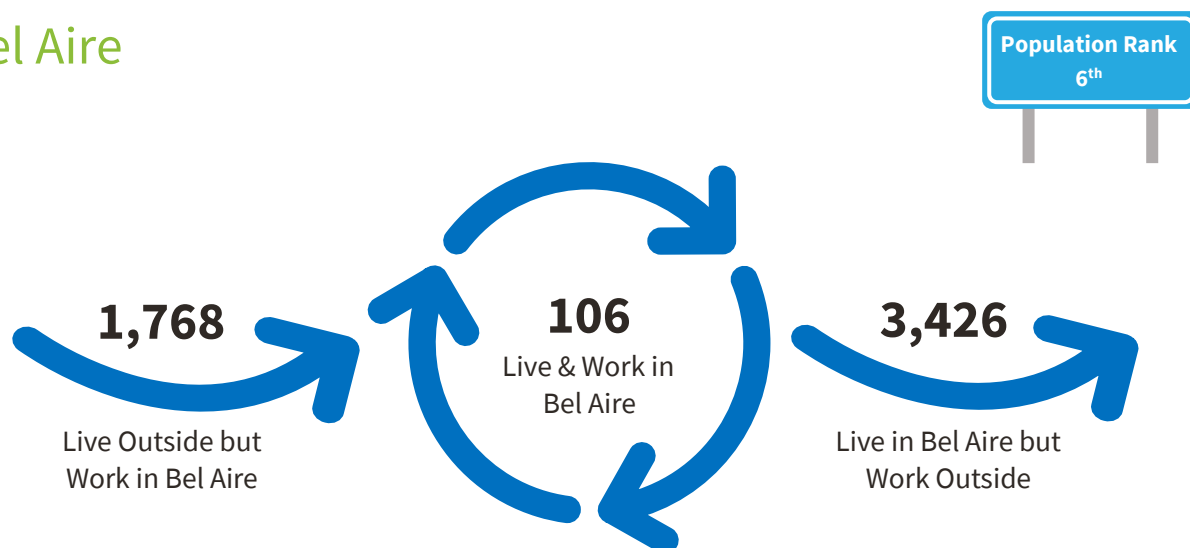
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence



Where Workers Work Who Live in Park City

Bel Aire



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

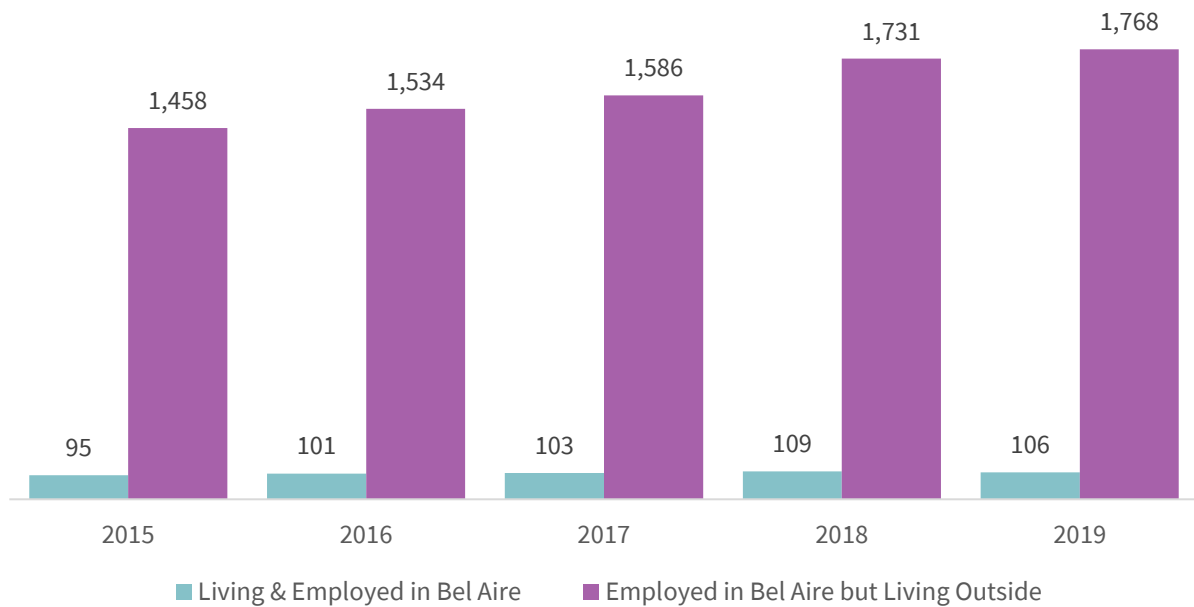
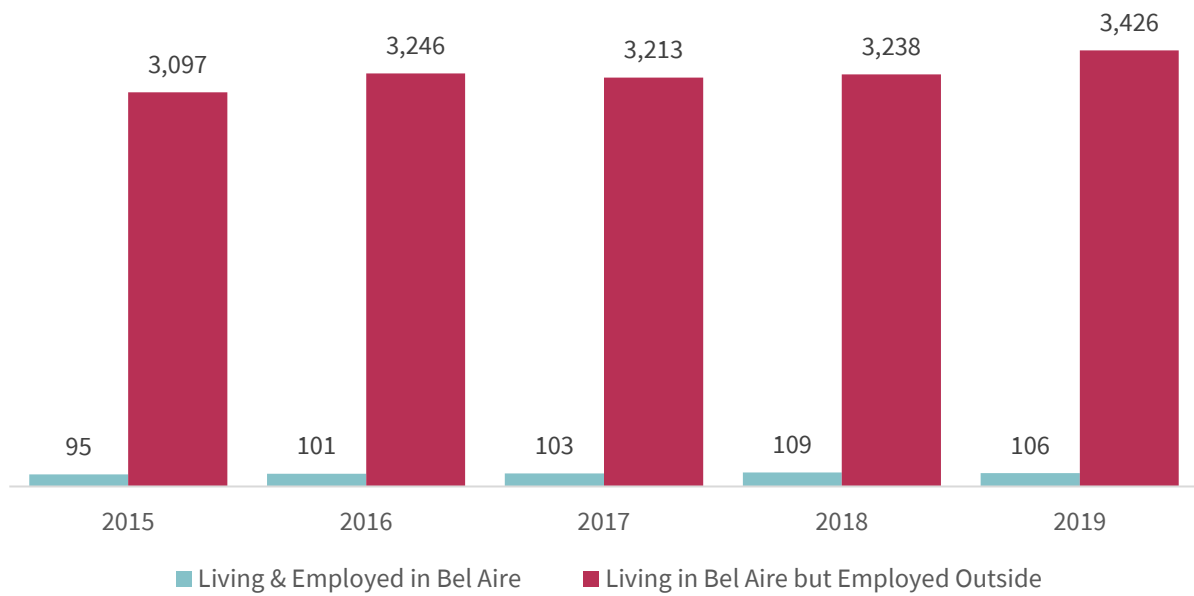
Bel Aire is another newer city in this region and was incorporated in 1980. As of 2020, Bel Aire's population was 8,262, of which approximately 67% are in the labor force⁶. The mean travel time to work is 17.2 minutes. The city does not have their own public school district. They are served by both the Wichita and Towanda school districts.

There are 106 residents who live and work in Bel Aire. 3,426 residents live in Bel Aire but commute to another city for work. There are 1,768 residents who live in another city but travel into Bel Aire for work. From 2015 compared to 2019, the city has had an approximate 21% increase in the number of people commuting from outside the city limits to Bel Aire for work.

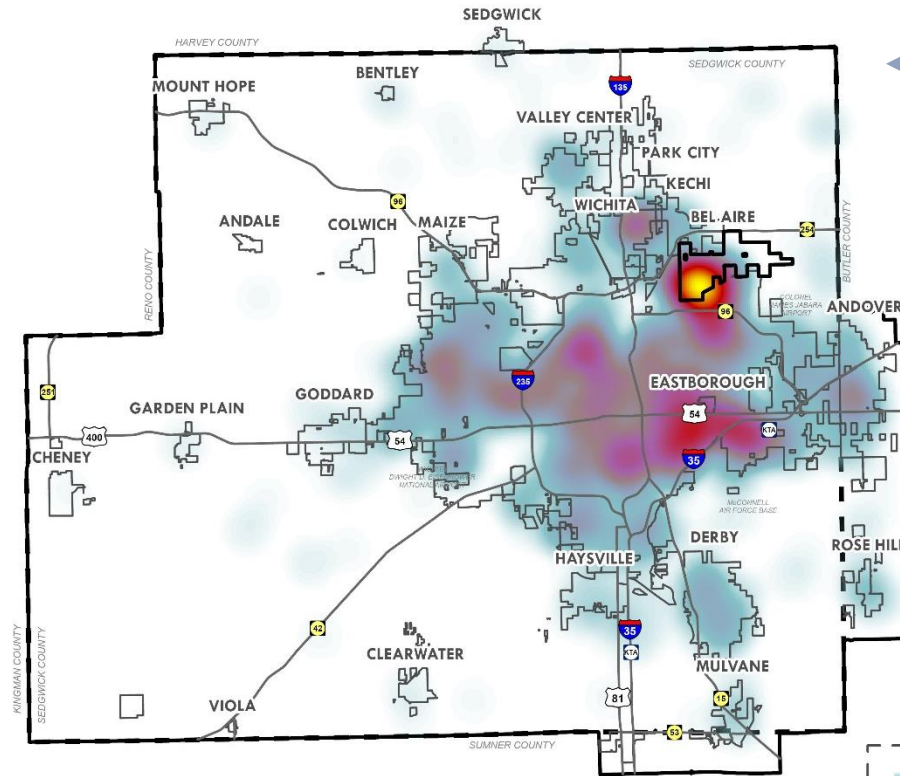
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	13 (12.3%)	325 (15.5%)	663 (19.4%)
Trade, Transportation, & Utilities	14 (13.2%)	381 (22.7%)	484 (14.1%)
All Other Services	79 (74.5%)	1,062 (61.8%)	2,279 (66.5%)

⁶ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2005337&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Bel Aire



1,084	57.8%
512	27.3%
64	3.4%
214	11.4%

of workers who
work in Bel Aire live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment

Sparse
Dense

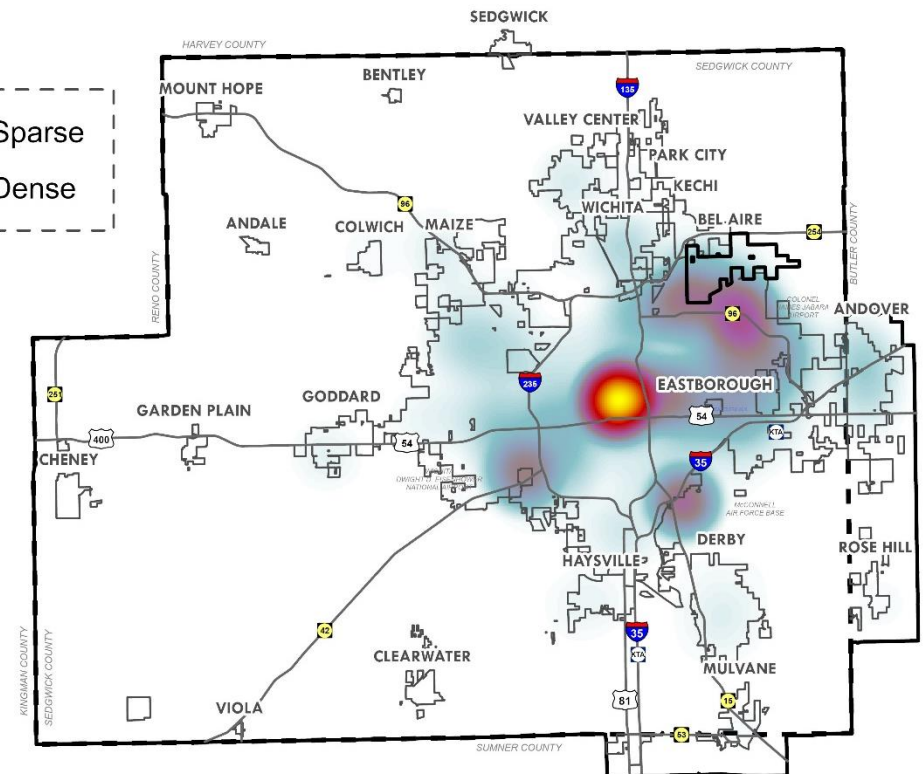
2,490	70.5%
588	16.6%
100	2.8%
354	10.0%

of workers who live
in Bel Aire work

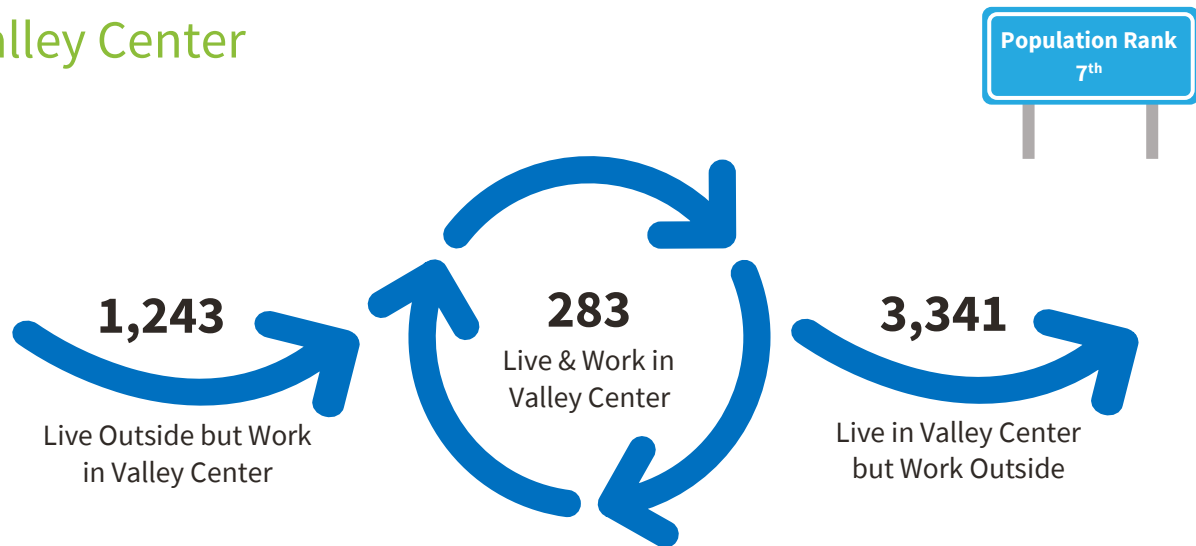
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence

Where Workers Work Who Live in Bel Aire



Valley Center



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

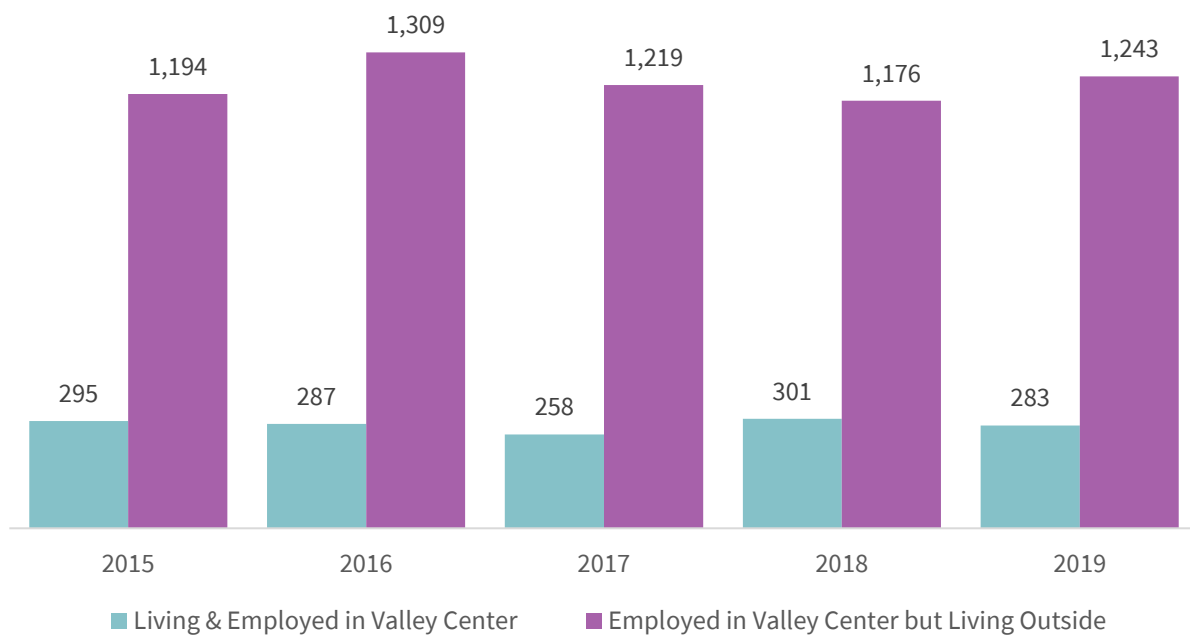
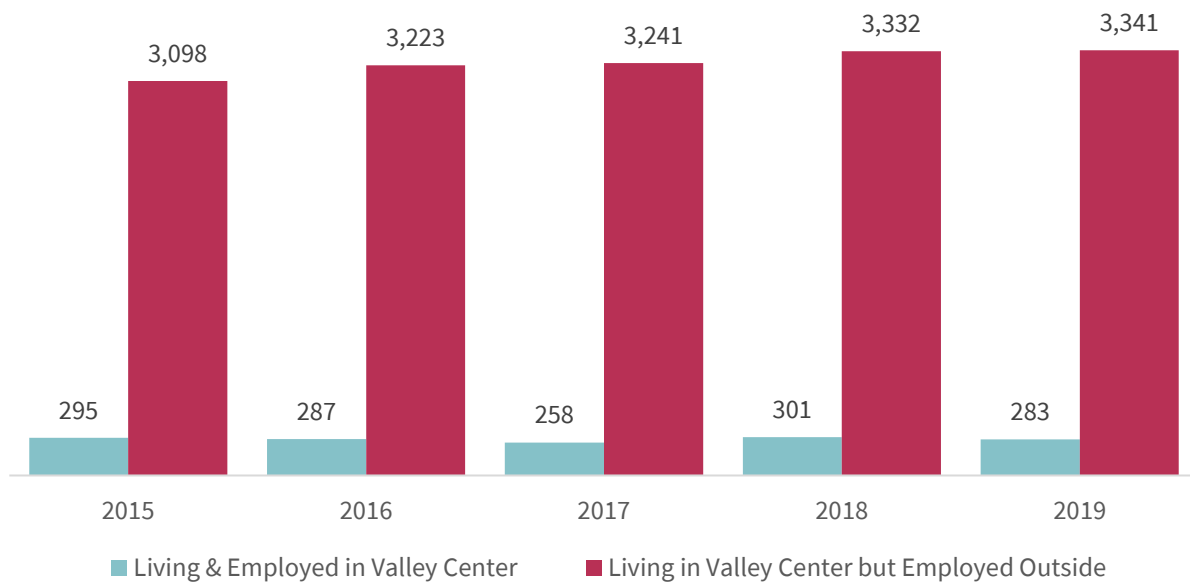
The city of Valley Center was first incorporated in 1885 and conveniently located near I-135, US-81, and K-15. As of 2020, Valley Center's population was 7,340, of which approximately 69% are in the labor force⁷. The mean travel time to work is 23.5 minutes. The Valley Center Public School District and alternative school serves communities from all over the WAMPO area, including Park City, Kechi, and Wichita.

There are 283 residents who both live and work in Valley Center, but the majority of people live in Valley Center and commute to another city. 3,341 residents live in Valley Center but commute to another city for work. There are 1,243 residents who live in another city but travel into Valley Center for work. From 2015 compared to 2019, Valley Center had an approximate 8% increase in the number of residents who commute to other cities for work.

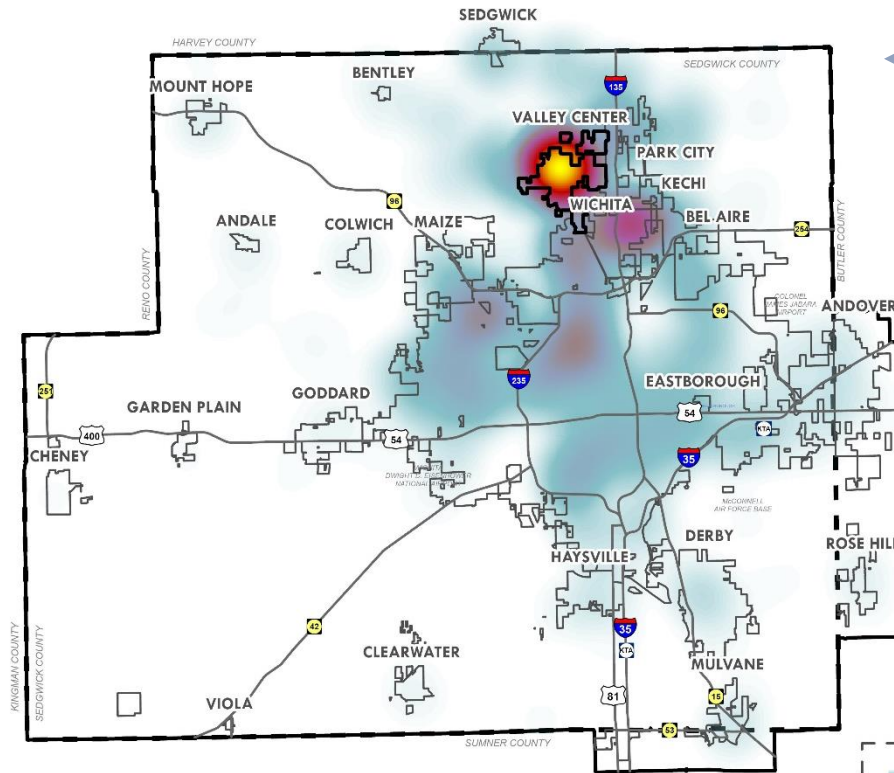
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	42 (14.8%)	343 (27.6%)	843 (25.2%)
Trade, Transportation, & Utilities	34 (12.0%)	220 (17.7%)	609 (18.2%)
All Other Services	207 (731%)	680 (54.7%)	1,889 (56.5%)

⁷ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2073250&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Valley Center



913	59.8%
427	28.0%
89	5.8%
97	6.4%

of workers who
work in Valley
Center live

less than 10 miles

10 – 24 Miles

25 – 50 Miles

greater than 50 Miles

from their
place of
employment

Sparse
Dense

1,257	34.7%
1,820	50.2%
189	5.2%
358	9.9%

of workers who
live in Valley
Center work

less than 10 miles

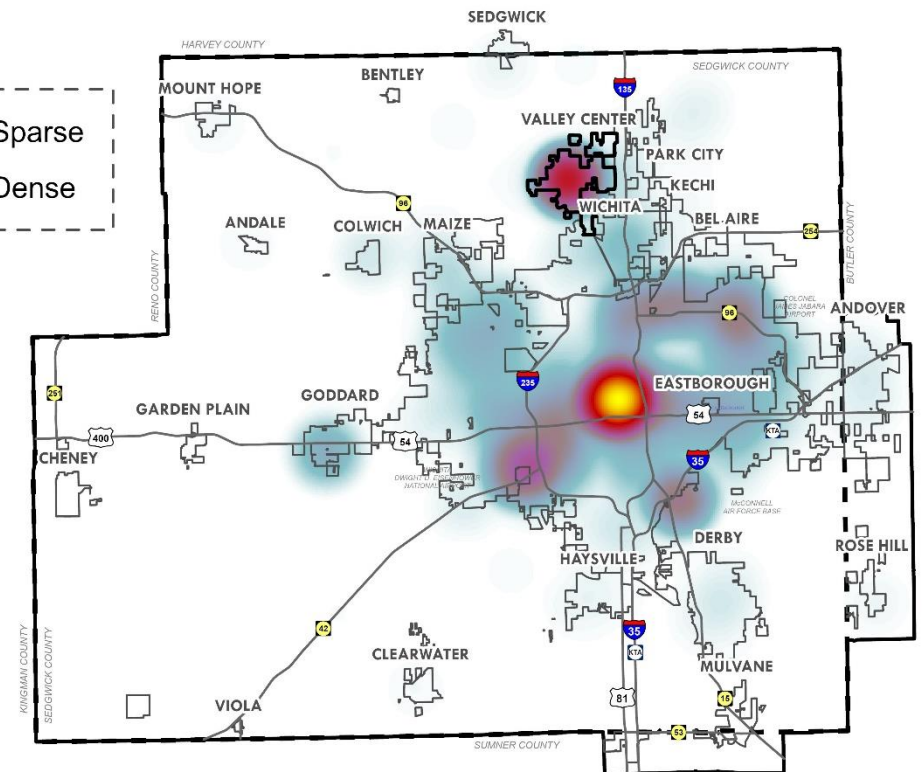
10 – 24 Miles

25 – 50 Miles

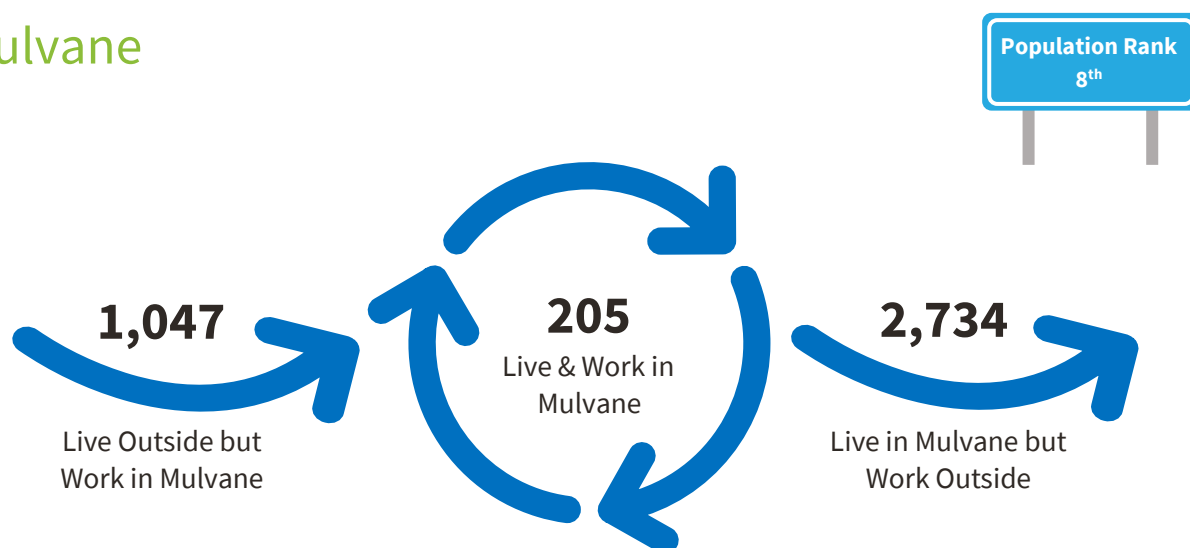
greater than 50 Miles

from their
place of
residence

Where Workers Work Who Live in Valley Center



Mulvane



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

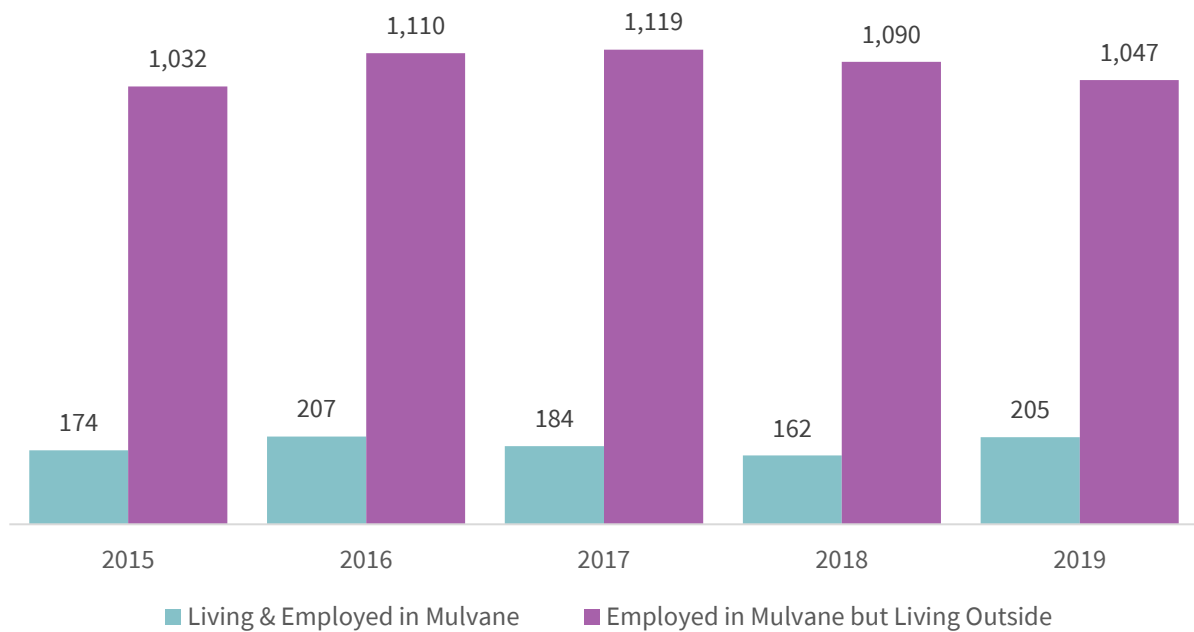
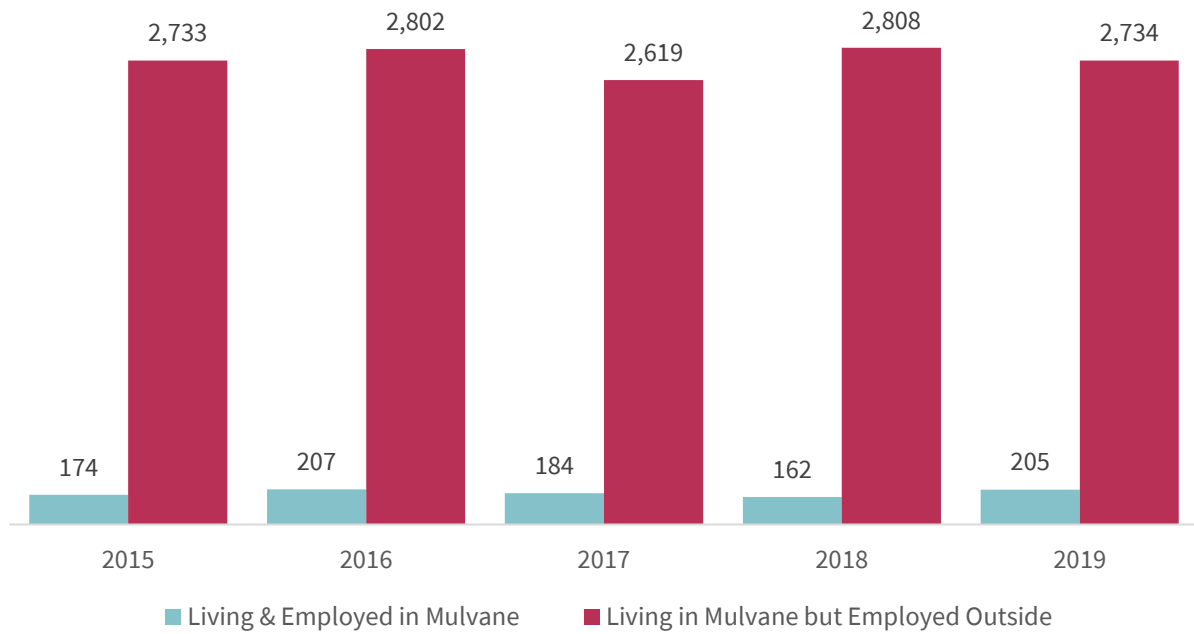
Mulvane is the second oldest city in the region, being first incorporated in 1883. When it was founded, it was located at the junction of five Santa Fe rail lines and is still a convenient point today, south of Wichita. As of 2020, Mulvane's population was 6,286, of which approximately 68% are in the labor force⁸. The mean travel time to work is 19.8 minutes. Mulvane is served by their own public school district. The Kansas Star Casino and a Cowley County Community College satellite campus are located in Mulvane.

There are 205 residents who choose to live and work in Mulvane. There are 1,047 people who live outside of Mulvane and travel there to work. Additionally, 2,734 residents commute for work outside Mulvane. From 2015 compared to 2019, there was an approximate 18% increase in the number of people living and working in Mulvane. From 2017 to 2019, Mulvane has seen a decrease in the number of people who live outside the city limits that commute to Mulvane for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	12 (5.9%)	97 (9.3%)	756 (27.7%)
Trade, Transportation, & Utilities	9 (4.4%)	126 (12.0%)	445 (16.3%)
All Other Services	184 (89.8%)	824 (78.7%)	1,533 (56.1%)

⁸ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2049100&tid=ACSDP5Y2020.DP03>



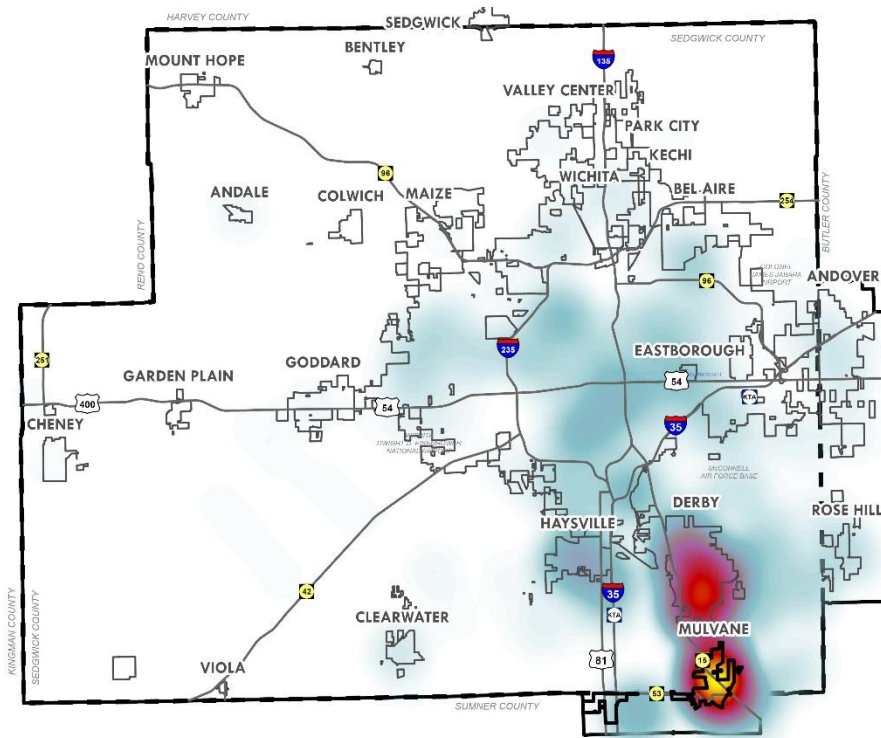
Where Workers Live Who Work in Mulvane

913	59.8%
427	28.0%
89	5.8%
97	6.4%

of workers who
work in Mulvane live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

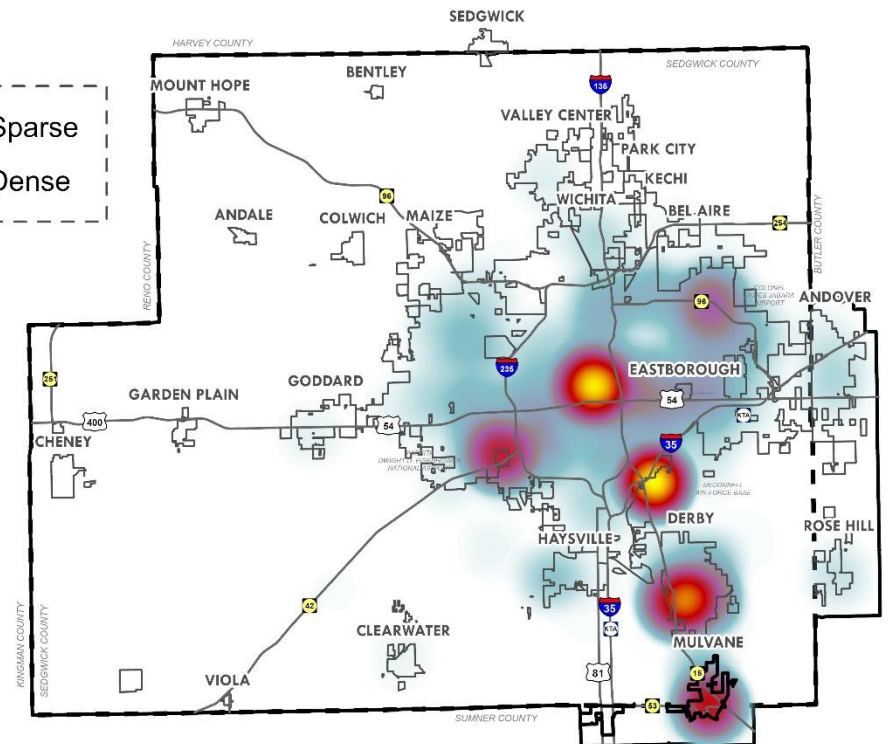
from their
place of
employment



1,257	34.7%	less than 10 miles
1,820	50.2%	10 – 24 Miles
189	5.2%	25 – 50 Miles
358	9.9%	greater than 50 Miles

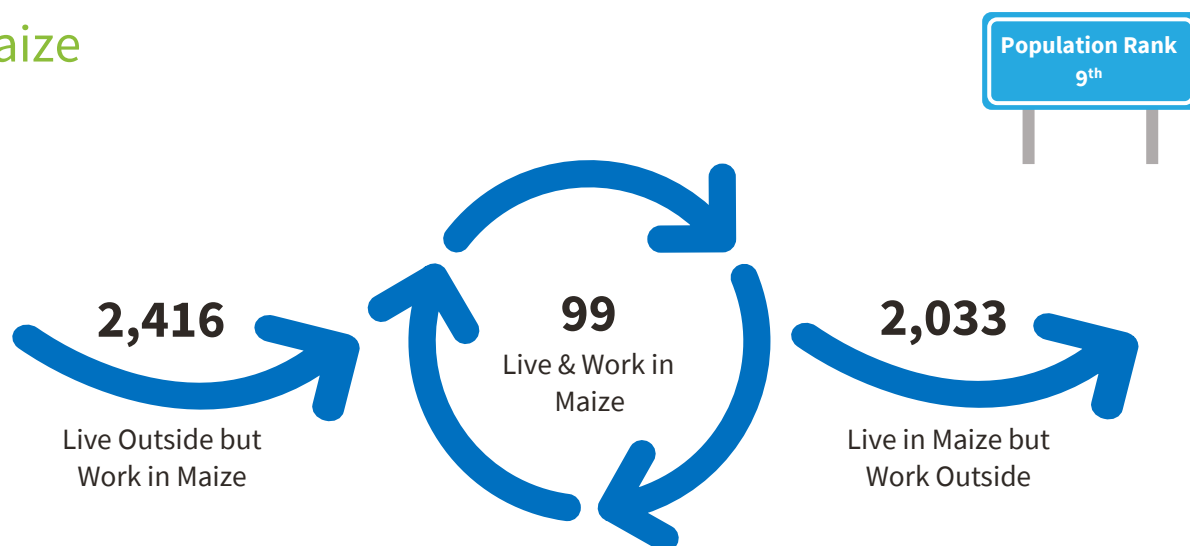
of workers who live
in Mulvane work

from their
place of
residence



Where Workers Work Who Live in Mulvane

Maize



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

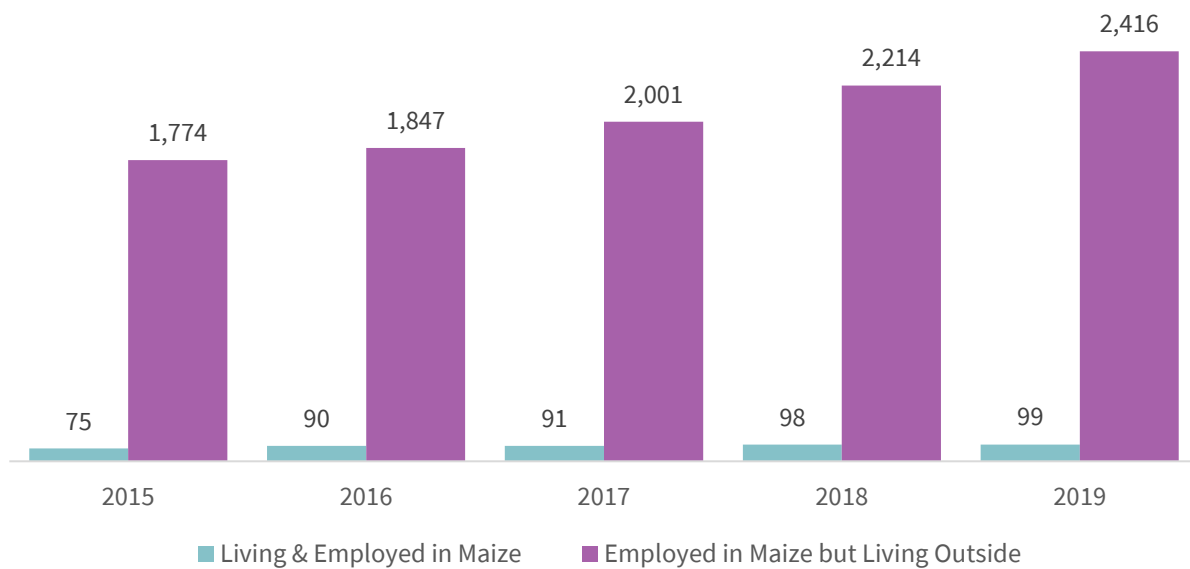
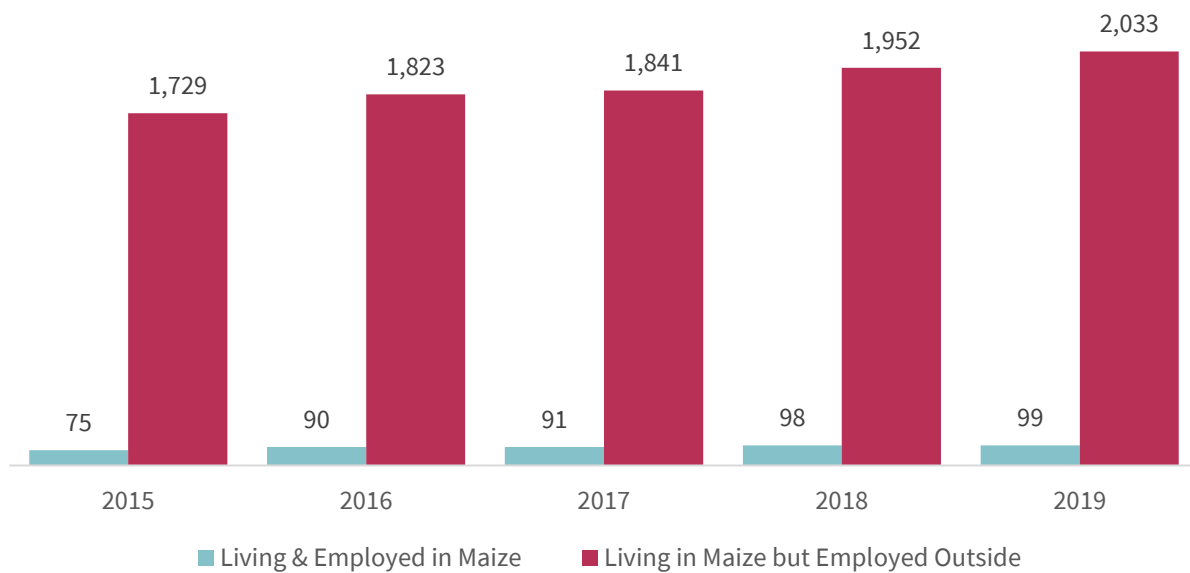
The city of Maize was first incorporated in 1915. Growth really hit the area in the 1950s and has continued rapidly in recent years as Wichita expands further northwest. As of 2020, Maize's population was 5,735, of which approximately 68% are in the labor force⁹. The mean travel time to work is 21.9 minutes. Maize is served by their own public school district, including an alternative, nontraditional school.

There are 99 residents who live and work in Maize, that is an approximate 32% increase in 2019 compared to 2015. 2,033 residents live in Maize but commute to another city for work. There are 2,416 residents who live in another city but travel into Maize for work, that is an approximate 36% increase in 2019 compared to 2015.

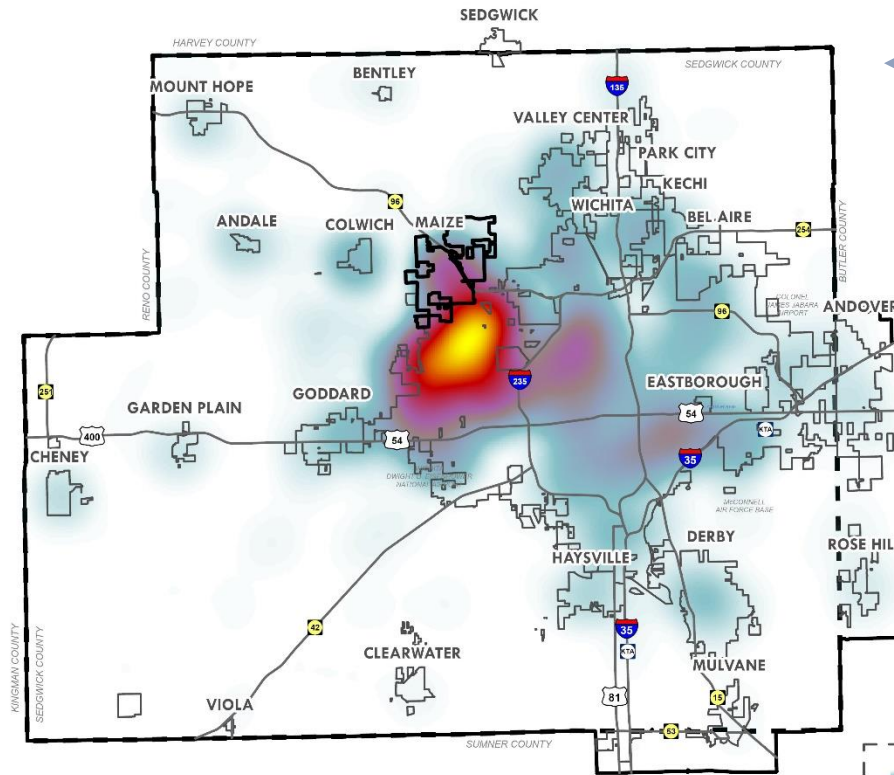
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	11 (11.1%)	591 (245%)	465 (22.9%)
Trade, Transportation, & Utilities	1 (1.0%)	102 (4.2%)	347 (17.1%)
All Other Services	87 (87.9%)	1,723 (71.3%)	1,221 (60.1%)

⁹US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2044200&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Maize



1,608	63.9%
624	24.8%
107	4.3%
176	7.0%

of workers who
work in Maize live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment

Sparse
Dense

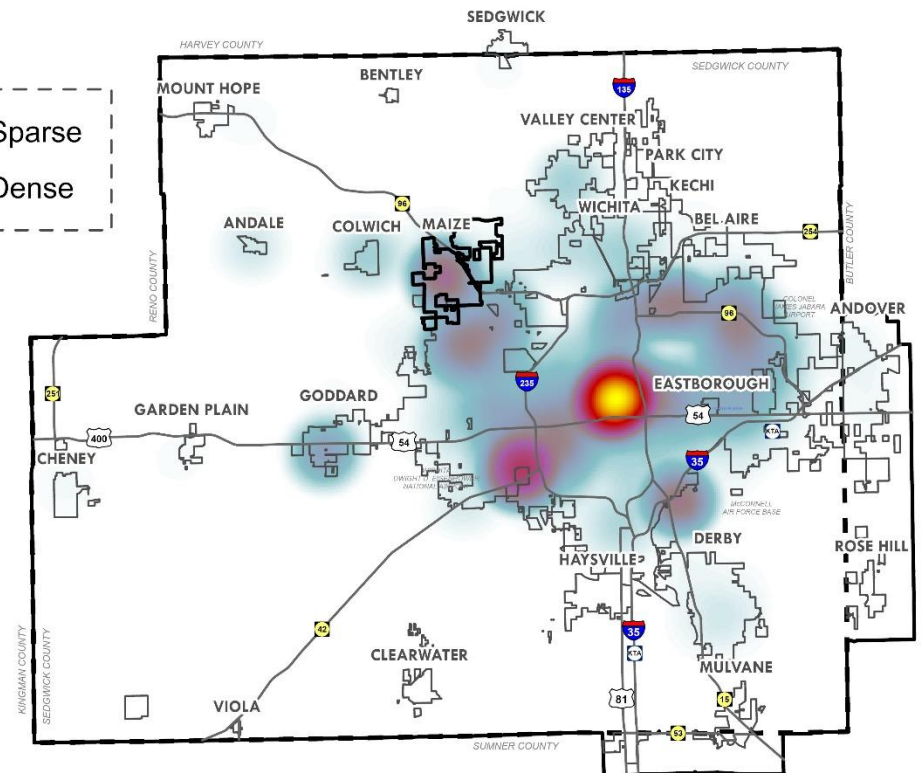
1,255	58.9%
621	29.1%
92	4.3%
164	7.7%

of workers who live
in Maize work

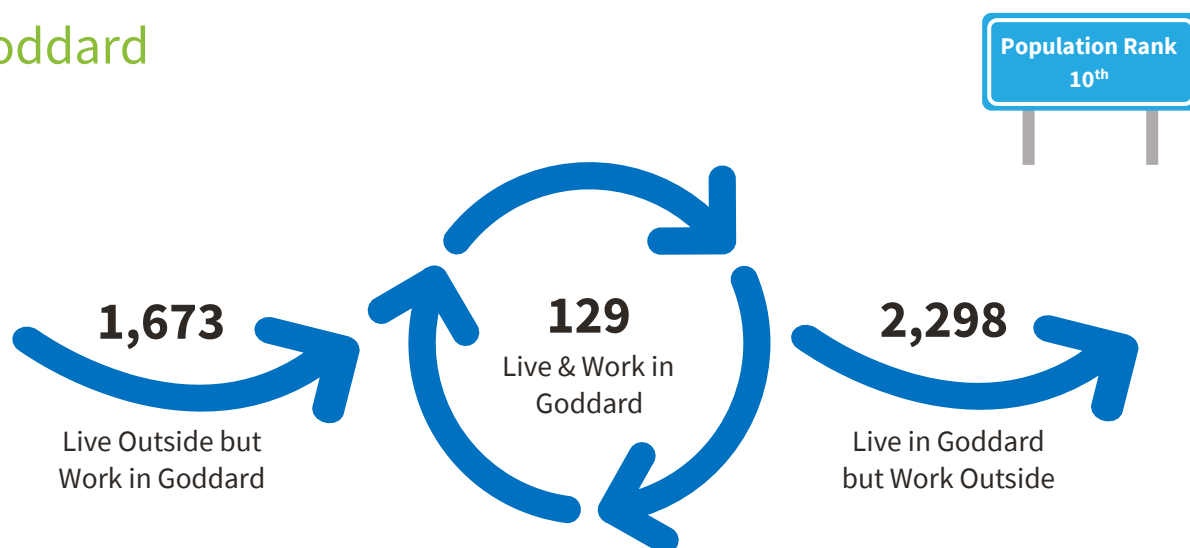
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence

Where Workers Work Who Live in Maize



Goddard



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

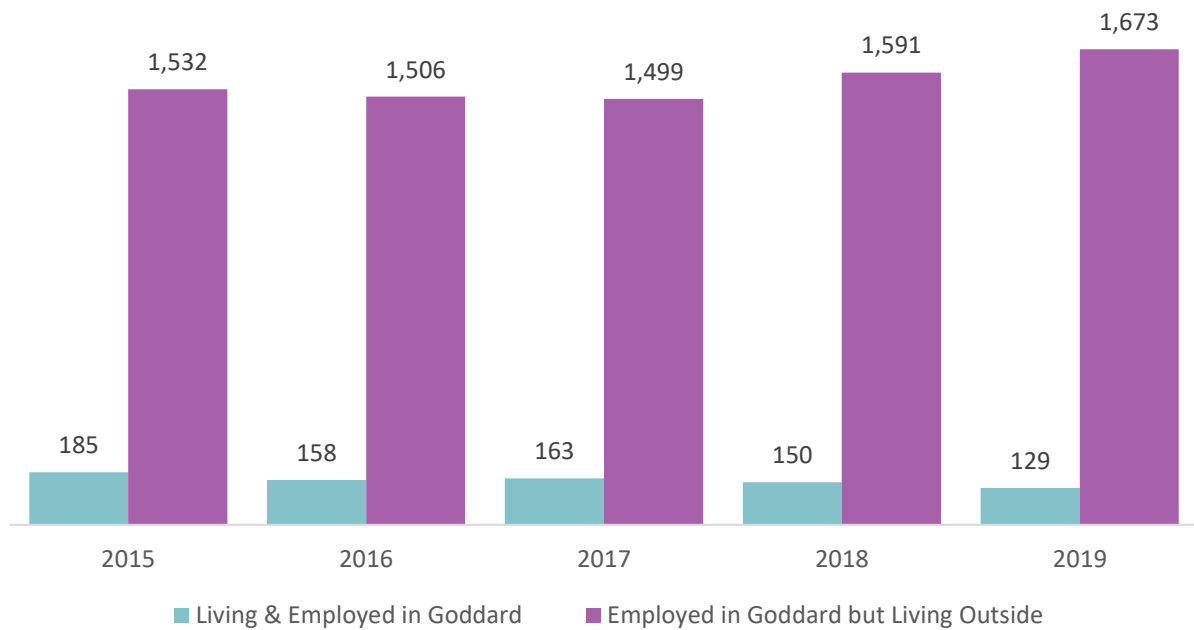
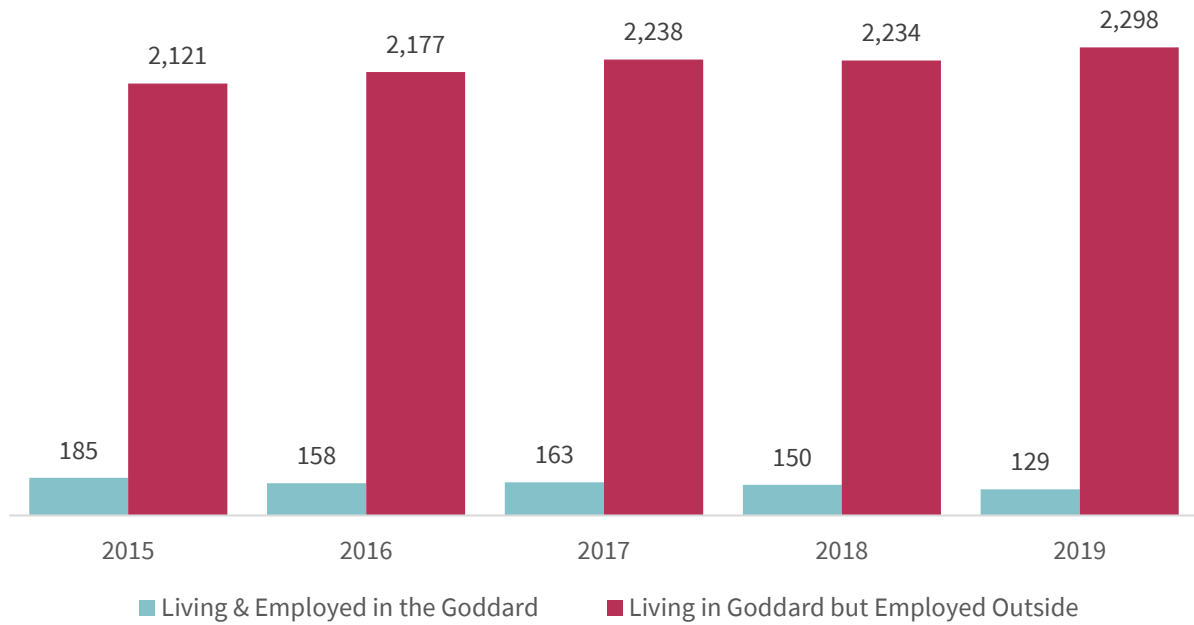
Goddard is also one of the older municipalities in the region and was first founded in 1883 and incorporated in 1910. As of 2020, Goddard's population was 5,084 of which approximately 69% are in the labor force¹⁰. The mean travel time to work is 20.5 minutes. Wichita has expanded westward; the town has changed from a rural agricultural community into more of a true city. Manufacturing, educational services, health care, and social assistance are the main labor draws for Goddard. Because US-54 and US-400 run concurrently through Goddard, it is easy for citizens to flow in and out of the city. Goddard is served by their own public school district. There is also a Catholic private school in the city.

There are 129 residents who live and work in Goddard, that is an approximate 30% decrease from 2019 compared to 2015. There are 1,673 residents who live in another city but travel into Goddard for work. From 2017 to 2019, Goddard has seen an increase in the number of people who reside outside the city limits and commute to Goddard for work.

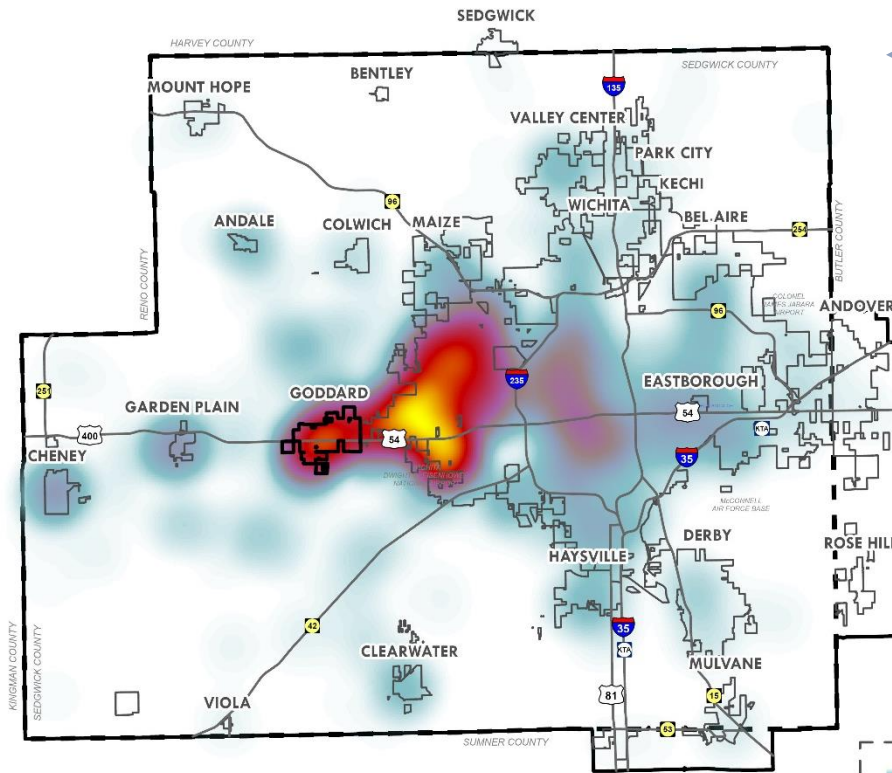
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	5 (3.9%)	62 (3.7%)	615 (26.8%)
Trade, Transportation, & Utilities	15 (11.6%)	319 (19.1%)	426 (18.5%)
All Other Services	109 (84.5%)	1,292 (77.2%)	1,257 (54.7%)

¹⁰ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2026725&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Goddard

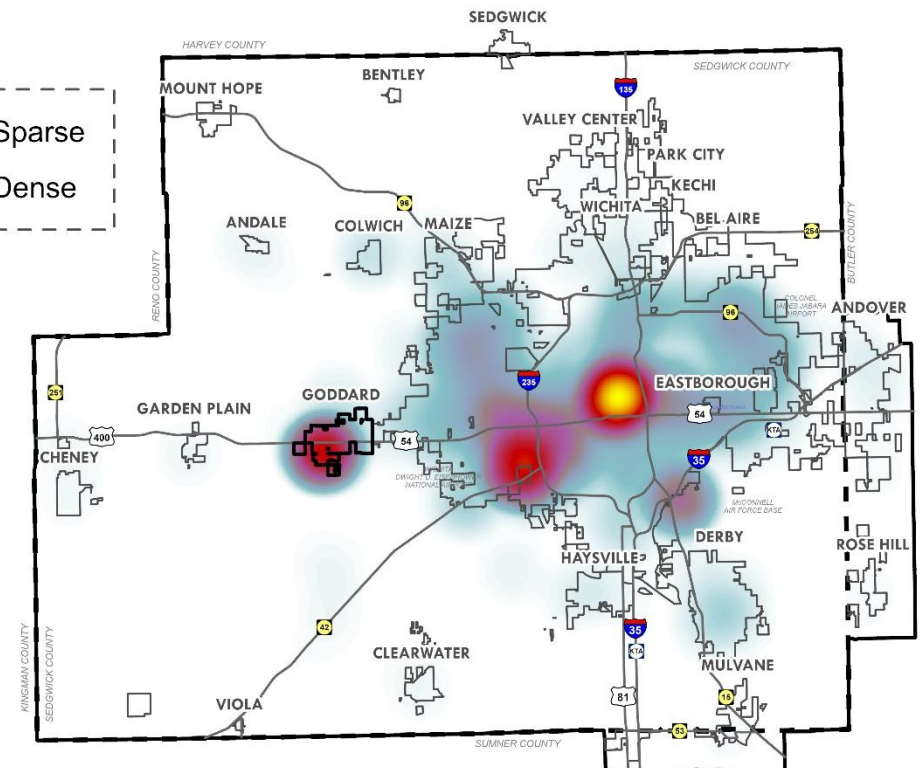


988	54.8%	of workers who work in Goddard live	less than 10 miles	from their place of employment
559	31.0%		10 – 24 Miles	
119	6.6%		25 – 50 Miles	
136	7.5%		greater than 50 Miles	

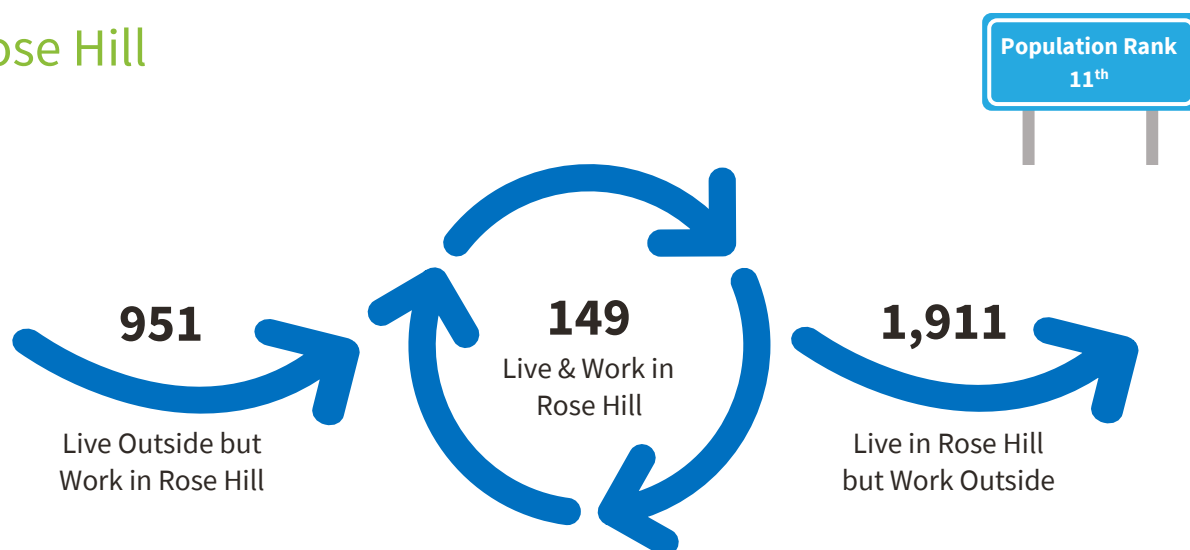


932	38.4%	of workers who live in Goddard work	less than 10 miles	from their place of residence
1,110	45.7%		10 – 24 Miles	
134	5.5%		25 – 50 Miles	
251	10.3%		greater than 50 Miles	

Where Workers Work Who Live in Goddard



Rose Hill



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

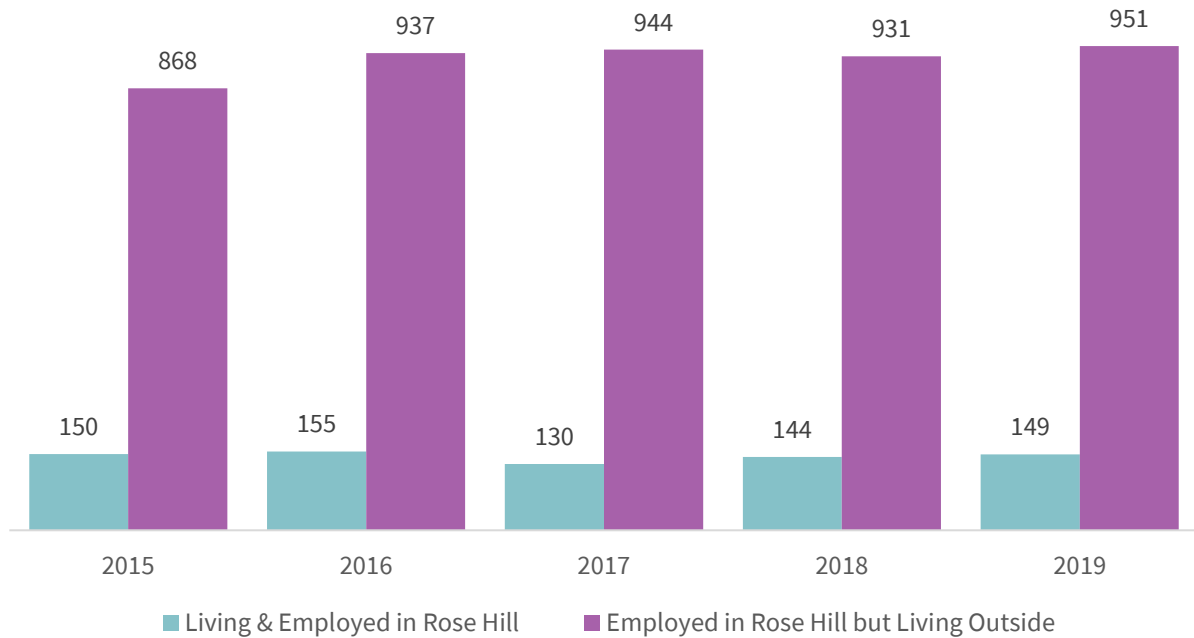
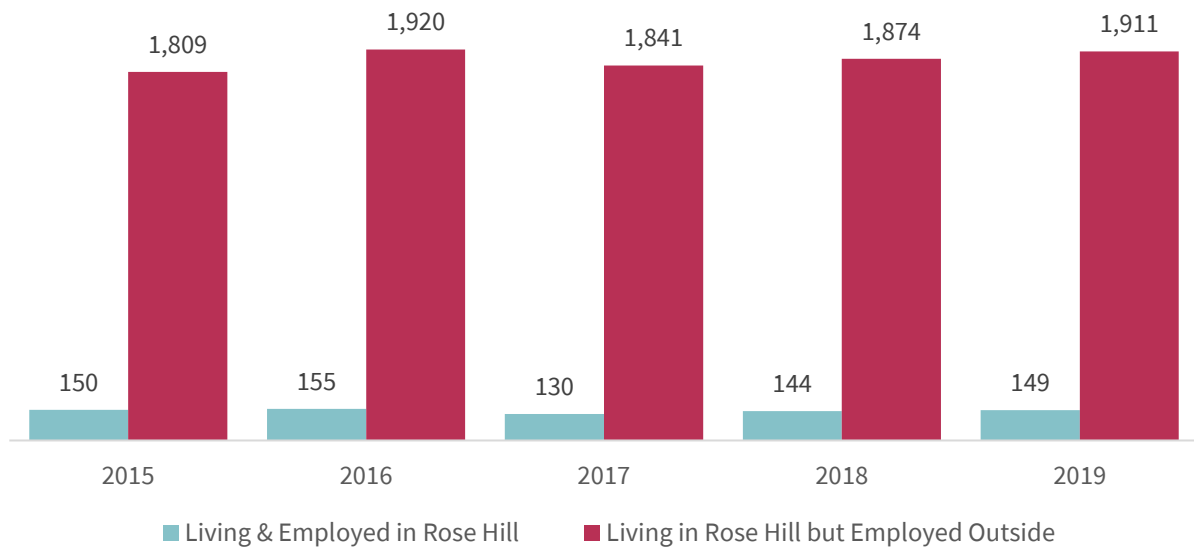
Rose Hill is located in Butler County and was incorporated in 1955. As of 2020, Rose Hill's population was 4,185, of which approximately 69% are in the labor force.¹¹ The mean travel time to work is 24.8 minutes. Cook Airfield is a recreational airport located nearby and is a major draw for the city. The community has their own public school district.

There are 149 residents who live and work in Rose Hill, but nearly half of the population (1,911 residents) travel to another city for work. There are 951 people who live in another city and travel to Rose Hill, which is an approximate 10% increase in 2019 as compared to 2015.

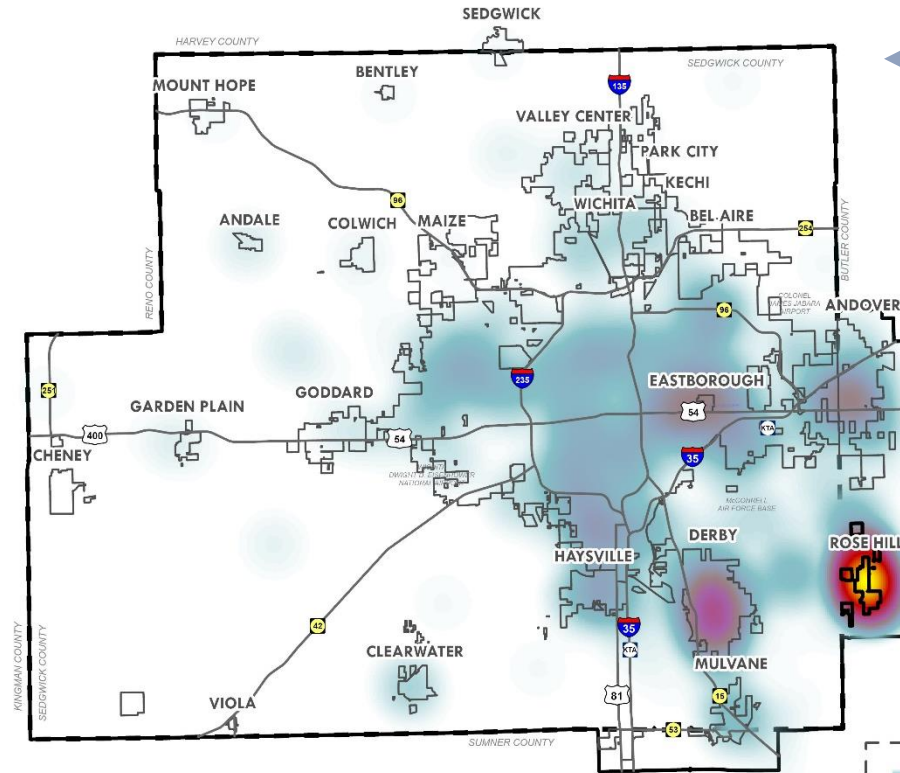
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	12 (8.1%)	88 (9.3%)	593 (31.0%)
Trade, Transportation, & Utilities	3 (2.0%)	64 (6.7%)	311 (16.3%)
All Other Services	134 (89.9%)	799 (84.0%)	1,007 (52.7%)

¹¹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2061250&tid=ACSDP5Y2020.DP03>



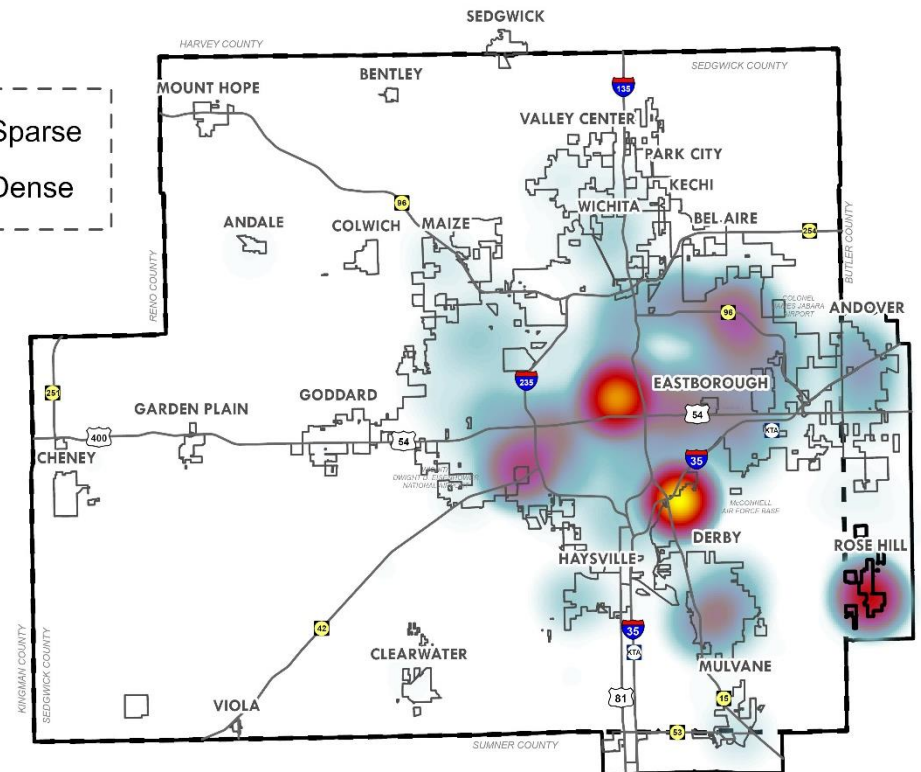
Where Workers Live Who Work in Rose Hill



433	39.4%	of workers who work in Rose Hill live	less than 10 miles	from their place of employment
481	43.7%		10 – 24 Miles	
60	5.5%		25 – 50 Miles	
126	11.5%		greater than 50 Miles	

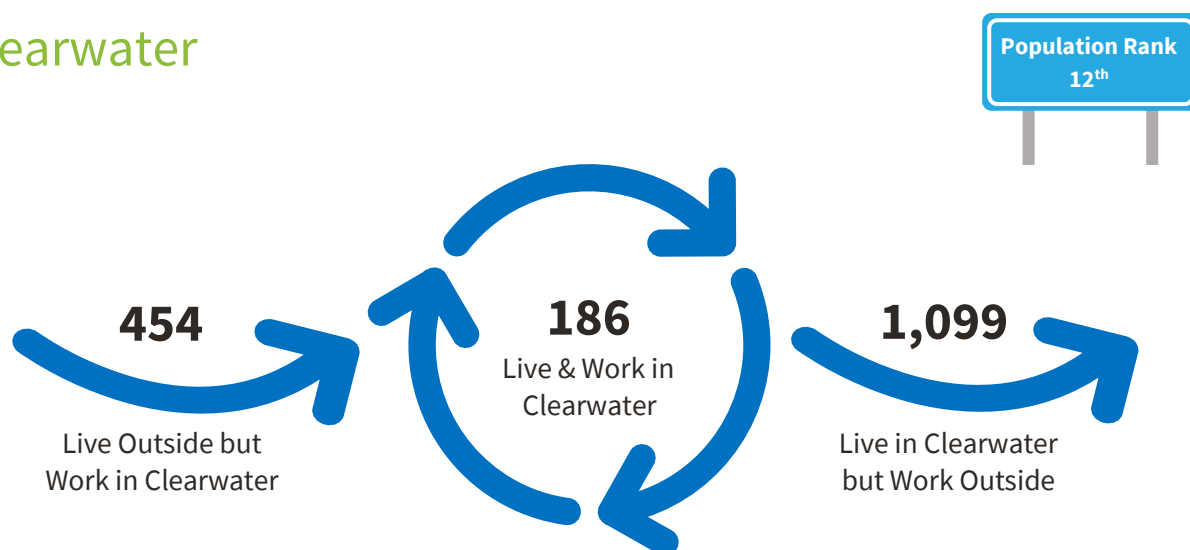
Sparse
Dense

648	31.5%	of workers who live in Rose Hill work	less than 10 miles	from their place of residence
1,149	55.8%		10 – 24 Miles	
38	1.8%		25 – 50 Miles	
225	10.9%		greater than 50 Miles	



Where Workers Work Who Live in Rose Hill

Clearwater



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

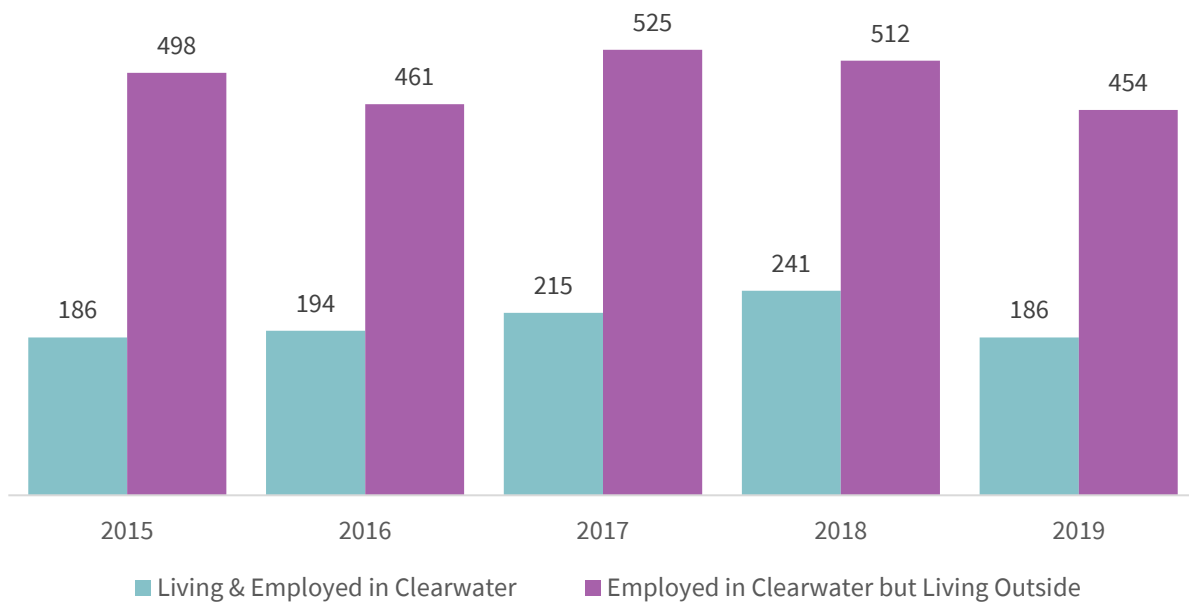
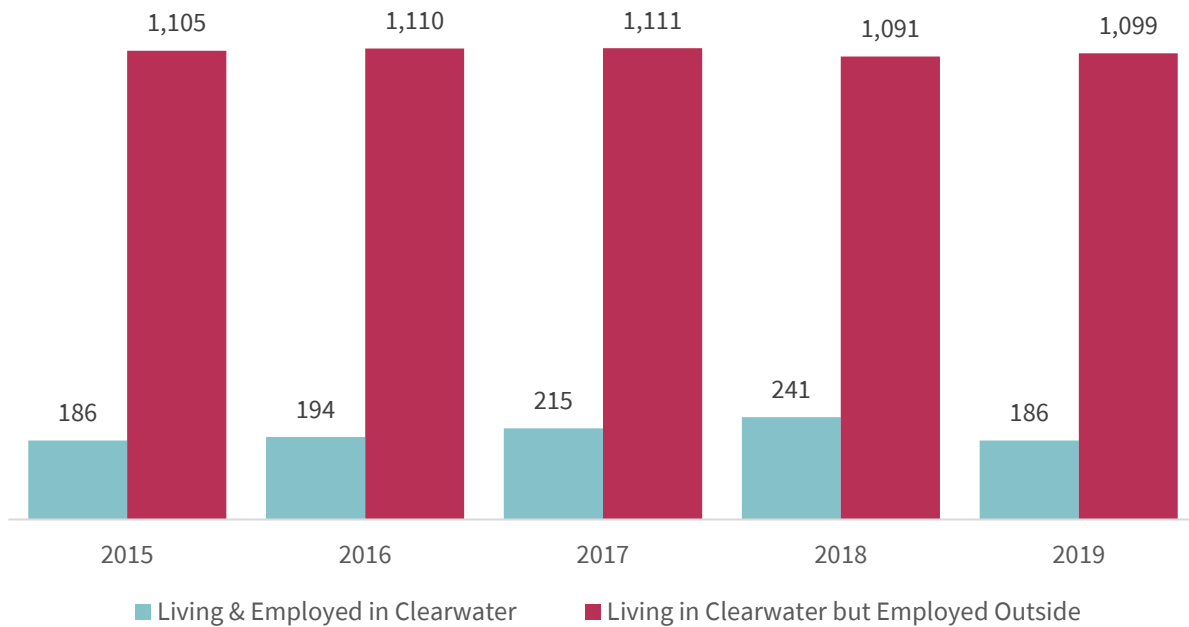
Clearwater is one of the older cities in Sedgwick County and was incorporated in 1885. On the Chisholm Trail, the city began as a small trading post and has consistently increased in population ever since. Clearwater is served by their own public school district. As of 2020, Clearwater's population was 2,653, of which approximately 67% are in the labor force.¹² The mean travel time to work is 24.9 minutes.

There are 186 residents who live and work in Clearwater. 1,099 residents live in Clearwater but commute to another city for work. There are 454 residents who live in another city but travel into Clearwater for work, which is an approximate 9% decrease in 2019 compared to 2015.

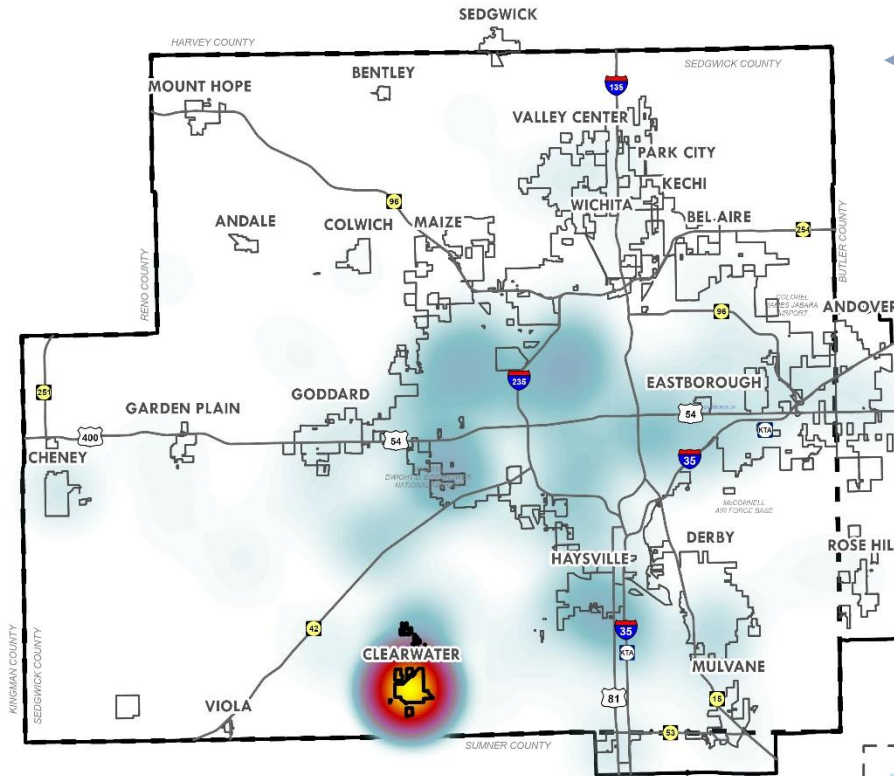
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	24 (12.9%)	38 (8.4%)	336 (30.6%)
Trade, Transportation, & Utilities	14 (7.5%)	49 (10.8%)	199 (18.1%)
All Other Services	148 (79.6%)	367 (80.8%)	564 (51.3%)

¹² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2013925&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Clearwater

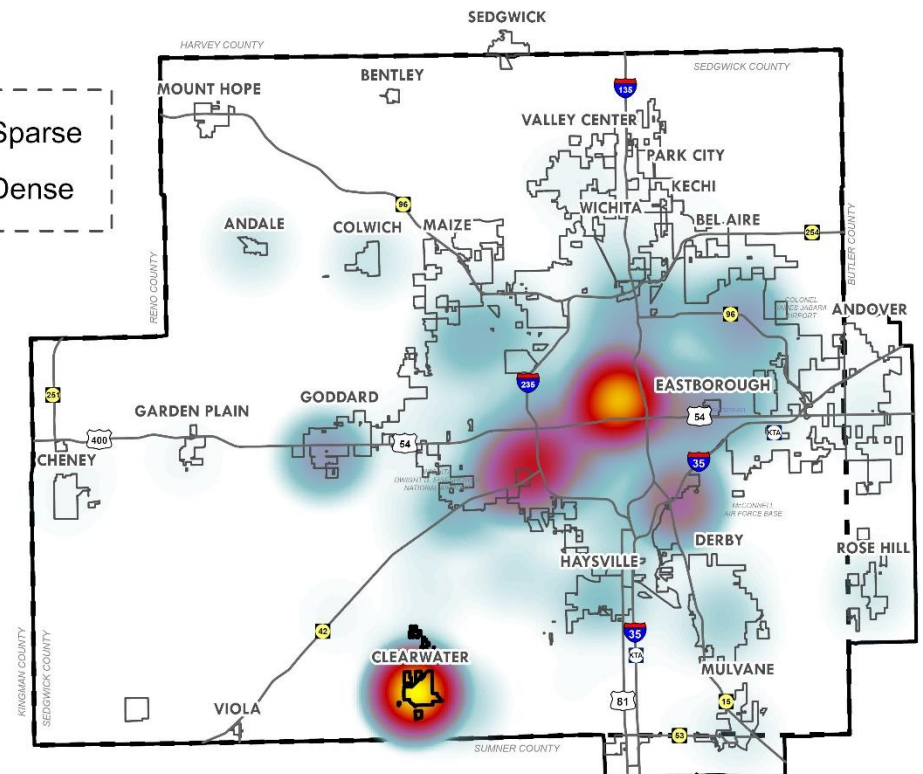


286	44.7%	of workers who work in Clearwater live	less than 10 miles	from their place of employment
278	43.4%		10 – 24 Miles	
24	3.8%		25 – 50 Miles	
52	8.1%		greater than 50 Miles	

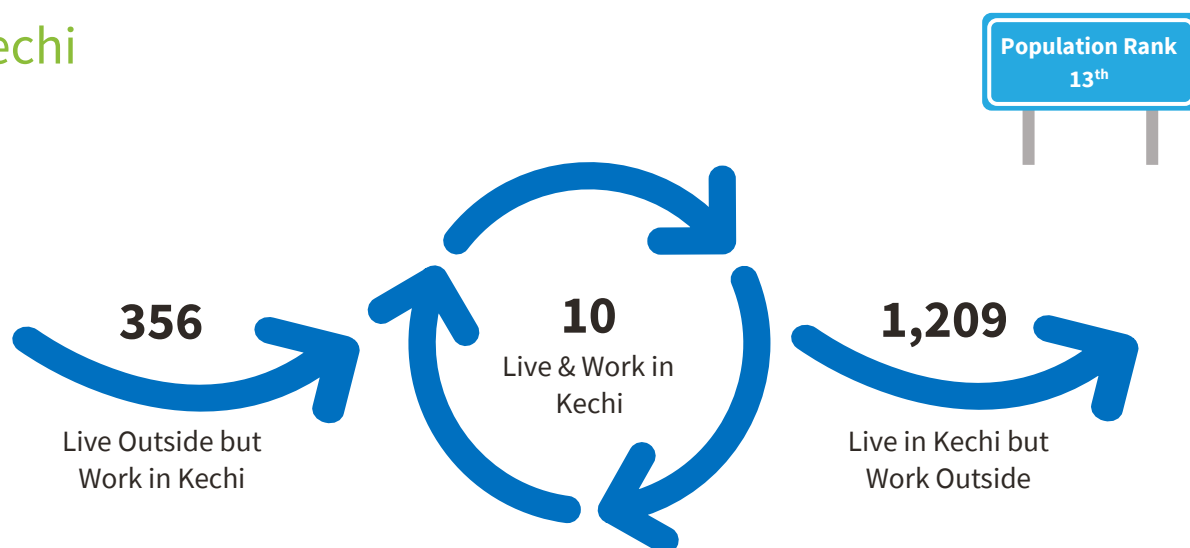


300	23.3%	of workers who live in Clearwater work	less than 10 miles	from their place of residence
820	63.8%		10 – 24 Miles	
54	4.2%		25 – 50 Miles	
111	8.6%		greater than 50 Miles	

Where Workers Work Who Live in Clearwater



Kechi



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

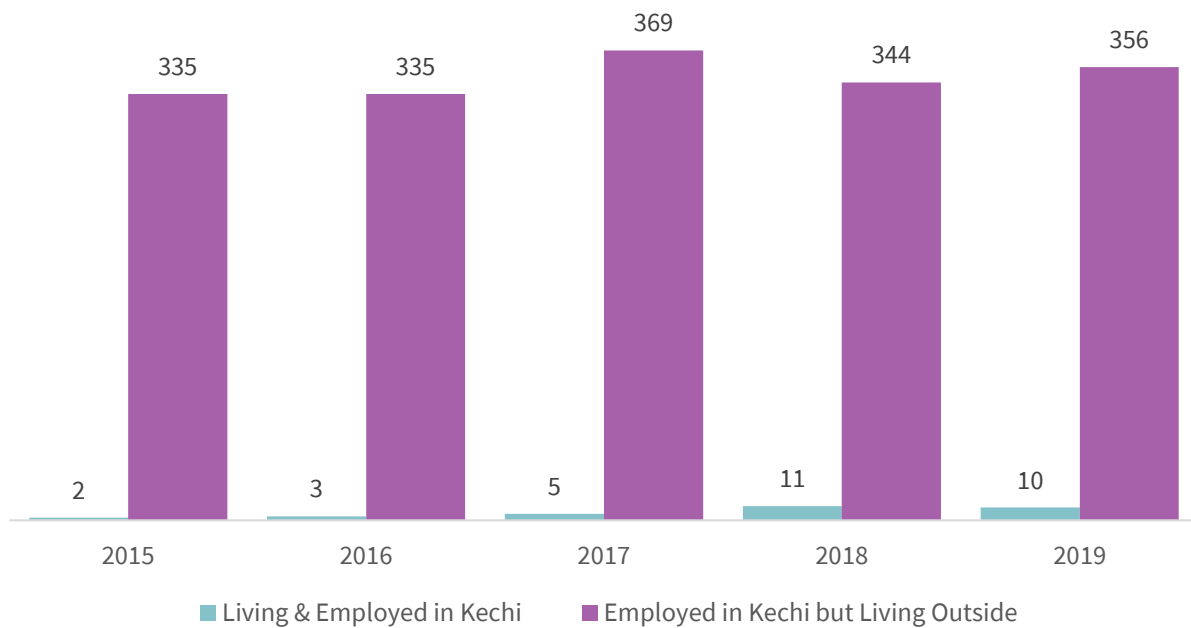
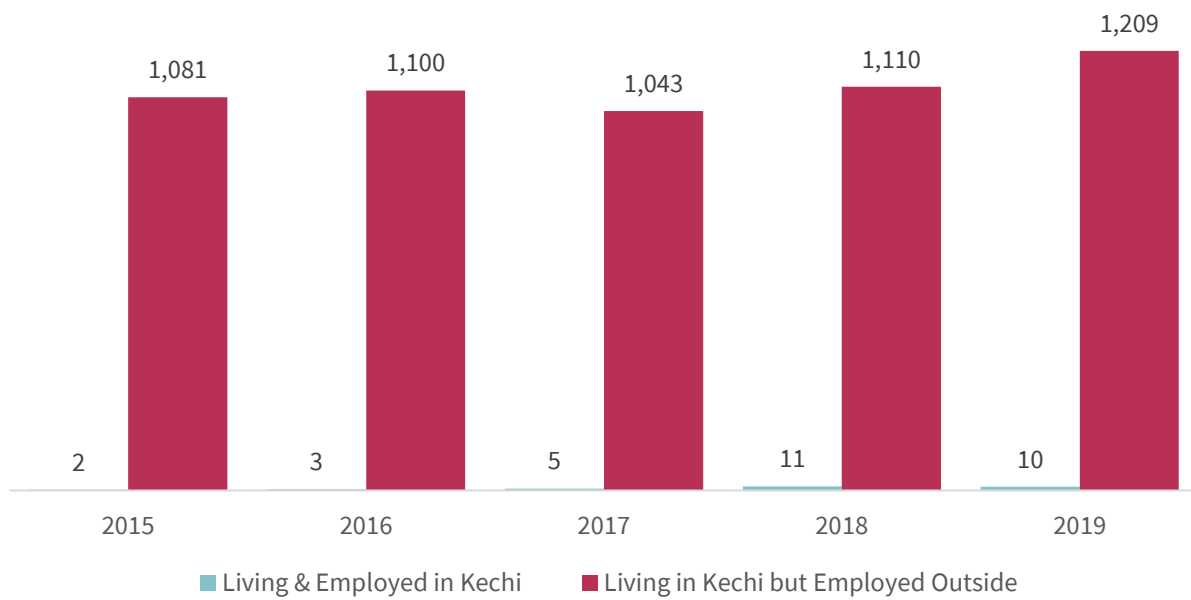
Kechi is a city located to the northeast of Wichita and was incorporated in 1957. Kechi is served by both the Wichita and the Valley Center Public School Districts. The city is 15 minutes from the Dwight D. Eisenhower National Airport and Downtown Wichita. As of 2020, Kechi's population was 2,217, of which approximately 71% are in the labor force.¹³ The mean travel time to work is 20.5 minutes.

There are 10 residents who live and work in Kechi. 1,209 residents live in Kechi but commute to another city for work, that is an approximate 12% increase from 2019 compared to 2015. There are 356 residents who live in another city but travel to Kechi for work.

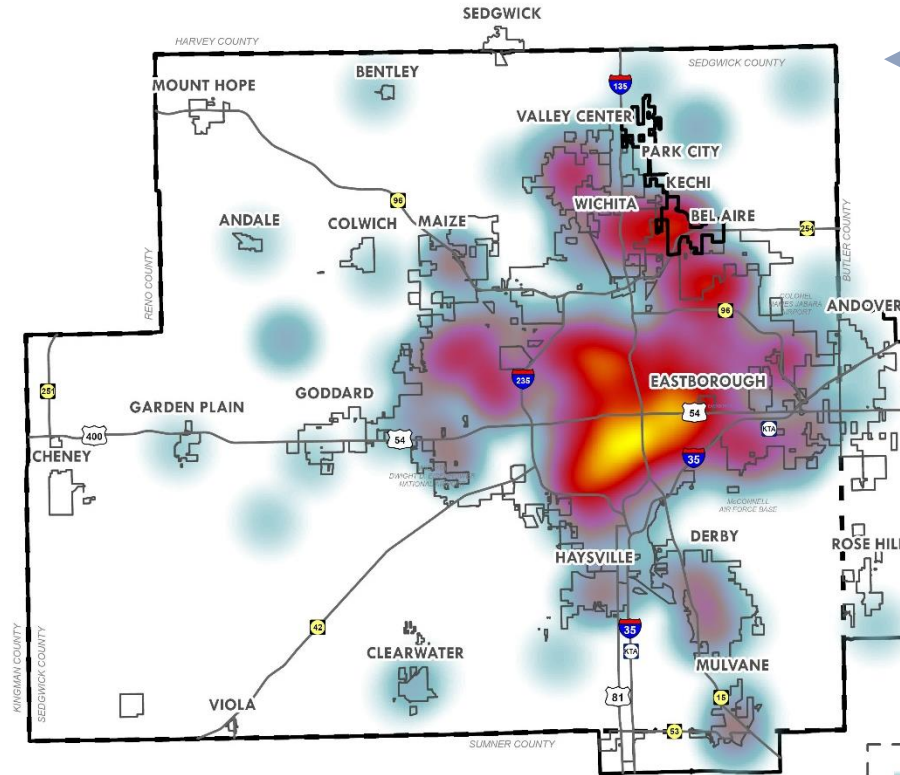
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	5 (50.0%)	242 (68.0%)	268 (22.2%)
Trade, Transportation, & Utilities	3 (30.0%)	45 (12.6%)	213 (17.6%)
All Other Services	2 (20.0%)	69 (19.4%)	728 (60.2%)

¹³ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2036225&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Kechi

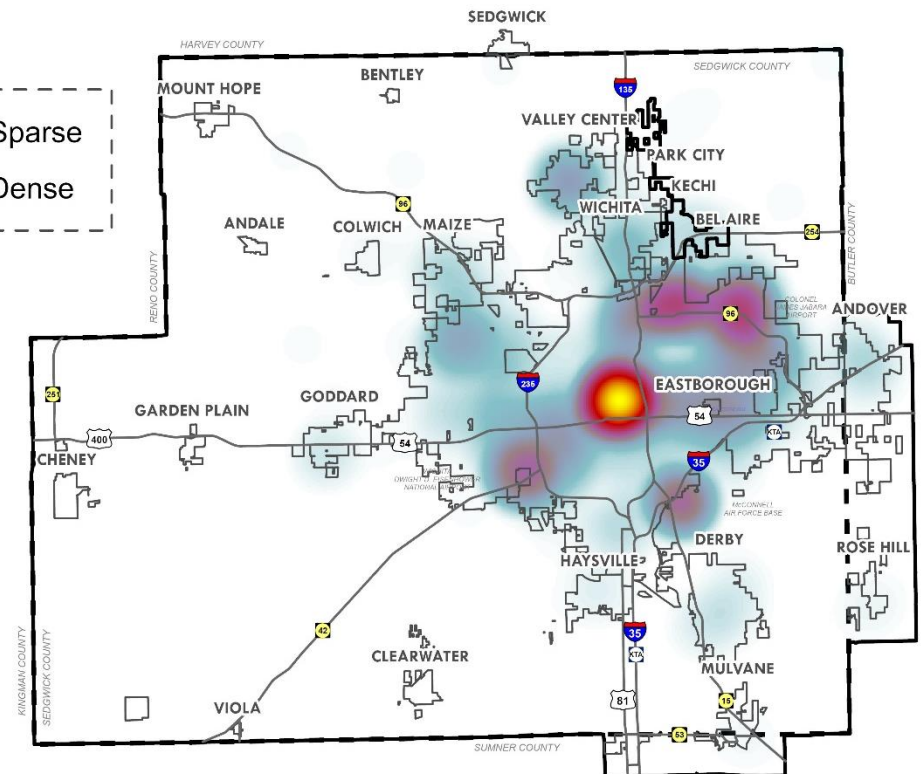


167	45.6%	of workers who work in Kechi live	less than 10 miles	from their place of employment
143	39.1%		10 – 24 Miles	
7	1.9%		25 – 50 Miles	
49	13.4%		greater than 50 Miles	

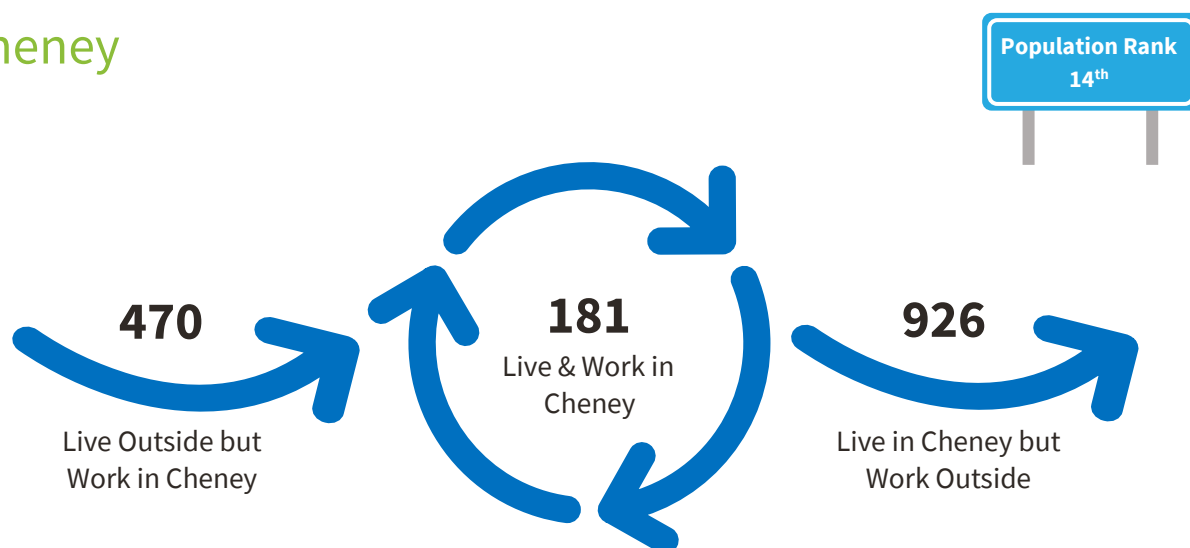
Sparse
Dense

661	54.2%	of workers who live in Kechi work	less than 10 miles	from their place of residence
415	34.0%		10 – 24 Miles	
49	4.0%		25 – 50 Miles	
94	7.7%		greater than 50 Miles	

Where Workers Work Who Live in Kechi



Cheney



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

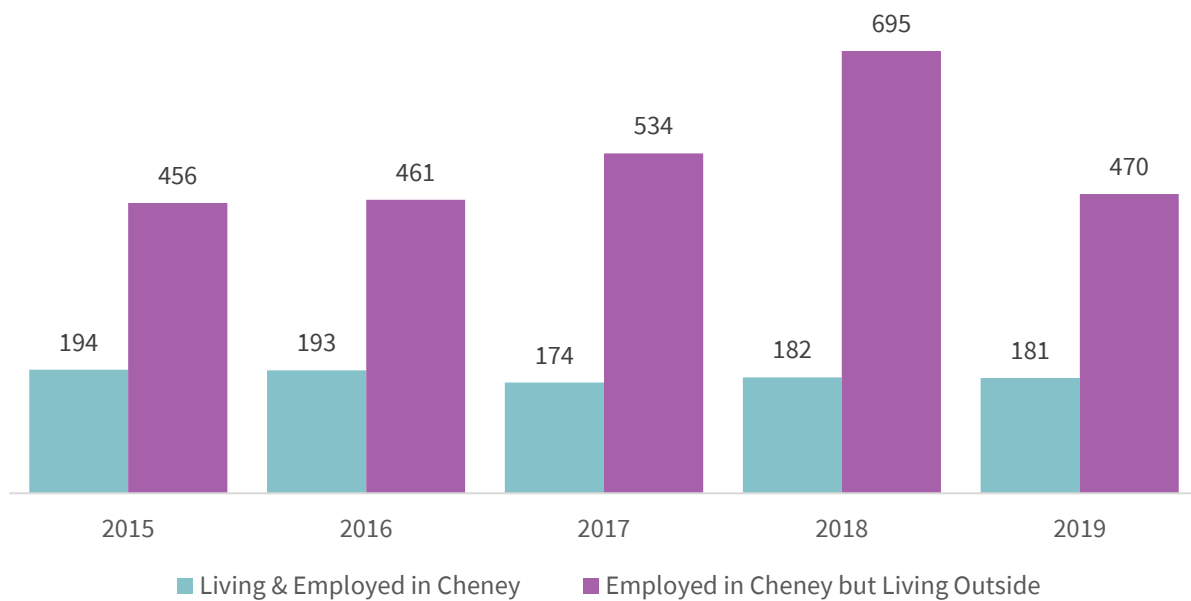
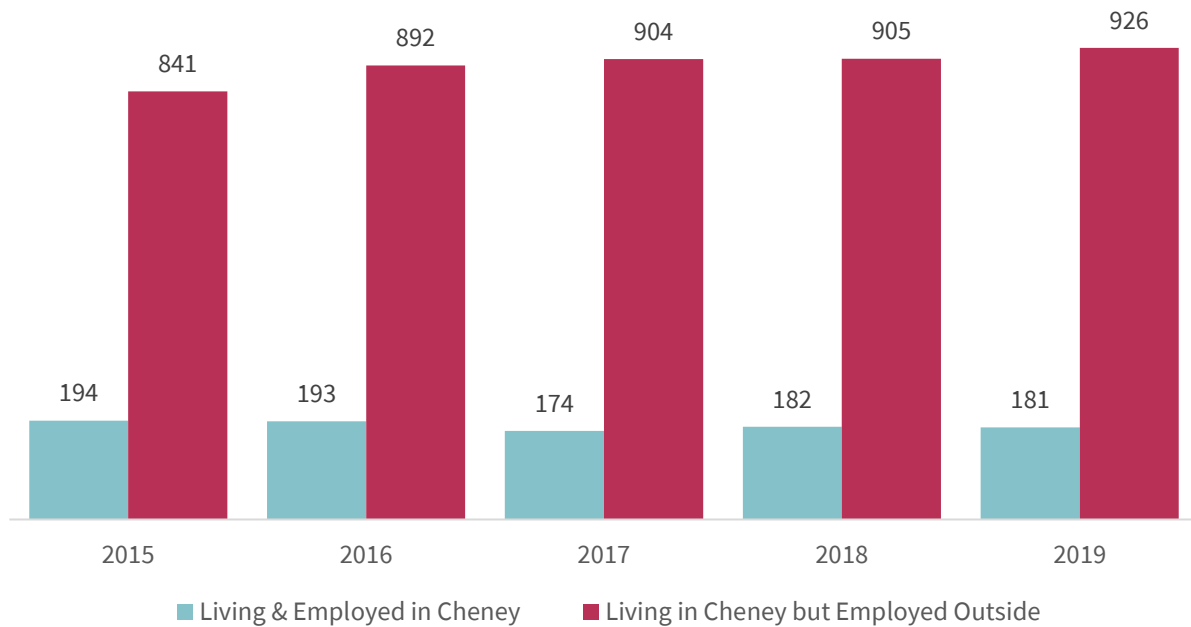
The City of Cheney was first founded in 1883 as a station and shipping point on the Santa Fe Railway and Cheney State Park. The Cheney Reservoir has since become a popular recreation destination for many in the area. Cheney is served by their own public school district, operating. As of 2020, Cheney's population was 2,181, of which approximately 63% are in the labor force.¹⁴ The mean travel time to work is 20.9 minutes.

There are 181 residents who live and work in Cheney. 926 residents live in Cheney but commute to another city for work, that is an approximate 10% increase in 2019 compared to 2015. There are 470 residents who live in another city but travel to Cheney for work.

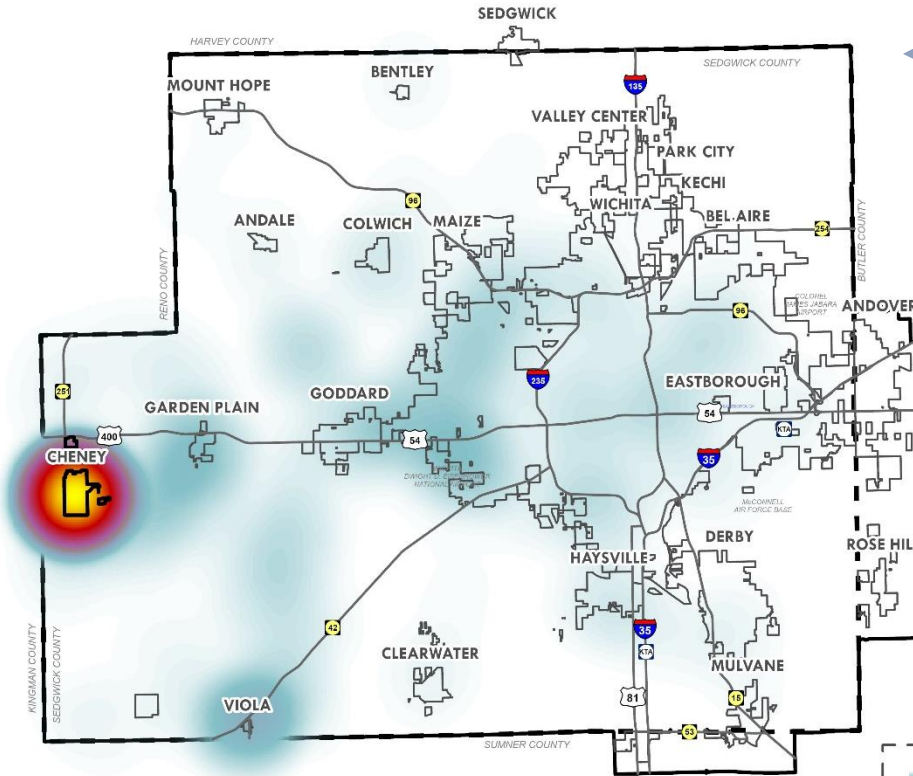
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	17 (9.4%)	49 (10.4%)	289 (31.2%)
Trade, Transportation, & Utilities	36 (19.9%)	151 (32.1%)	160 (17.3%)
All Other Services	128 (70.7%)	270 (57.4%)	477 (51.5%)

¹⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2012775&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Cheney



277	42.5%
238	36.6%
82	12.6%
54	8.3%

of workers who
work in Cheney live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment

Sparse
Dense

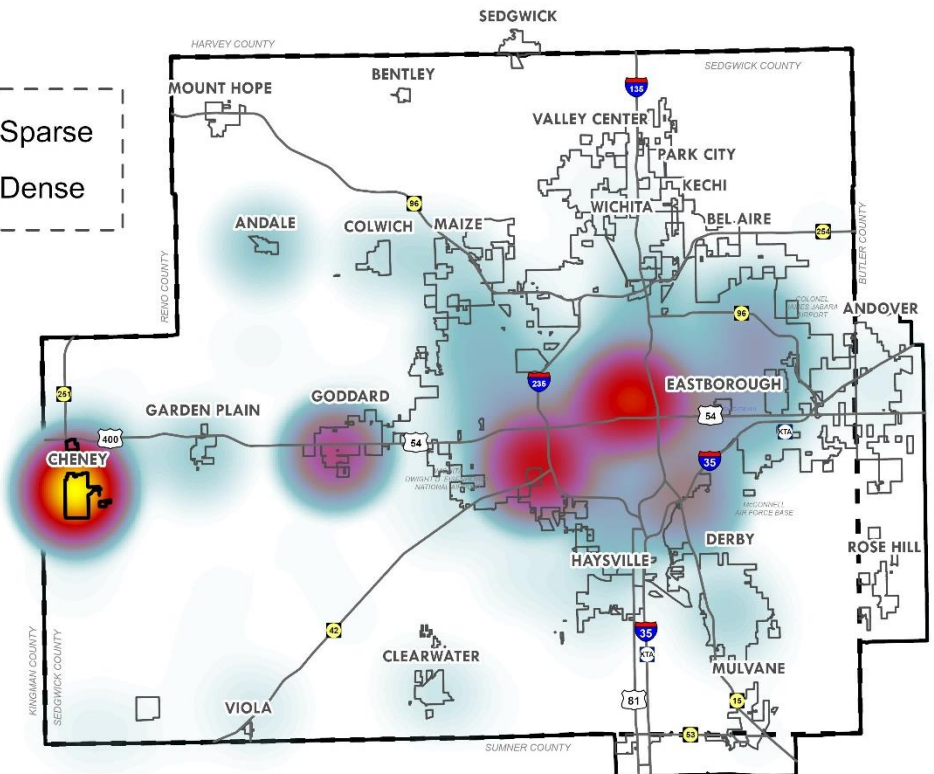
218	19.7%
467	42.2%
295	26.6%
127	11.5%

of workers who live
in Cheney work

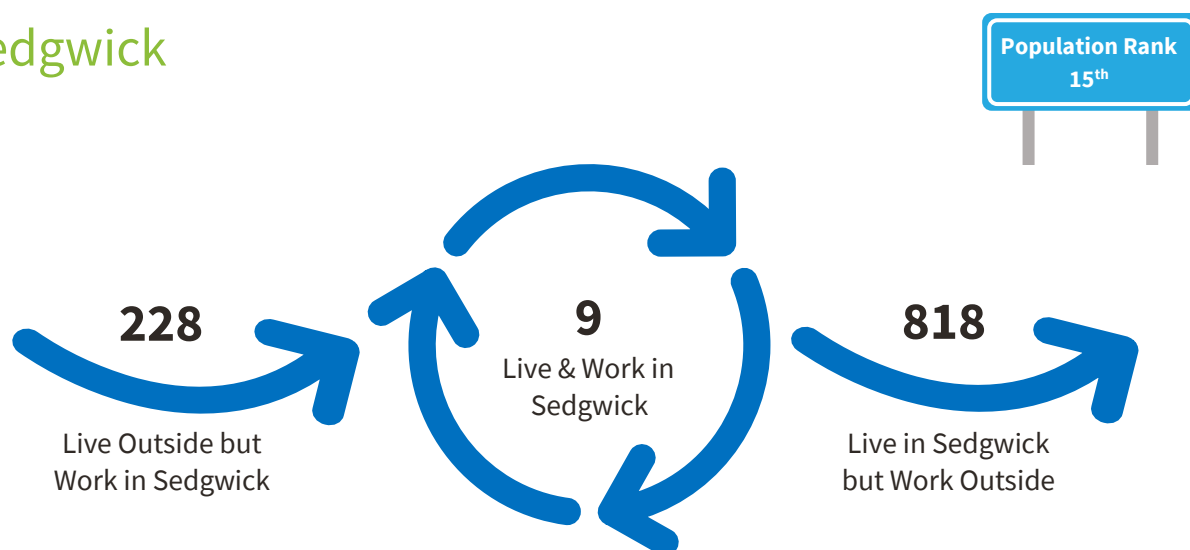
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence

Where Workers Work Who Live in Cheney



Sedgwick



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

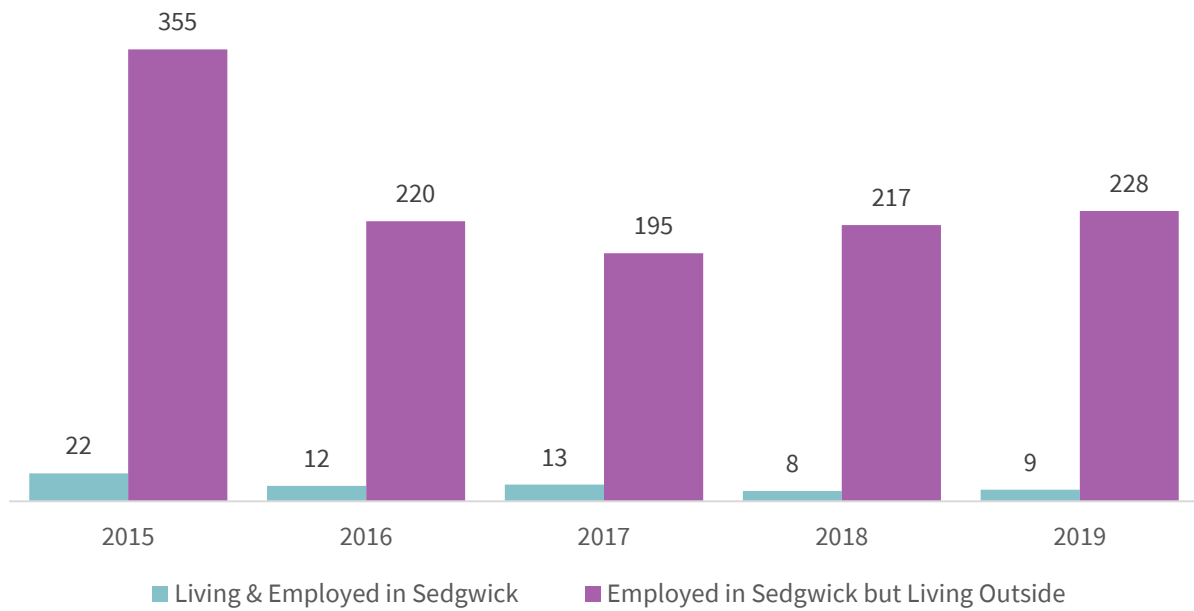
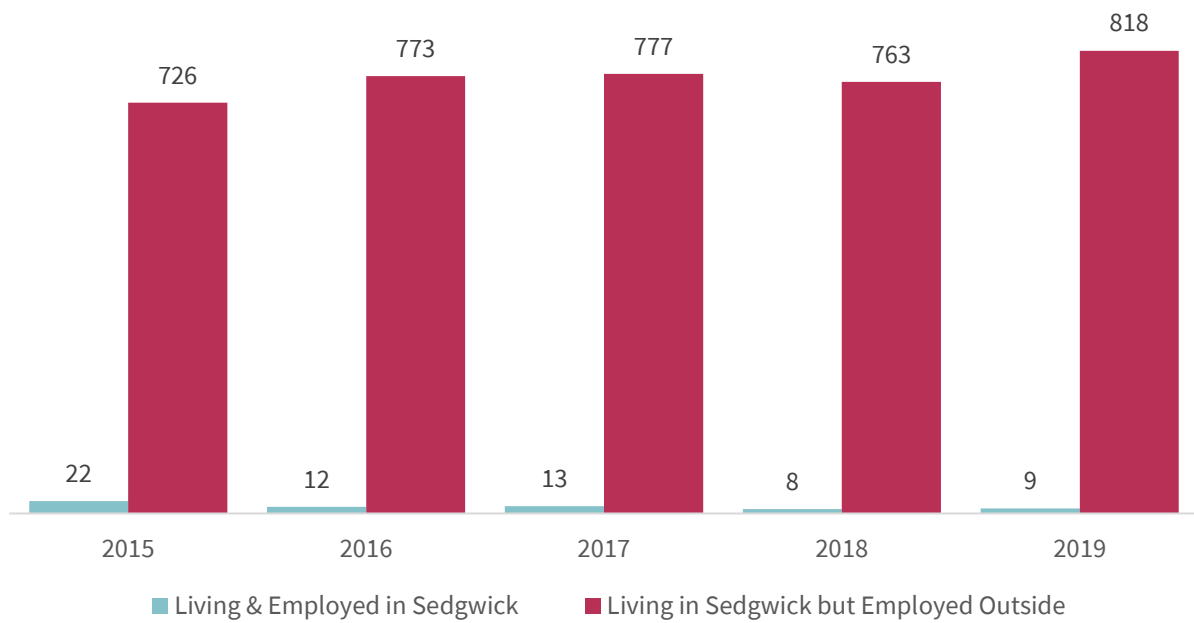
The city of Sedgwick lies within both Harvey and Sedgwick Counties and calls itself “a little town with a big heart.” Sedgwick is one of the earliest incorporated cities, second to Wichita, in the WAMPO region and was incorporated in 1872. The city positions itself to have the pleasures of small-town living but close to big city jobs—ideal for commuters. Sedgwick is served by their own public school district. As of 2020, Sedgwick’s population was 1,603, of which approximately 63% are in the labor force.¹⁵ The mean travel time to work is 26.1 minutes.

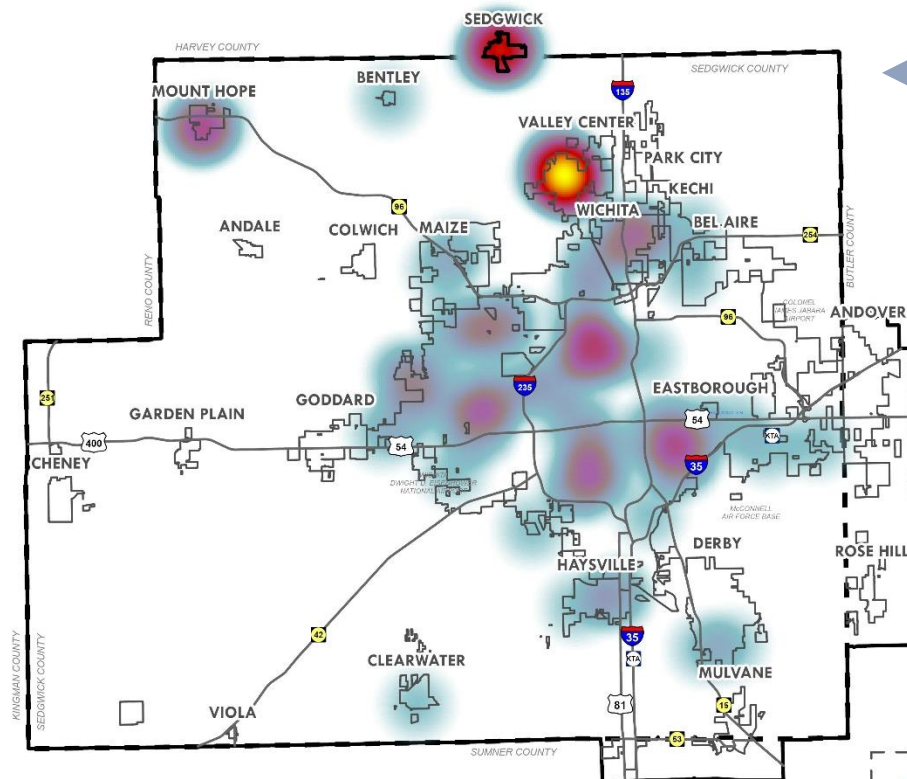
There are 9 residents who live and work in Sedgwick, that is an approximate 60% decrease in 2019 compared to 2015. Sedgwick has seen an approximate 13% increase, from 2019 compared to 2015, in the number of residents that live in Sedgwick but commute to another city for work. There are 228 residents who live in another city but travel to Sedgwick for work, that is an approximate 36% decrease in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	1 (11.1%)	53 (23.2%)	221 (27.0%)
Trade, Transportation, & Utilities	2 (22.2%)	45 (19.7%)	135 (16.5%)
All Other Services	6 (66.7%)	130 (57.0%)	462 (56.5%)

¹⁵ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2063800&tid=ACSDP5Y2020.DP03>





Where Workers Live Who Work in Sedgwick

87	36.7%
100	42.2%
24	10.1%
26	11.0%

of workers who
work in
Sedgwick live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment



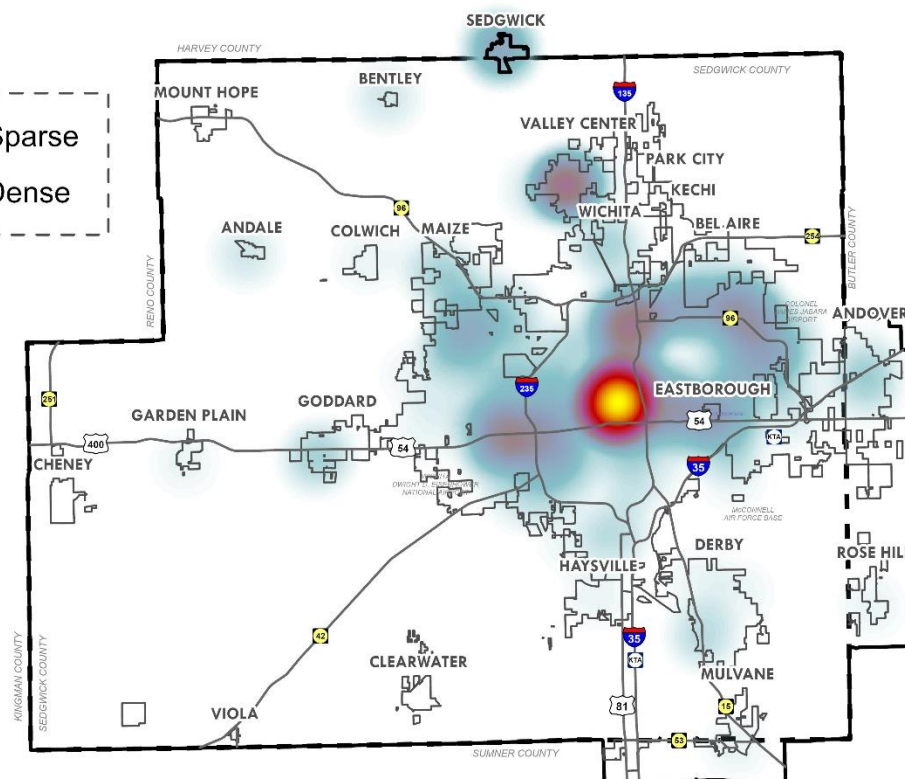
189	22.9%
465	56.2%
88	10.6%
85	10.3%

of workers who live
in Sedgwick work

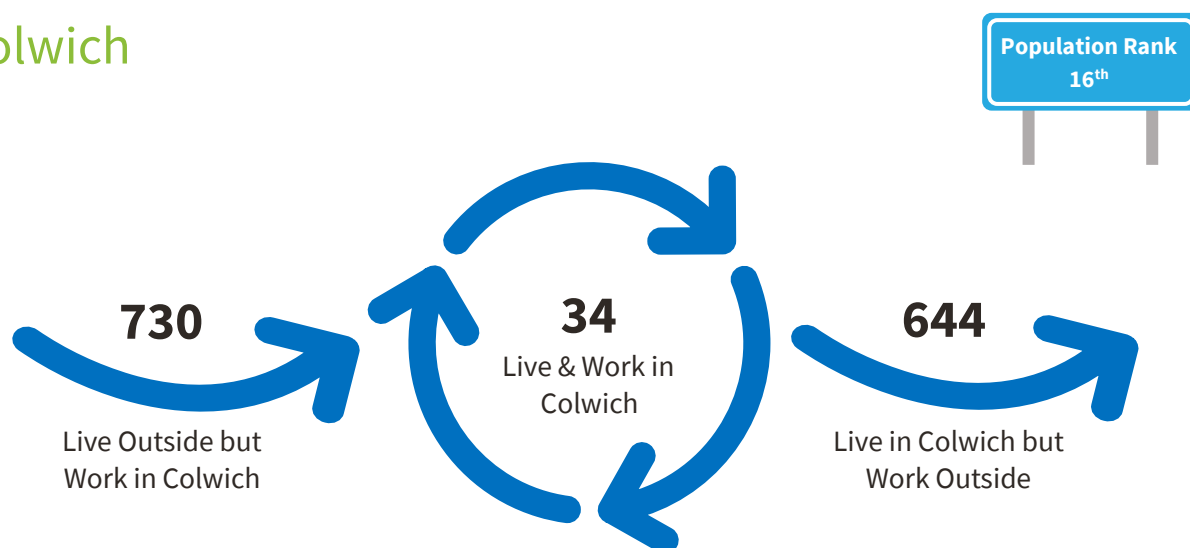
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence

Where Workers Work Who Live in Sedgwick



Colwich



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

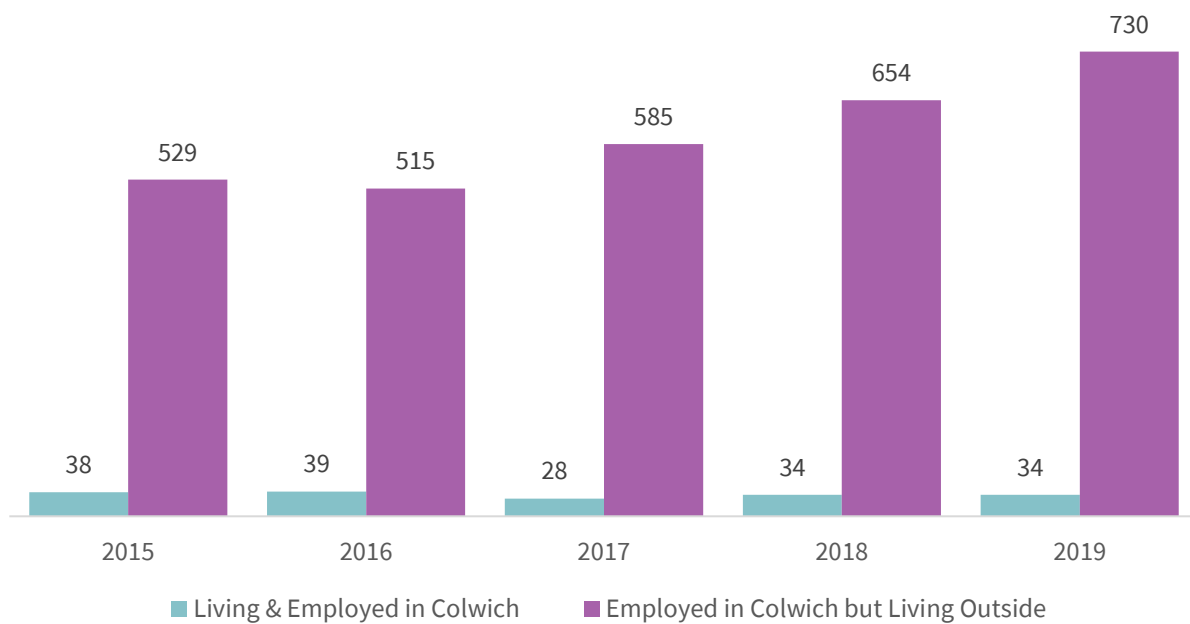
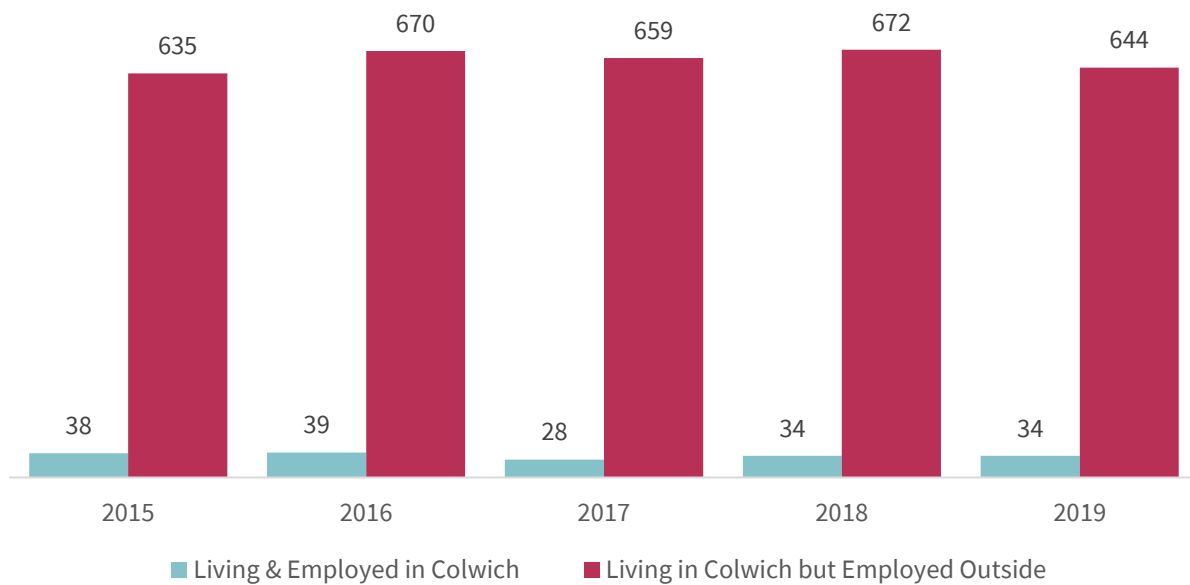
A rural-suburban city, Colwich has faced continued population expansion and economic growth. Colwich was founded in 1887 and is located approximately 5-miles northwest of Wichita. Colwich does not have their own school district. They are served by the Renwick Public School District, which supports Andale and Garden Plain, as well. As of 2020, Colwich's population was 1,455, of which approximately 74% are in the labor force.¹⁶ The mean travel time to work is 20.1 minutes.

There are 34 residents who live and work in Colwich. 644 residents live in Colwich but commute to another city for work. There are 730 residents who live in another city but travel into Colwich for work, that is an approximate 38% increase in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	2 (5.9%)	40 (5.5%)	162 (25.2%)
Trade, Transportation, & Utilities	3 (8.8%)	42 (5.8%)	110 (17.1%)
All Other Services	29 (85.3%)	648 (88.8%)	372 (57.8%)

¹⁶ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2015100&tid=ACSDP5Y2020.DP03>



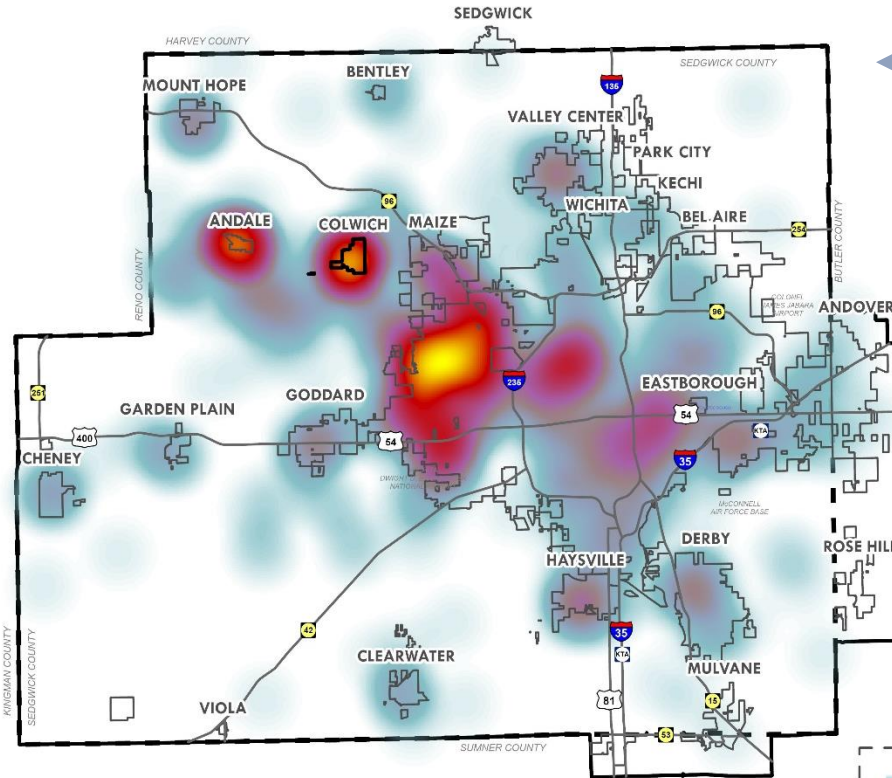
Where Workers Live Who Work in Colwich

389	50.9%
314	41.1%
31	4.1%
30	3.9%

of workers
who work in
Colwich live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment



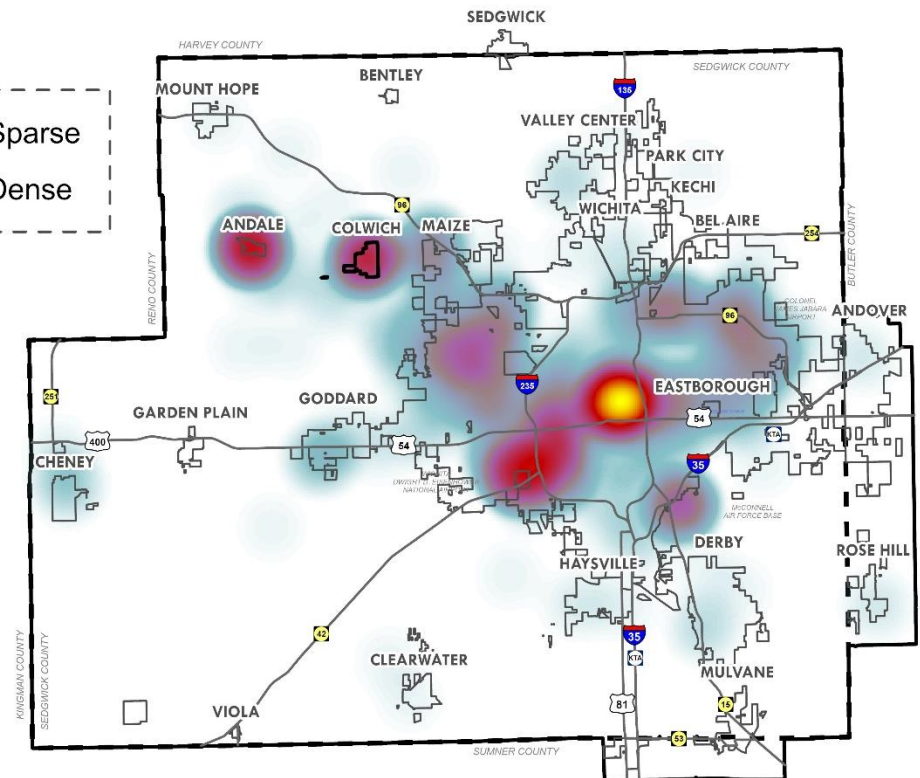
Sparse
Dense

211	31.1%
354	52.2%
32	4.7%
81	11.9%

of workers
who live in
Colwich work

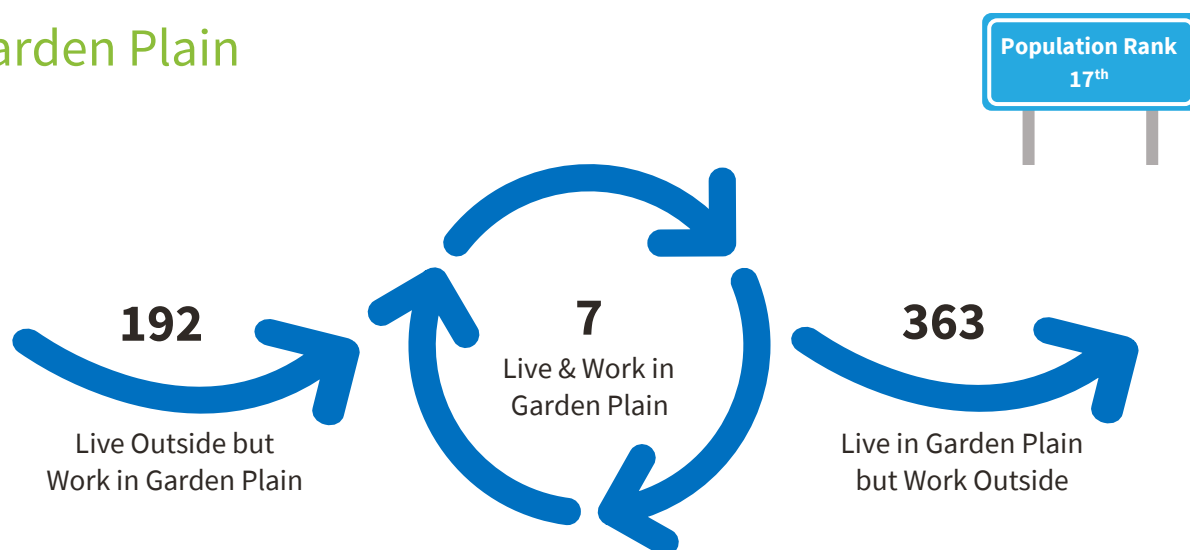
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence



Where Workers Work Who Live in Colwich

Garden Plain



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

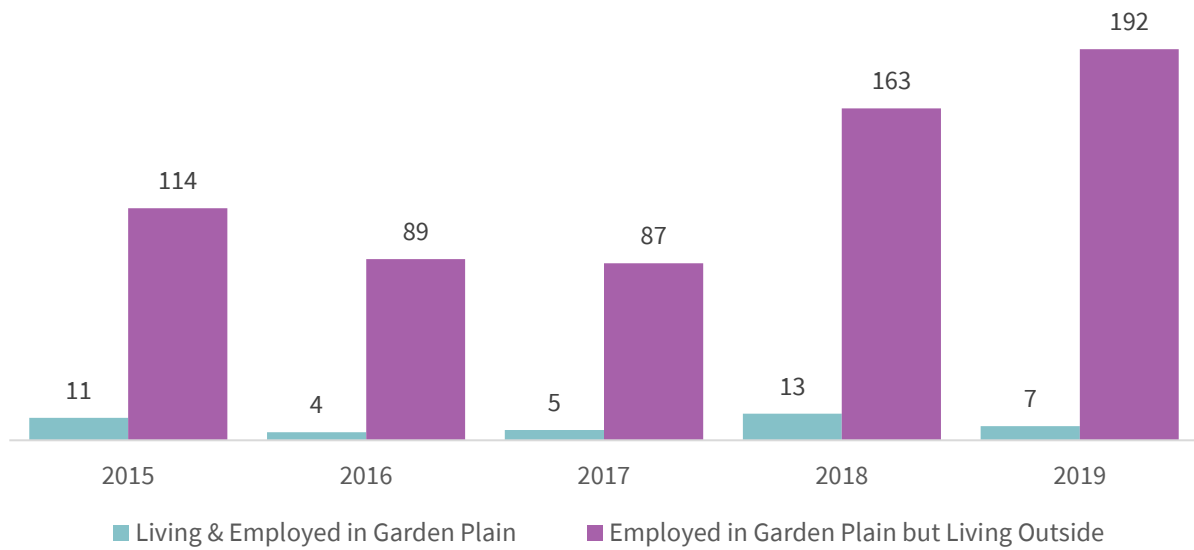
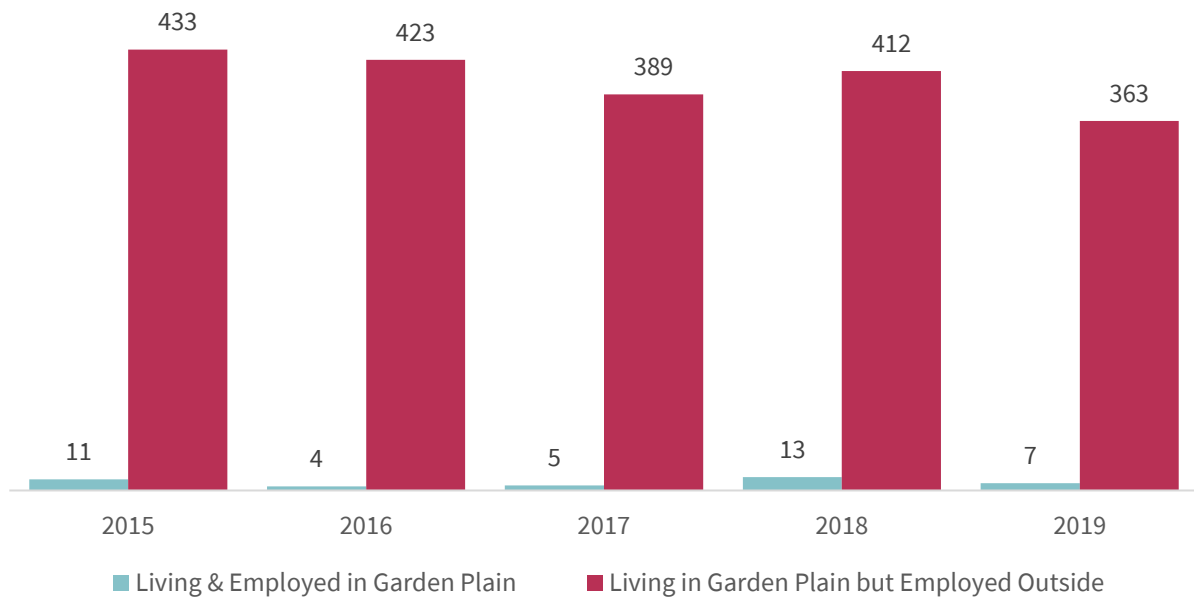
Located west of Wichita, Garden Plain was founded as a junction between Wichita and Kingman on the Wichita and Western Railroad. Since its incorporation in 1903, the city has seen an increase in population because of its family-oriented community. Garden Plain is served by the Renwick Public School District, which supports Andale and Colwich as well. As of 2020, Garden Plain's population was 948, of which approximately 77% are in the labor force.¹⁷ The mean travel time to work is 24.6 minutes.

There are 7 residents who live and work in Garden Plain, that is an approximate 36% decrease in 2019 compared to 2015. 363 residents live in Garden Plain but commute to another city for work, which is an approximate 16% decrease in 2019 compared to 2015. There are 192 residents who live in another city but travel into Garden Plain for work, an approximate 68% increase in 2019 compared to 2015.

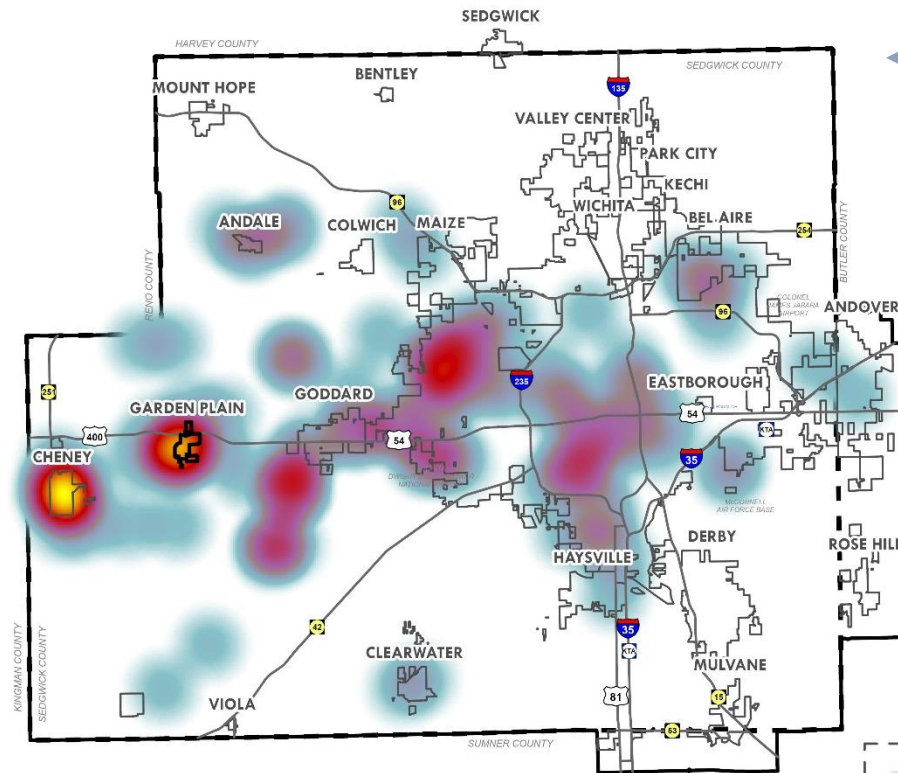
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	3 (42.9%)	30 (15.6%)	88 (24.2%)
Trade, Transportation, & Utilities	1 (14.3%)	107 (55.7%)	53 (14.6%)
All Other Services	3 (42.9%)	55 (28.6%)	222 (61.2%)

¹⁷ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=16000000US2025375&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Garden Plain

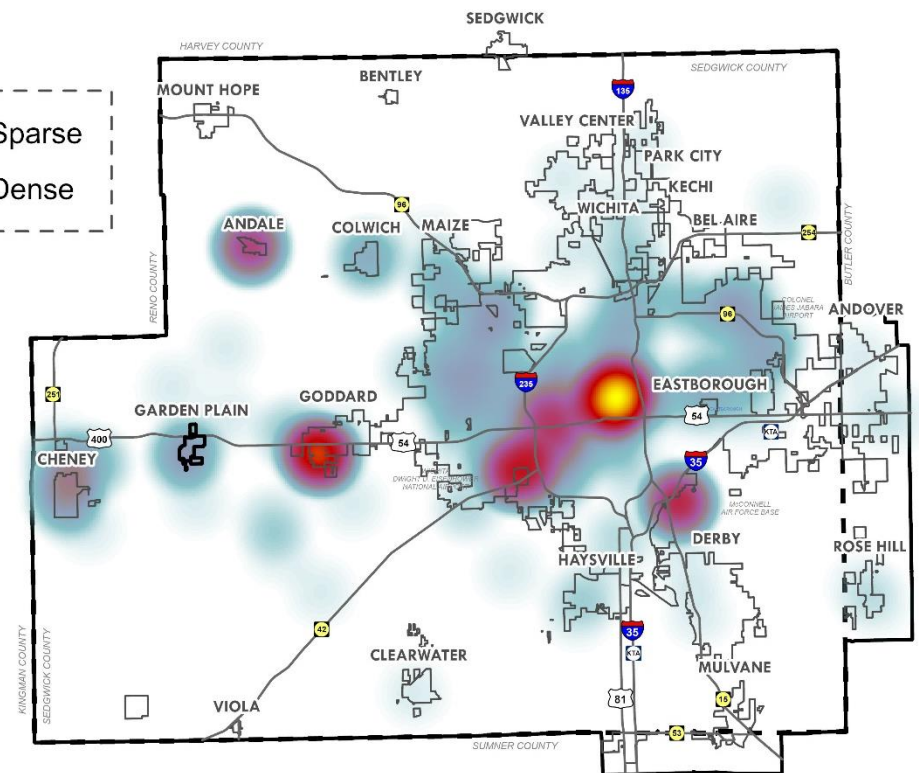


65	32.7%	of workers who work in Garden Plain live	less than 10 miles	from their place of employment
88	44.2%		10 – 24 Miles	
25	12.6%		25 – 50 Miles	
21	10.6%		greater than 50 Miles	

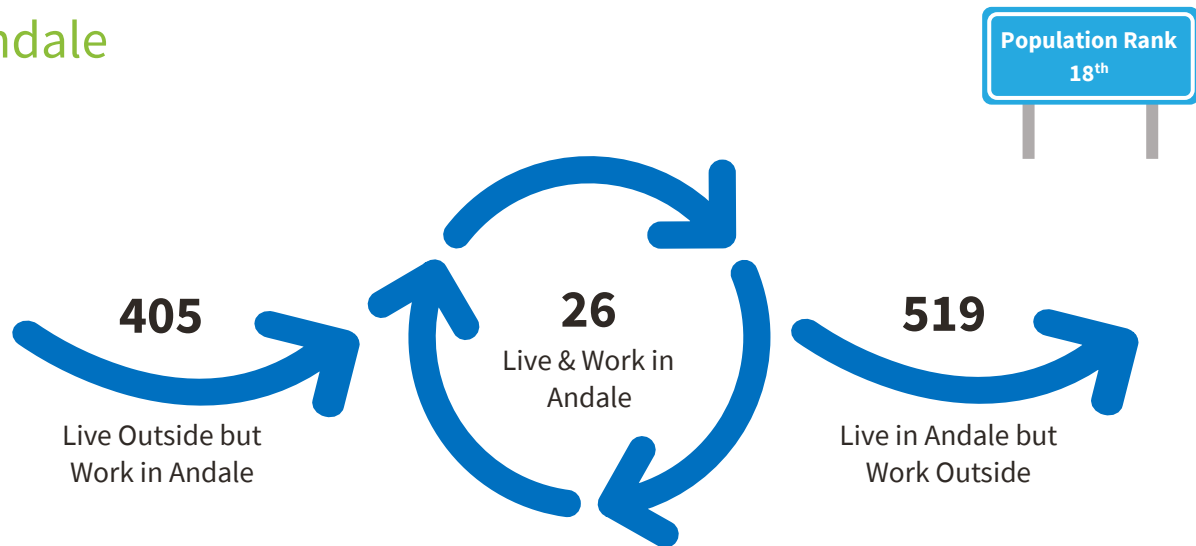
Sparse
Dense

82	22.2%	of workers who live in Garden Plain work	less than 10 miles	from their place of residence
214	57.8%		10 – 24 Miles	
36	9.7%		25 – 50 Miles	
38	10.3%		greater than 50 Miles	

Where Workers Work Who Live in Garden Plain



Andale



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

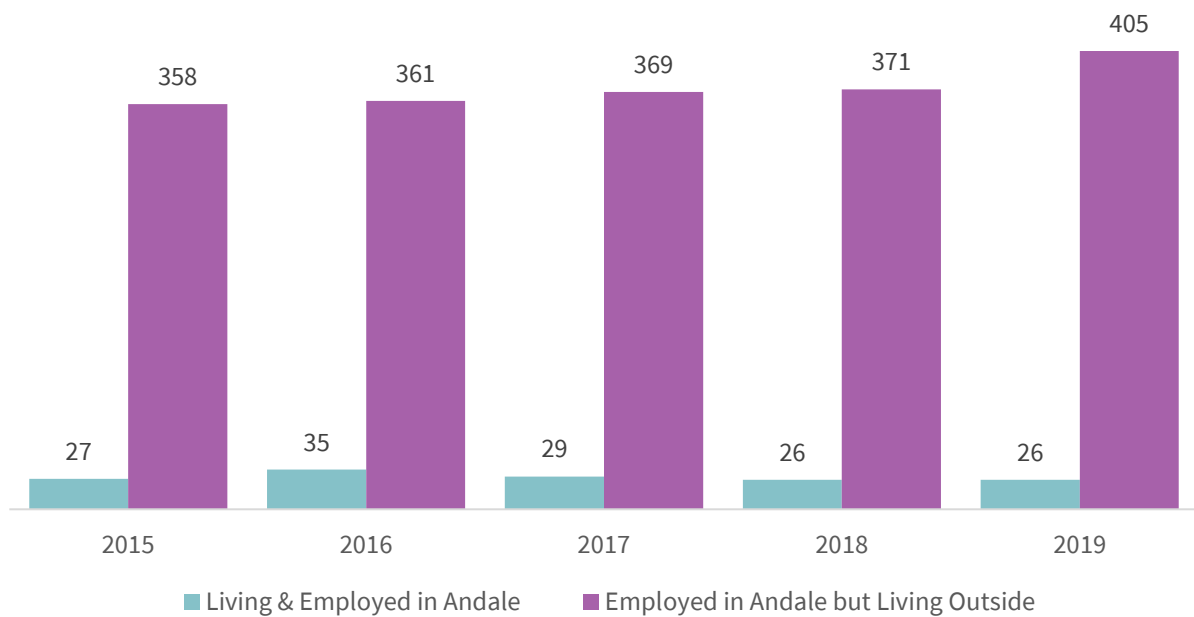
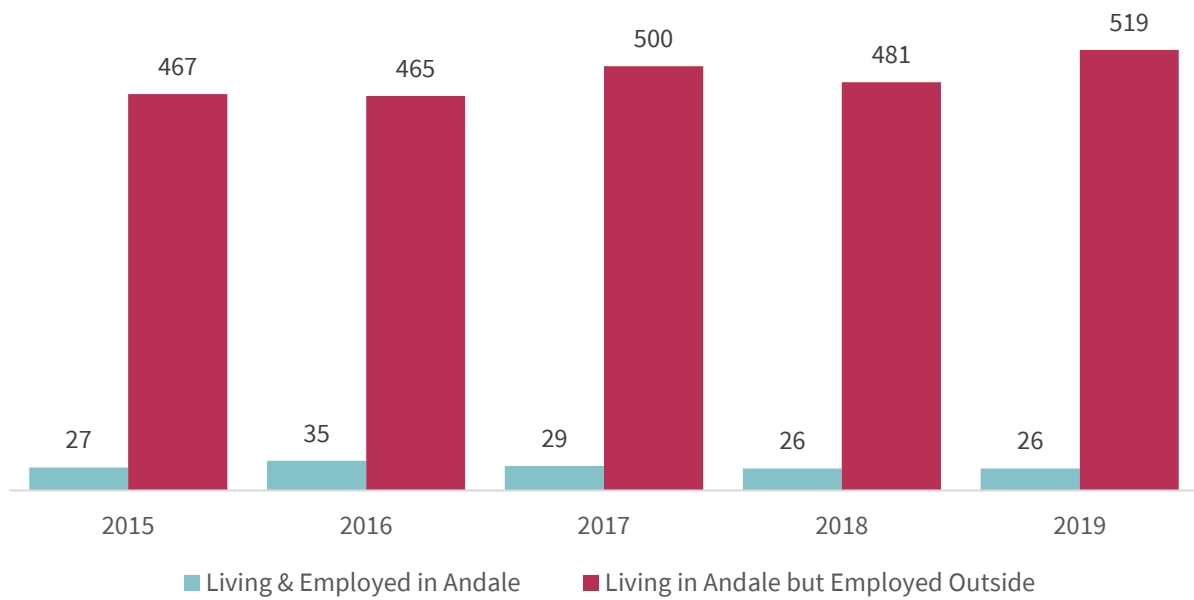
Andale was founded as a station and shipping point on the Missouri Pacific Railroad in the 1880s and incorporated in 1901. Andale is supported by the Renwick Public School District, which supports Garden Plain and Colwich, as well. As of 2020, Andale's population was 941, of which approximately 74% are in the labor force.¹⁸ The mean travel time to work is 25.2 minutes.

There are 26 residents who live and work in Andale. 519 residents live in Andale but commute to another city for work, that is an approximate 11% increase in 2019 compared to 2015. There are 405 residents who live in another city but travel into Andale for work, that is an approximate 13% increase in 2019 compared to 2015.

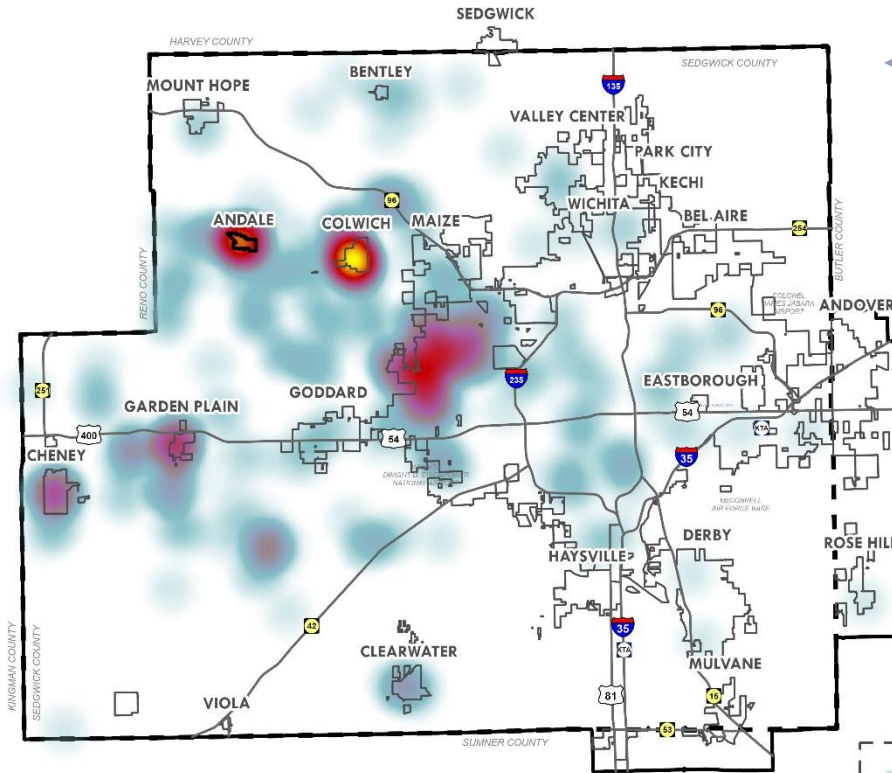
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	1 (3.8%)	7 (1.7%)	117 (22.5%)
Trade, Transportation, & Utilities	0 (0.0%)	57 (14.1%)	79 (15.2%)
All Other Services	25 (96.2%)	341 (84.2%)	323 (62.2%)

¹⁸ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2001775&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Andale



198	45.9%
195	45.2%
17	3.9%
21	4.9%

of workers who
work in Andale live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment

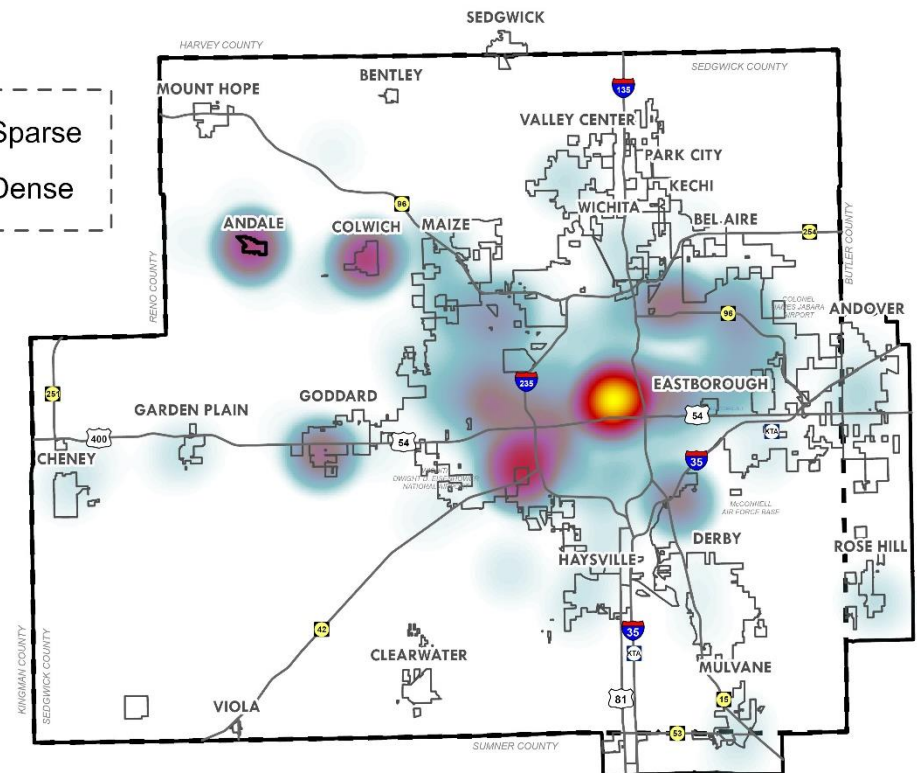


104	19.1%
366	67.2%
30	5.5%
45	8.3%

of workers who live
in Andale work

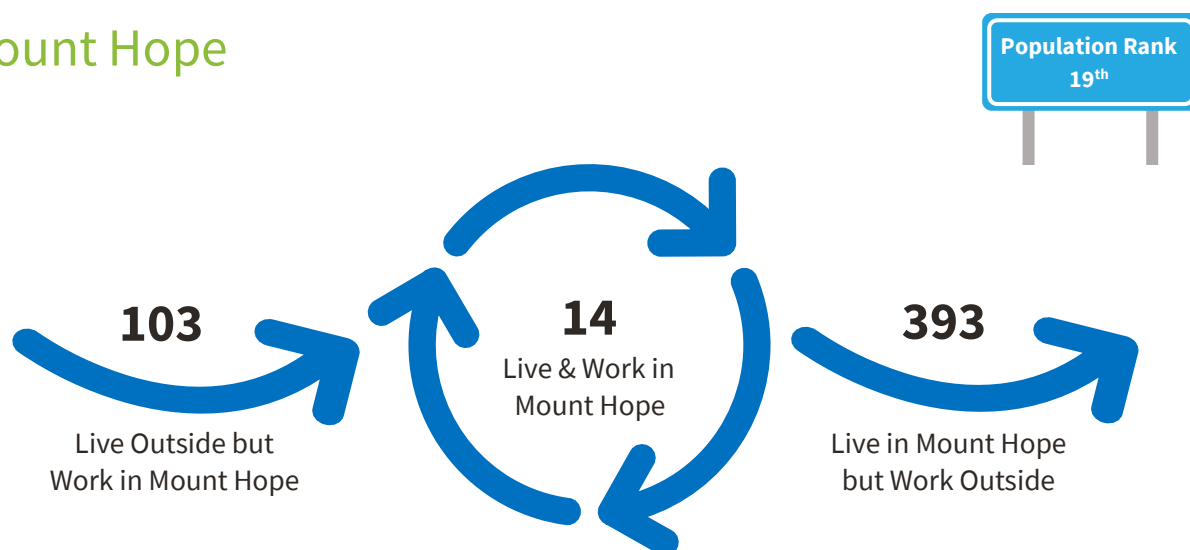
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence



Where Workers Work Who Live in Andale

Mount Hope



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

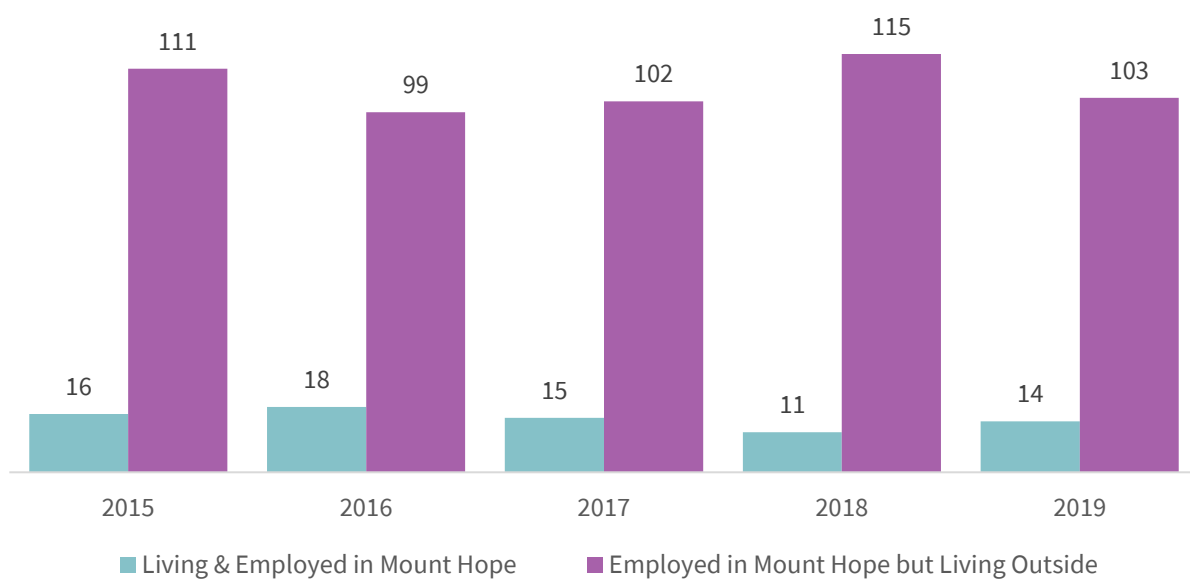
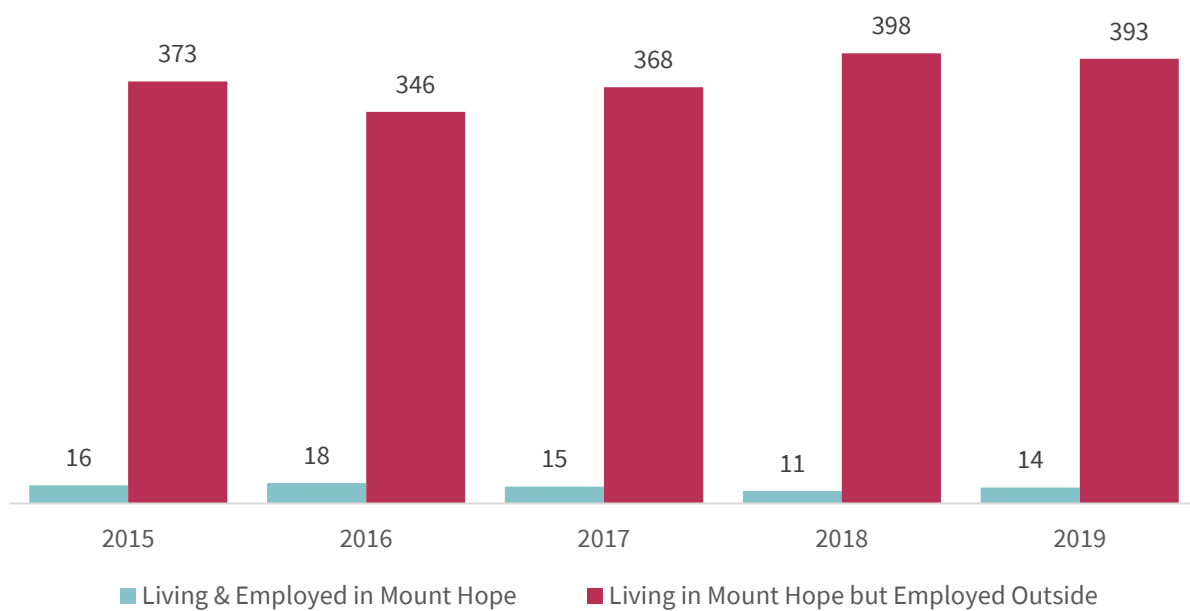
Mount Hope was founded in 1874 and incorporated in 1887. They are served by the Haven Public School District in Reno County, outside of the WAMPO area. As of 2020, Mount Hope's population was 806, of which approximately 65% are in the labor force.¹⁹ The mean travel time to work is 30.0 minutes.

There are 14 residents who live and work in Mount Hope. There are 393 residents live in Mount Hope but commute to another city for work. There are 103 residents who live in another city but travel to Mount Hope for work, and that is an approximate 7% decrease in 2019 compared to 2015.

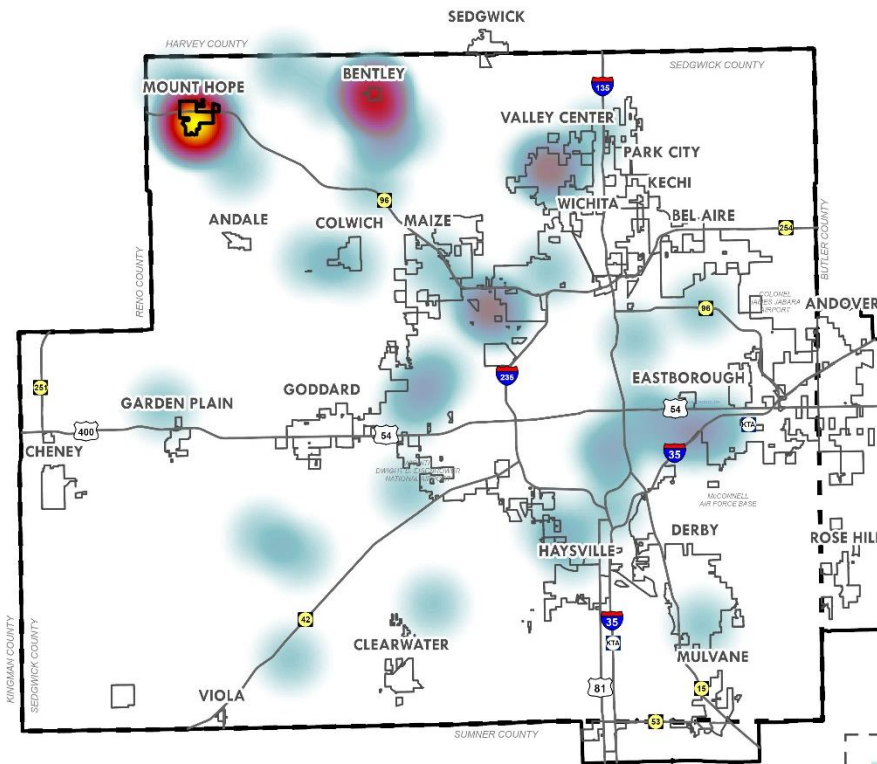
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	1 (7.1%)	9 (8.7%)	95 (24.2%)
Trade, Transportation, & Utilities	1 (7.1%)	13 (12.6%)	72 (18.3%)
All Other Services	12 (85.7%)	81 (78.6%)	226 (57.5%)

¹⁹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2048900&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Mount Hope



38	32.5%
53	45.3%
8	6.8%
18	15.4%

of workers who
work in Mount
Hope live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment



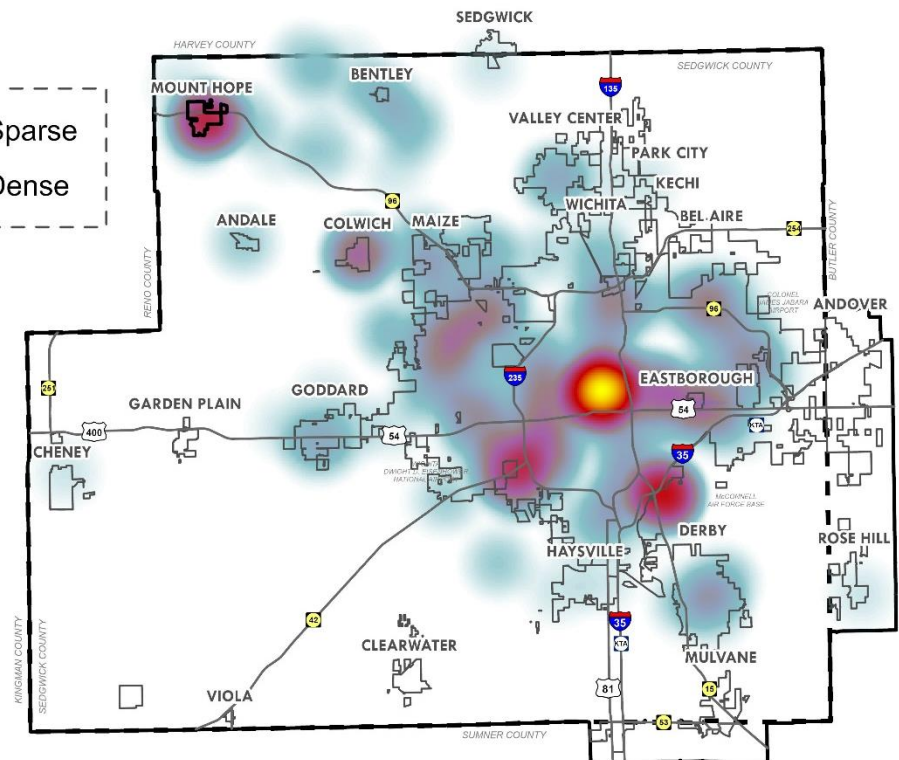
57	14.0%
255	62.7%
59	14.5%
36	8.8%

of workers who
live in Mount
Hope work

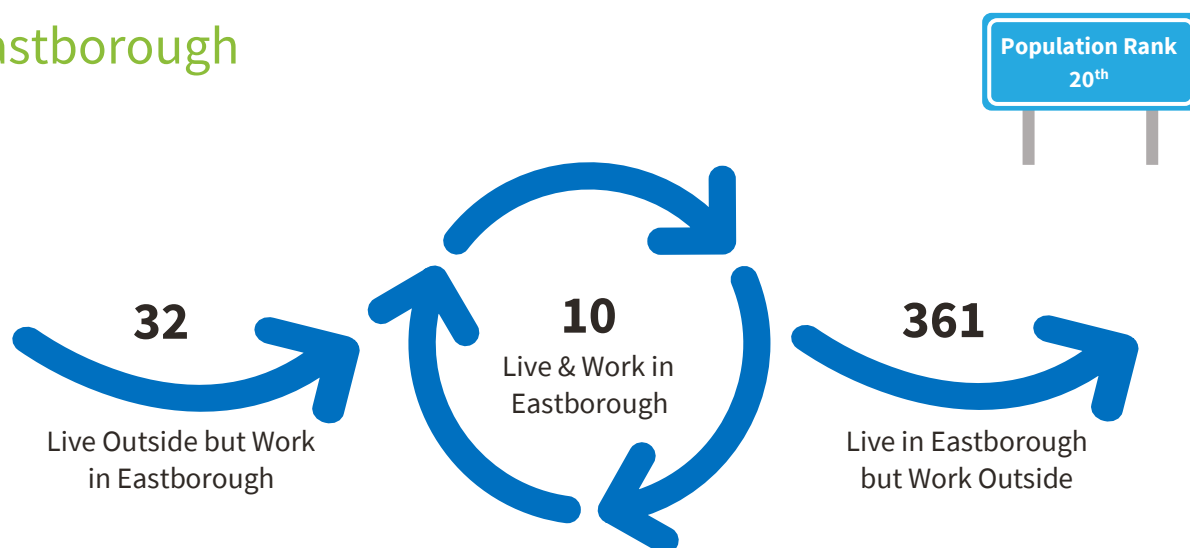
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence

Where Workers Work Who Live in Mount Hope



Eastborough



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

Eastborough was incorporated in 1937 and is an enclave of the city of Wichita, dubbed “Wichita’s finest residential section.”²⁰ Being surrounded by Wichita, Eastborough does not have their own school district, instead sending their students to the Wichita Public School District or Wichita area private schools. As of 2020, Eastborough’s population was 756, of which approximately 63% are in the labor force.²¹ The mean travel time to work is 14.0 minutes.

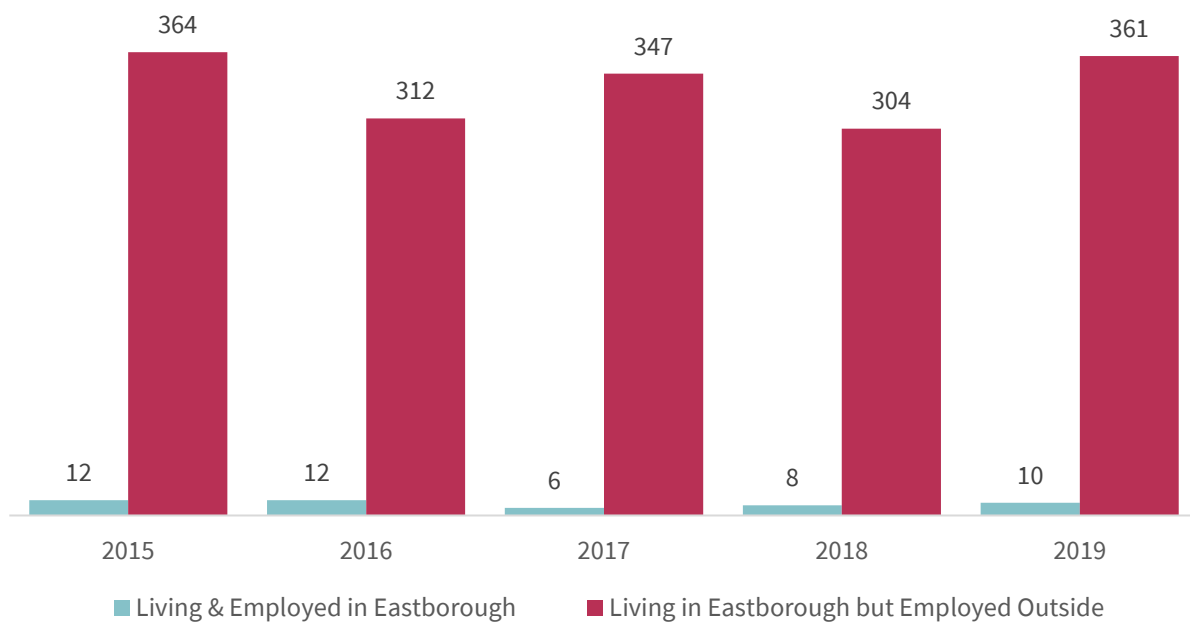
There are 10 residents who live and work in Eastborough. 361 residents live in Eastborough but commute to another city for work. There are 32 residents who live in another city but travel into Eastborough for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	2 (20.0%)	9 (28.1%)	62 (17.2%)
Trade, Transportation, & Utilities	2 (20.0%)	1 (3.1%)	52 (14.4%)
All Other Services	6 (60.0%)	22 (68.8%)	247 (68.4%)

²⁰ City of EastBorough Newsletters, www.eastborough-ks.gov/history/history.php

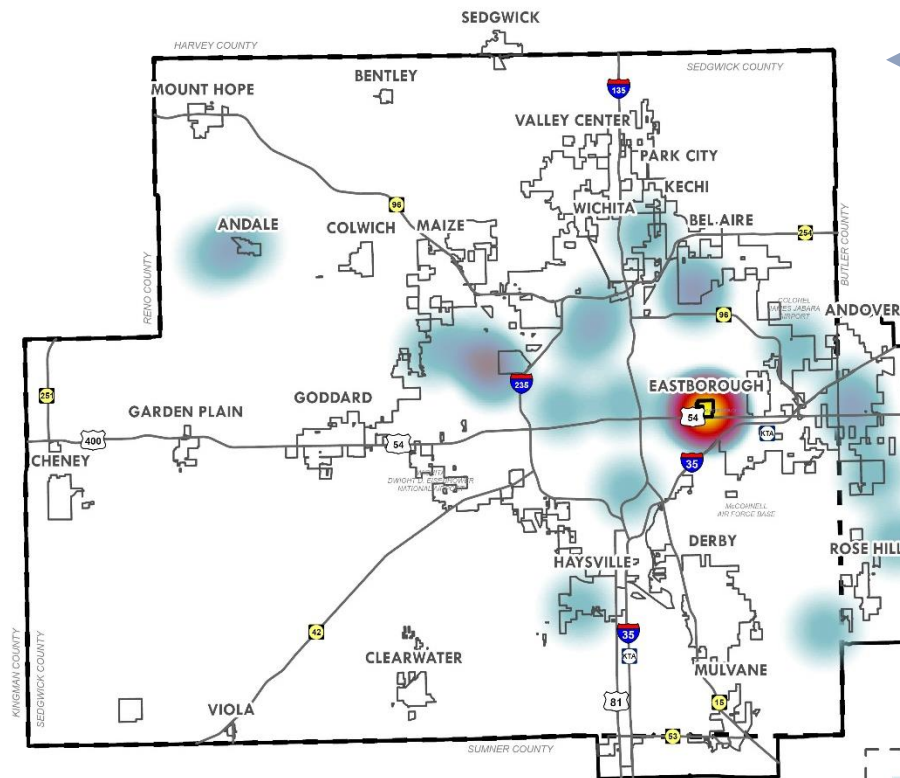
²¹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2019300&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Eastborough

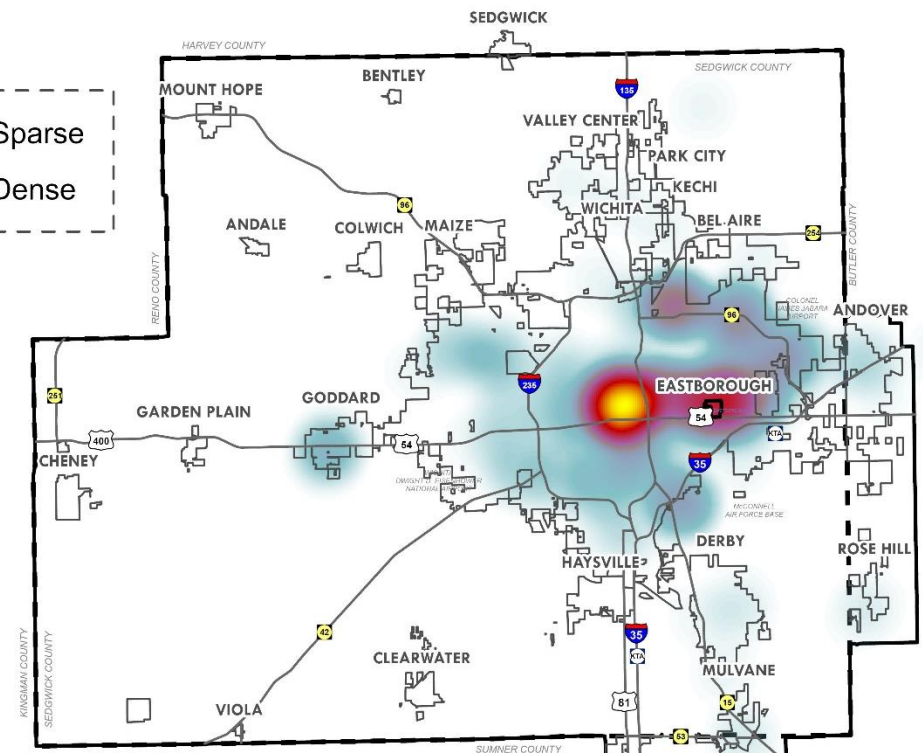
26	61.9%	of workers who work in Eastborough live	less than 10 miles	from their place of employment
11	26.2%		10 – 24 Miles	
1	2.4%		25 – 50 Miles	
4	9.5%		greater than 50 Miles	



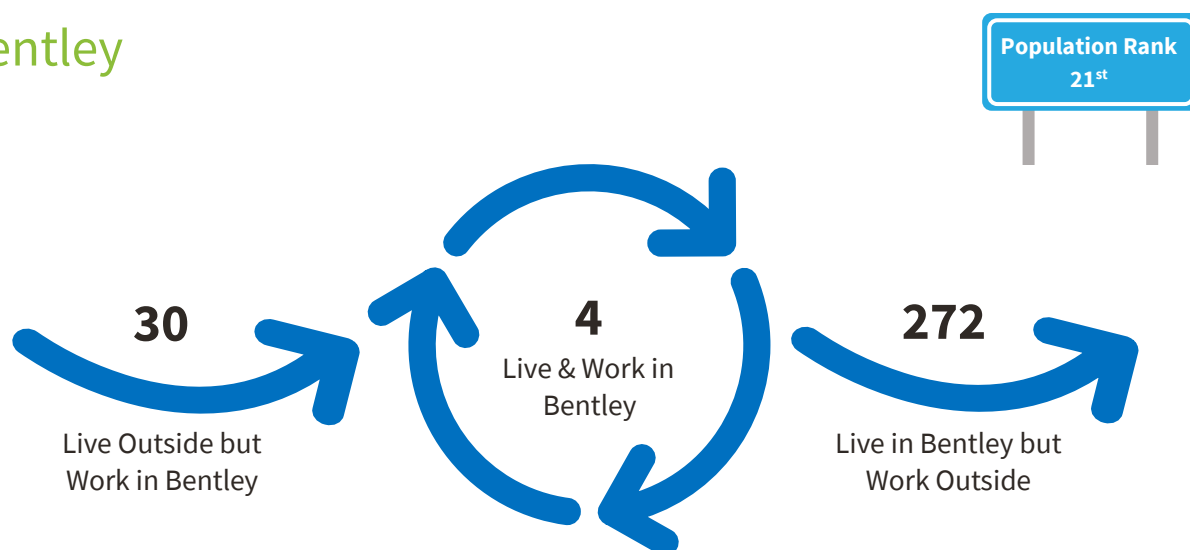
Sparse
Dense

296	79.8%	of workers who live in Eastborough work	less than 10 miles	from their place of residence
34	9.2%		10 – 24 Miles	
4	1.1%		25 – 50 Miles	
37	10.0%		greater than 50 Miles	

Where Workers Work Who Live in Eastborough



Bentley



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

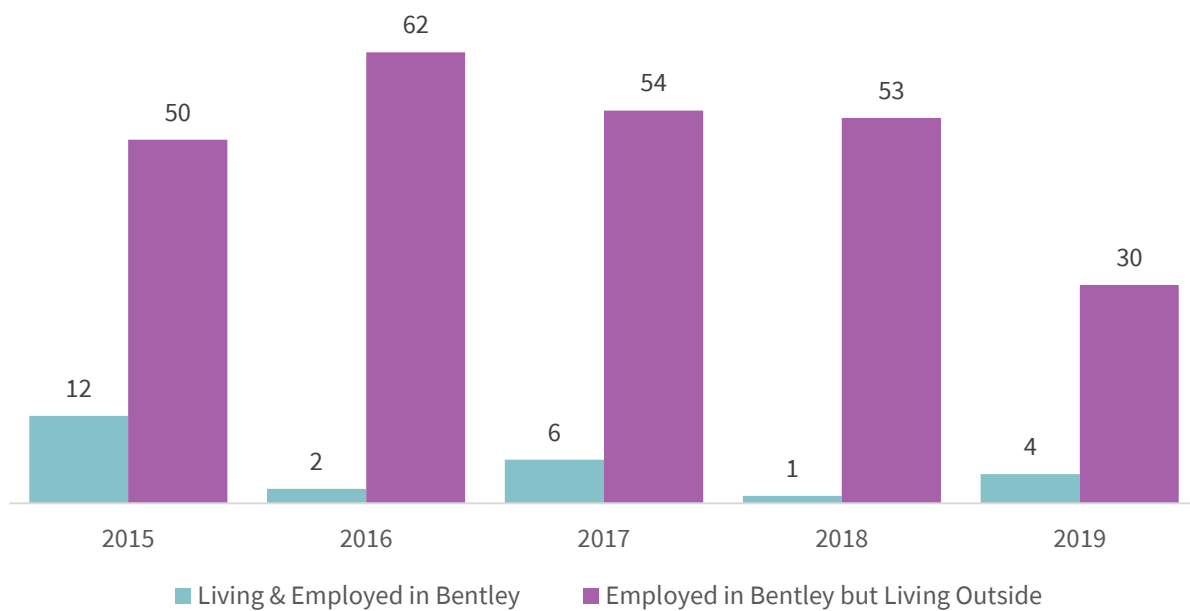
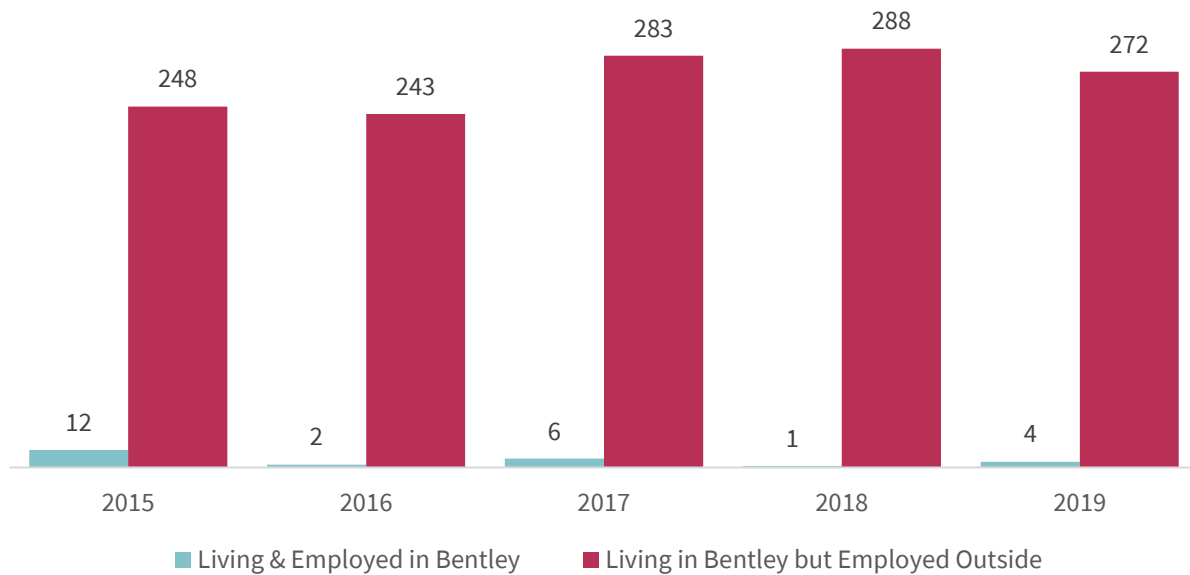
Bentley was founded as a depot on the Kansas Midland Railway in 1888 but was not incorporated until 1959. The rail line has since been abandoned but the city is growing as a residential destination. Bentley does not have their own school district. They are served by the Halstead Public School District in Harvey County, outside of WAMPO boundaries. As of 2020, Bentley's population was 560, of which approximately 58% are in the labor force.²² The mean travel time to work is 24.1 minutes.

There are 4 residents who live and work in Bentley, which is an approximate 67% decrease in 2019 compared to 2015. 272 residents live in Bentley but commute to another city for work. There are 30 residents who live in another city but travel into Bentley for work, an approximate 40% decrease in 2019 compared to 2015.

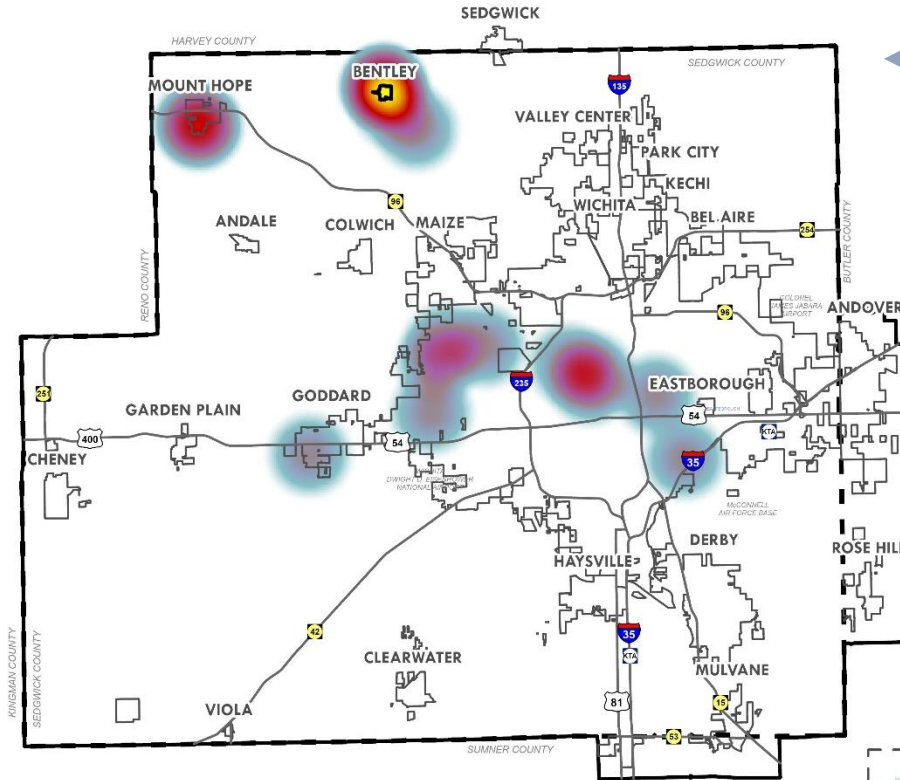
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	0 (0.0%)	0 (0.0%)	64 (23.5%)
Trade, Transportation, & Utilities	0 (0.0%)	0 (0.0%)	45 (16.5%)
All Other Services	4 (100.0%)	30 (100.0%)	163 (59.9%)

²² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2006125&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Bentley



16	47.1%
12	35.3%
2	5.9%
4	11.8%

of workers
who work in
Bentley live

less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
employment

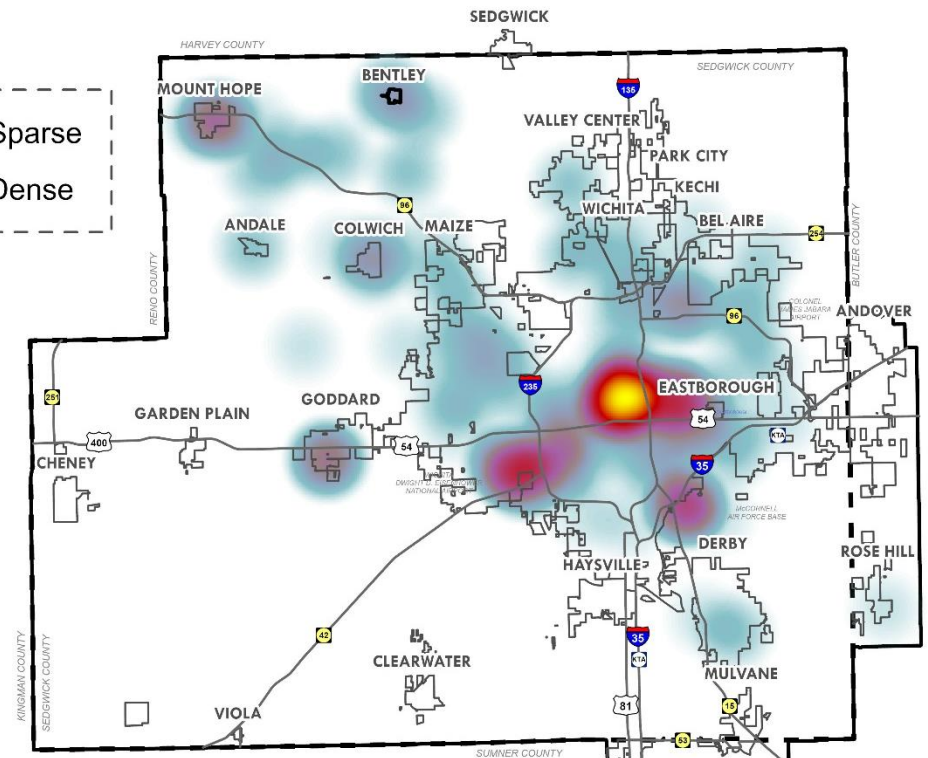


42	15.2%
183	66.3%
26	9.4%
25	9.1%

of workers who
live in Bentley
work

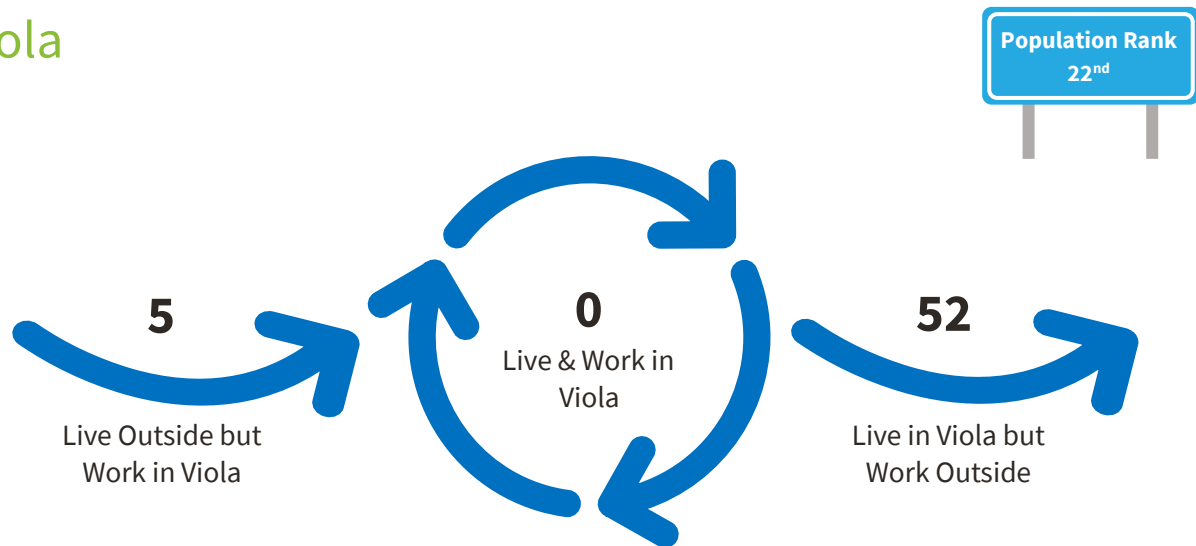
less than 10 miles
10 – 24 Miles
25 – 50 Miles
greater than 50 Miles

from their
place of
residence



Where Workers Work Who Live in Bentley

Viola



Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at <https://onthemap.ces.census.gov/>

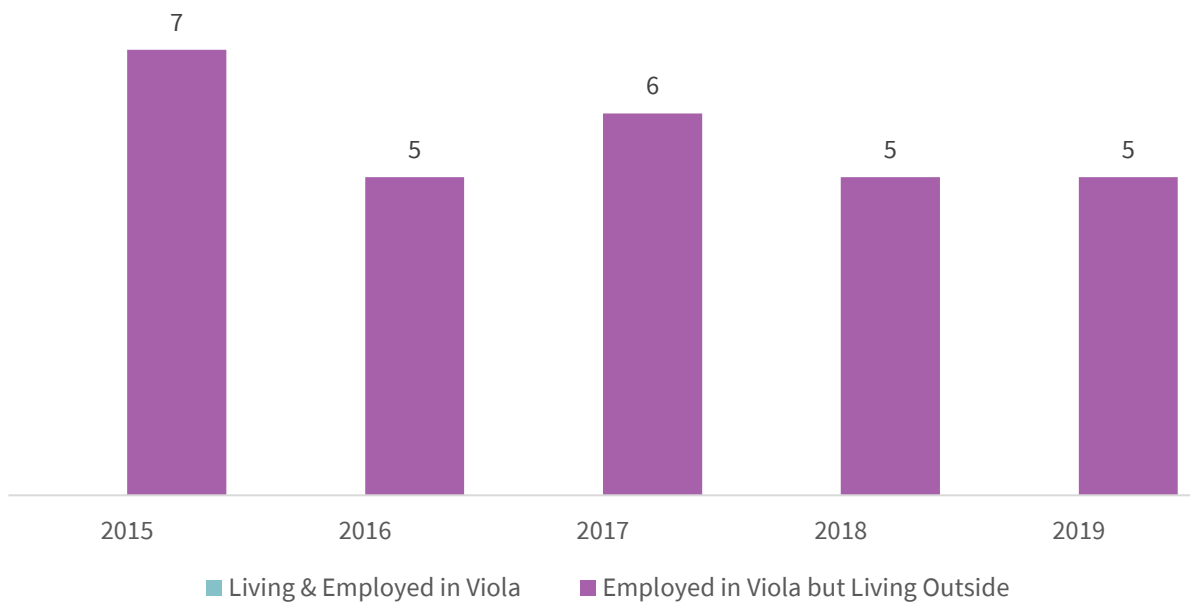
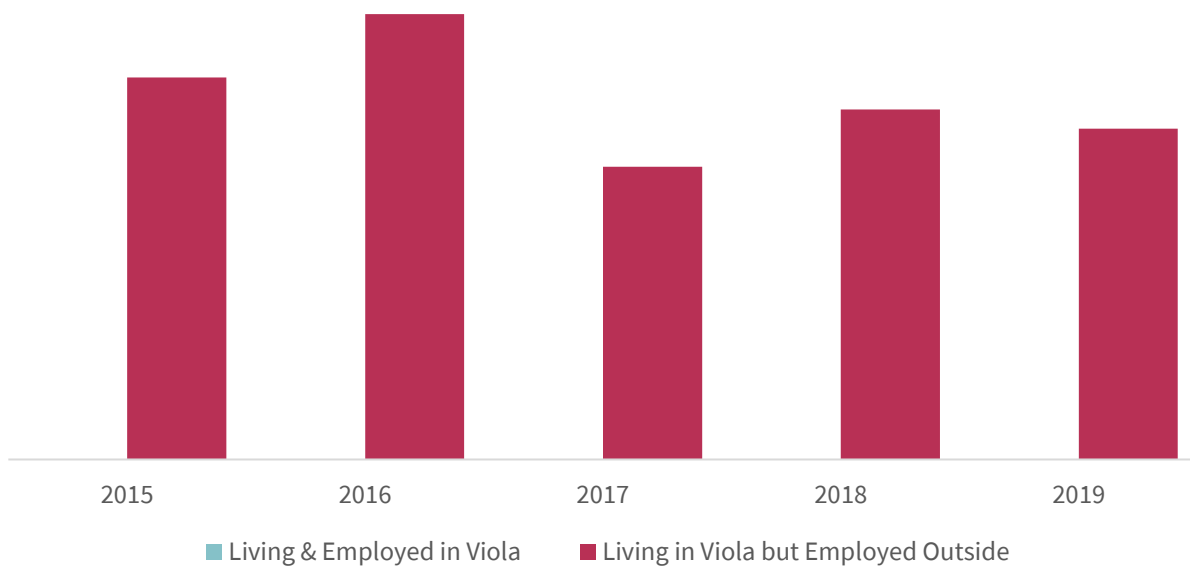
Viola was first founded in 1870 as a town off the Englewood branch of the Santa Fe railroad but has faced a decreasing population since the late nineteenth century. The city was incorporated in 1909. Viola is home to Lake Afton, a popular recreation spot. Viola does not have their own school district. Instead, the community is served by the Conway Springs Public School District in Sumner County which is outside of WAMPO boundaries. As of 2020, Viola's population was 115, of which approximately 72% are in the labor force.²³ The mean travel time to work is 22.8 minutes.

As of 2019, there were a total of 128 residents in the city. There are no residents who live and work in Viola. 52 residents live in Viola but commute to another city for work, which is an approximate 13% decrease in 2019 compared to 2015. There are 5 residents who live in another city but travel to Viola for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	0 (-)	0 (0.0%)	18 (34.6%)
Trade, Transportation, & Utilities	0 (-)	0 (0.0%)	9 (17.3%)
All Other Services	0 (-)	5 (100.0%)	25 (48.1%)

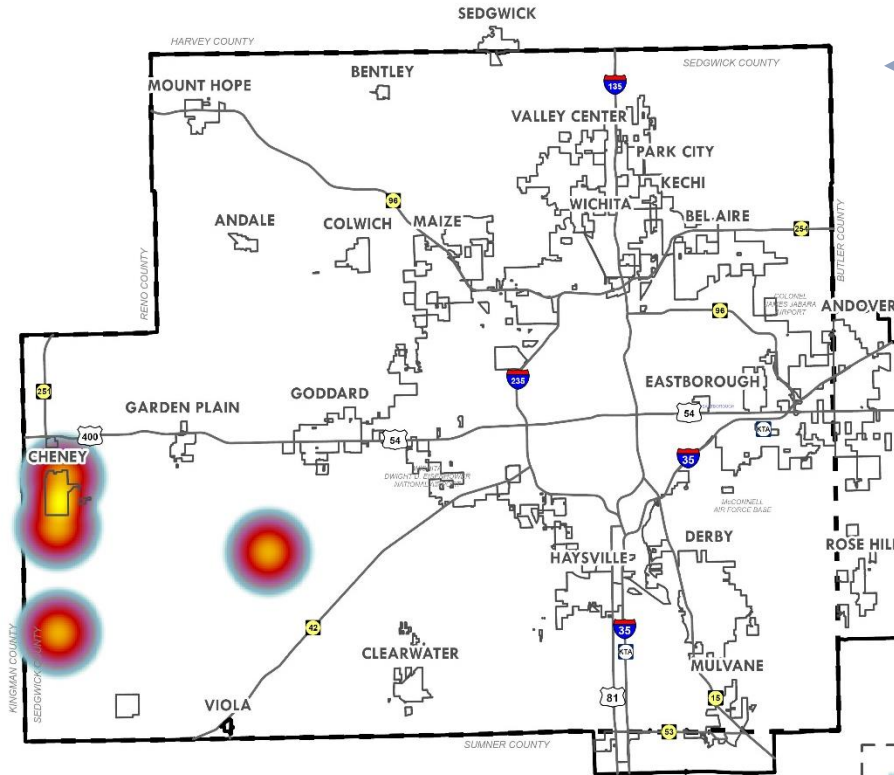
²³ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2074025&tid=ACSDP5Y2020.DP03>



Where Workers Live Who Work in Viola

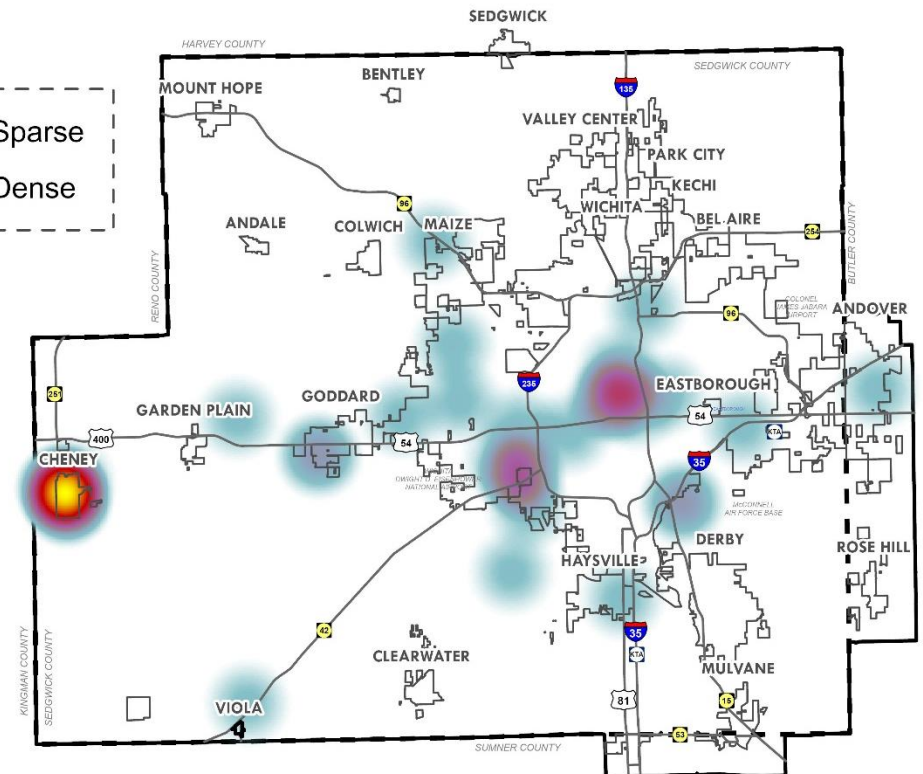
2	40.0%	of workers who work in Viola live	less than 10 miles	from their place of employment
3	60.0%		10 – 24 Miles	
0	0.0%		25 – 50 Miles	
0	0.0%		greater than 50 Miles	



Sparse
Dense

2	3.8%	of workers who live in Viola work	less than 10 miles	from their place of residence
38	73.1%		10 – 24 Miles	
5	9.6%		25 – 50 Miles	
7	13.5%		greater than 50 Miles	

Where Workers Work Who Live in Viola





Agenda Item 4F: Discussion **Demographic & Socioeconomic Methodology Forecasting Draft**

Ashley Bryers and Alicia Hunter, WAMPO
Stephen Banks, MAPD

Background:

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

Growth Rates:

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

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

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




Next Steps:

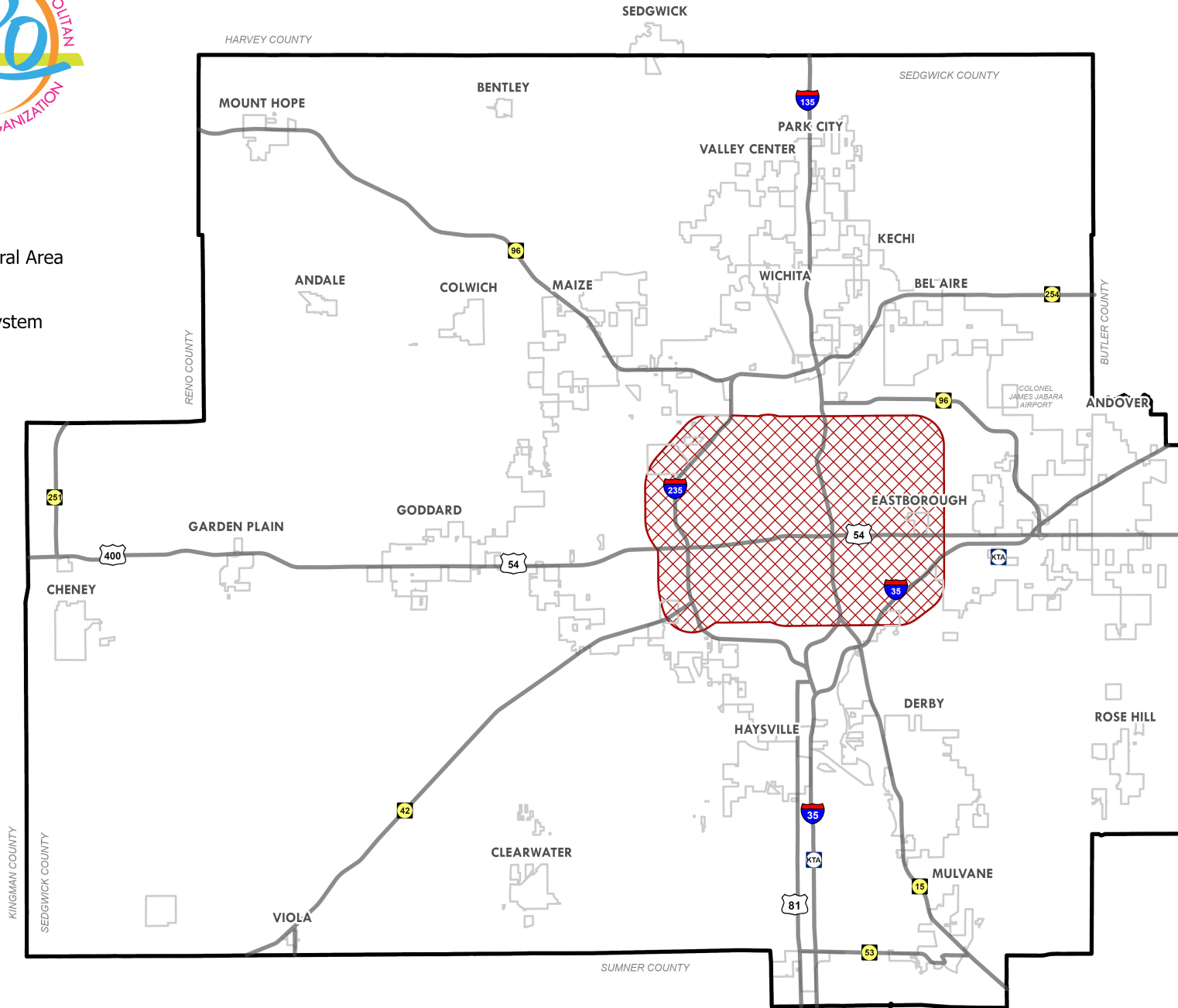
WAMPO will continue its coordination with MAPD to develop and complete an assumption and methodology report for population projects. WAMPO staff is seeking input from TAC members and local jurisdictions on revisions to the population growth rates for their city.

Attachment:

- Established Central Area Map
- WAMPO Region Population Projection 2020-2050



-  Established Central Area
-  WAMPO Cities
-  WAMPO State System





WAMPO-REGION POPULATION PROJECTIONS, 2020-2050

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

*Unincorporated portion inside of 2021 WAMPO boundary

**Portion of city inside of 2021 WAMPO Boundary

Population of Sedgwick County

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

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



Agenda Item 4G: Update Travel Demand Model Update

Ashley Bryers, Transportation Planning Manager
Chad Parasa, Executive Director

Background

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

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

Project Team

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

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

Updated 9.15.22

The WAMPO staff working on this project include Chad Parasa, Ashley Bryers, Nick Flanders, Alicia Hunter, Marcela Quintanilla, and whoever fills the future Transportation Engineering, Data, and Planning Manager position, which is currently posted on the WAMPO website. Mike Malone, from JEO Consulting Group, Inc., and Paul Ricotta, from Caliper, will lead the planning process.

Discussion

Are there others who should be involved in the process and serve on the Steering Committee?



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside of 2021 WAMPO boundary

**Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

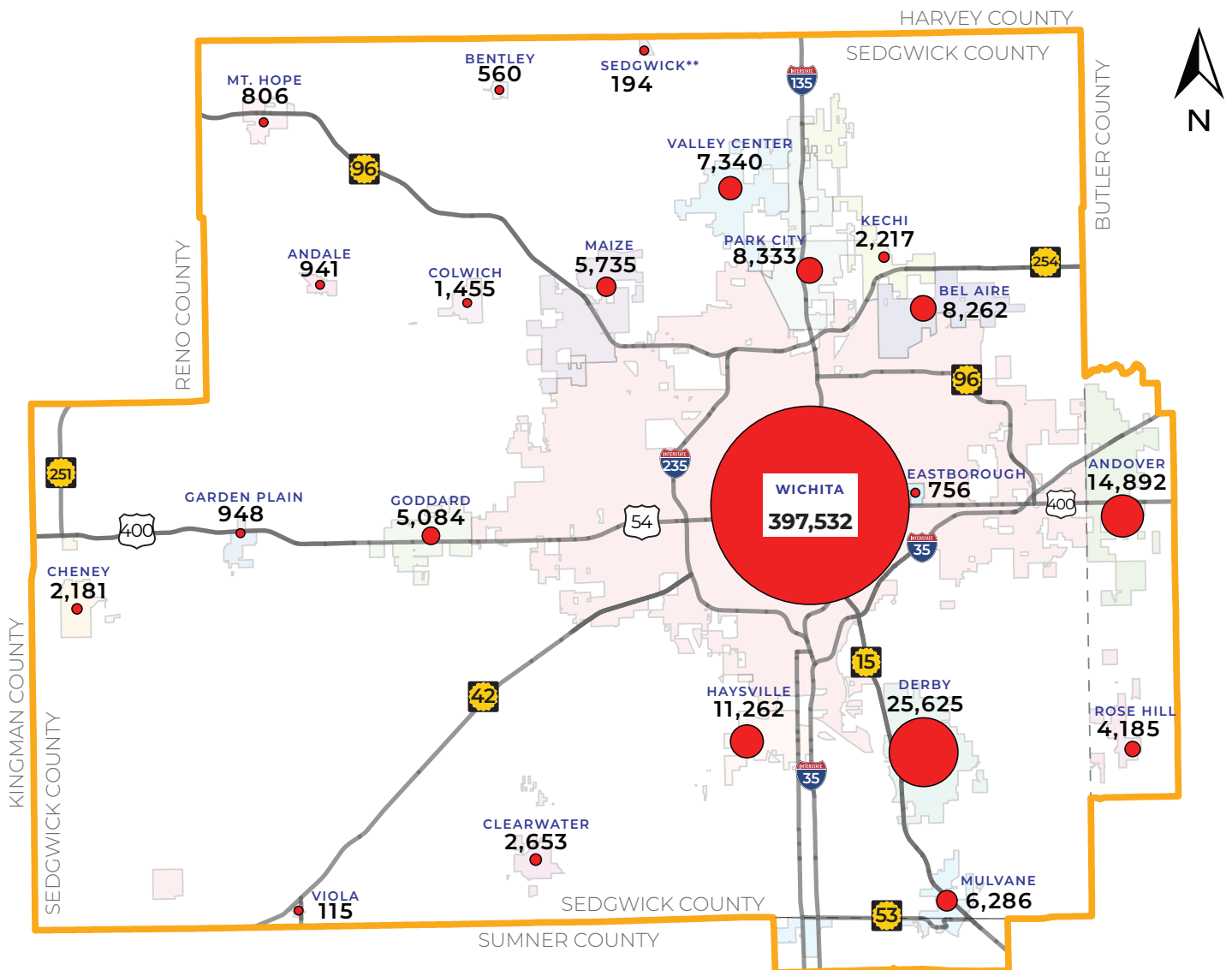
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

****Portion of population within WAMPO boundary**

Source: 2020 US Decennial Census



WAMPO Transportation Acronym Glossary

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

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

*Current quorum is 10 based on appointed positions

Rev. 09/16/2022

2022 WAMPO Meeting Schedules



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

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