

Transportation Policy Body (TPB) Meeting Notice Tuesday, August 13, 2024, @ 3:00 pm

In-Person

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

Virtual

Click the link below for online meeting access.

JOIN HERE

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	Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	18
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	The TPB is asked to take action on the proposed WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP), which would succeed the FFY2023-FFY2026 TIP. The proposed FFY2025-	19 to 34
	FFY2028 TIP is fiscally constrained. The Public Comment period for the FFY2025-FFY2028 TIP was	
	open June 12, 2024, through July 11, 2024. No public comments were received.	
В.	FFY2025-FFY2028 Transportation Improvement Program Amendment #1 - Peter Mohr, WAMPO	
	The TPB is asked to take action on proposed Amendment #1 to the WAMPO FFY2025-FFY2028	
	Transportation Improvement Program (TIP). Amendment #1 is a special TIP amendment, enacting	
	time-sensitive project changes/additions, and would maintain the fiscal constraint of the FFY2025-	35 to 37
	FFY2028 TIP, provided that the TPB adopts the FFY2025-FFY2028 TIP on August 13, 2024, prior to	
	voting on Amendment #1. The Public Comment period for Amendment #1 opened on July 19, 2024,	
	The state of the s	1

C.	Population Projections – Jonathan Norris, CEDBR, and Peter Mohr, WAMPO The TPB is asked to take action on draft population projections for the WAMPO region. WAMPO, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), developed population projections to the year 2050 that utilized projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants developed population projections based on a new methodology, based on empirical data and historical building permit information submitted from WAMPO's jurisdictions.	38 to 41
V.	Discussion/Updates	
A.	2025 UPWP Planning – Chad Parasa and Markey Jonas, WAMPO The Unified Planning Work Program (UPWP) outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. This presentation will outline potential priorities for 2025.	42 to 44
В.	MTP 2050 Public Engagement Round 3 Results Summary – Markey Jonas, WAMPO The third round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from May 20, 2024, through June 30, 2024. WAMPO staff utilized several strategies, including a survey, to engage with the public about the development of MTP 2050 and how it will help shape the transportation network. 474 survey responses were recorded and analyzed.	45 to 46
C.	Regional Transit Implementation Plan Update – Bill Troe, SRF	
	This presentation will provide an update on the status of the Regional Transit Implementation Plan.	
	To view the draft alternative service concepts, please visit <u>www.wampo.org/regional-transit</u> .	
D.	<u>Wichita Transit Network Plan Update</u> – Raven Alexander, Wichita Transit; James Gamez	
	and Sam Wright, Nelson\Nygaard	
	This presentation will provide an update on the Wichita Transit Network Plan. To view more	
\/'	information about the project, please visit <u>www.wichitatransitplan.com</u> .	
VI.	Committee & Partnership Updates Executive Committee	
B.	Kansas Department of Transportation (KDOT)	
C.	Wichita Metro Division, KDOT	
D.	Federal Highway Administration (FHWA)	
VII.	Other Business	
VIII.	Adjournment	
IX.	WAMPO Reference Material	
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Chad Parasa, TPB Secretary

August 6, 2024



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes Tuesday, July 9, 2024, @ 3:00 PM

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

Meeting Duration: 96 minutes

	Meeting Duration. 36 minutes	
Voting Members in Attendance		
Becky Tuttle, <i>TPB Chair</i>	George Liebe, <i>Goddard</i>	Alternates
Ryan Baty, Sedgwick County	Pete Meitzner, Sedgwick County	Nick Gregory, Maize (voting)
Jim Benage, <i>Bel Aire</i>	Mike Moriarty, <i>KDOT</i>	Warren Porter, Rose Hill (voting)
David Dennis, Sedgwick County	Terry Somers, SCAC	J.B. Wilson, <i>KDOT (non-voting)</i>
Dalton Glasscock, Wichita	Nick Squires, <i>KDOT</i>	
Jim Howell, Sedgwick County	Burt Ussery, Clearwater	
J.V. Johnston, <i>Wichita</i>	Mike Warrington, Andover	
Russ Kessler, <i>Haysville</i>		
Other Attendees		
Raven Alexander, Wichita Transit	Gary Janzen, <i>Wichita</i>	Kelly Rundell, <i>Hite, Fanning &</i>
Rick Backlund, <i>FHWA</i>	Markey Jonas, WAMPO	Honeyman L.L.P.
Kaylee Bates, WAMPO	Alan Kailer, Bike Walk Wichita	Allison Smith, <i>KDOT</i>
Craig Compton, CEDBR	Brett Letkowski, <i>TranSystems</i>	Todd Stennis, <i>Amtrak</i>
Dylan Cossaart, WAMPO	Mohamed Moawad, MAPD	Kyle Thomas, WAMPO
Chaitanya Dodda, WAMPO	Peter Mohr, WAMPO	Zara Thomas, WAMPO
Penny Feist, Wichita Transit	ThaiBinh Mursch, MAPD	Bill Troe, SRF
Nick Flanders, WAMPO	Kim Neufeld, WAMPO	Tyler Voth, <i>WSP</i>
Dora Gallo, <i>WAMPO</i>	Jonathan Norris, CEDBR	
Evan Hathaway, <i>Hite, Fanning &</i>	Lynn Packer, Sedgwick County	

1. Chair Becky Tuttle called the meeting to order at 3:00 PM.

2. Regular Business

Honeyman L.L.P.

A. Approval of the July 9, 2024, Agenda

Discussion: None.

Action: Approve the July 9, 2024, agenda, as presented. (15-0)¹

Motion: David Dennis **Second:** Russ Kessler

B. Approval of the June 11, 2024, Meeting Minutes

Discussion: None.

Action: Approve the June 11, 2024, meeting minutes, as presented. (15-0)²

Chad Parasa, WAMPO

¹ Two (2) voting TPB members did not arrive until after the vote to approve the July 2024 agenda.

² One (1) voting TPB member did not arrive until after the vote to approve the June 2024 minutes and one (1) voting TPB member abstained from the vote to approve the June 2024 minutes.

Motion: Jim Benage **Second:** Nick Gregory

C. Director's Report

i. Quarterly UPWP Task Chart

Chad Parasa, WAMPO, shared that the Unified Planning Work Program (UPWP) is the primary budgeting document for planning activities in the calendar year and presented WAMPO's priority projects in the 2024 UPWP as well as the status of each. WAMPO staff completed a UPWP activity report for the second quarter of 2024 (April 1-June 30) to submit as part of WAMPO's quarterly reimbursement package to KDOT.

April – June 2024 UPWP Report – https://bit.ly/3xJWbc9

ii. Bimonthly TIP Project Statuses

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

July 2024 TIP Project Statuses - https://bit.ly/July2024-TIP-Project-Statuses

iii. Wichita Bicycle Master Plan Update

Kim Neufeld, WAMPO, shared that the City of Wichita is developing a new bicycle plan that will update the 2013 Wichita Bicycle Master Plan. It is expected to be completed by Fall 2024 and will establish a new vision and goals for bicycling in Wichita. The plan will include a city-wide bicycle network, priority locations for bicycle infrastructure improvements, bicycle parking improvements, programs and policies to support bicycling, an action plan and funding strategies, and conceptual bicycle improvements for several priority locations. To learn more or provide input, visit www.wichitabicycleplan.com.

Discussion: David Dennis asked if the plan includes areas outside of city limits. Ms. Neufeld said that this plan focuses on the City of Wichita, but that WAMPO's upcoming Regional Active Transportation Plan will include regional connections and will extend across the entire WAMPO region.

Jim Benage asked if regional maps have been proposed. Ms. Neufeld explained that WAMPO is waiting for the Wichita Bicycle Master Plan to wrap up before developing the Regional Active Transportation Plan, which will map regional connections.

iv. Safety Updates

Ms. Neufeld stated that WAMPO places safety at the forefront of transportation planning and provided an update on recent safety-related initiatives, including a Request for Proposals (RFP) to hire a consultant to assist with the development of Safe Routes to School (SRTS) plans, the WAMPO/KDOT Behavioral Safety Grant Opportunity, and the status of the Safe Streets and Roads for All (SS4A) Planning and Demonstration grant.

Discussion: Chair Tuttle asked which jurisdictions will be conducting the demonstration grant activities. Ms. Neufeld said she would need to check the list, but that the participating jurisdictions are aware of their involvement.

v. MTP 2050 Public Engagement Round 3

Markey Jonas, WAMPO, shared that the third round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from May 20 through June 30, 2024. A survey was available online and WAMPO staff attended community events to engage with the public and collect responses to the survey on paper. A total of 474 surveys were received and results are being analyzed. TPB members were thanked for their participation in the survey and for helping extend WAMPO's reach.

vi. Video: KTA Cashless Tolling

Ms. Jonas announced that the Kansas Turnpike Authority (KTA) has rolled out cashless tolling operations and shared a video with more details about cashless tolling. For more information, please visit https://driveks.com.

KTA Trips vs Transactions Video - https://www.youtube.com/watch?v=pMbdA fvSjU

Discussion: Chair Tuttle shared that the Kansas Turnpike Authority is looking for opportunities for community engagement and recommended reaching out to them.

vii. Grants and Opportunities: U.S. EPA Clean Heavy-Duty Vehicles Grant Program NOFO open through July 25, 2024

Mr. Mohr shared that a Notice of Funding Opportunity (NOFO) for the U.S. Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant Program is open through 11:59 PM ET on July 25, 2024. This competitive grant program is open to states, territories, municipalities, school districts, Indian tribes, and nonprofit school transportation associations and funds the replacement of non-zero-emission Class 6/7 heavy-duty vehicles with zero-emission Class 6/7 heavy duty vehicles. The NOFO, detailed eligibility information, application instructions, and links to information on other funding programs may be found at https://www.epa.gov/clean-heavy-duty-vehicles-grant-program.

viii. Requests for Proposals (RFPs)

Mr. Mohr announced that WAMPO has issued or is preparing to issue several Requests for Proposals (RFPs) for consultants to assist with the region's Intelligent Transportation

Systems (ITS) architecture, Travel Demand Model (TDM) update (phase 2), Safe Routes to School (SRTS) planning assistance, and a Safe Streets and Roads for All (SS4A) implementation-grant application (in 2025). Active Requests for Proposals can be viewed at https://www.wampo.org/wampo-is-hiring and RFP submissions can be emailed to wampo@wampo.org.

ix. August Funding Redistribution

Mr. Parasa, Mr. Mohr, and Rick Backlund, FHWA, explained that August Redistribution is an opportunity to assign federal funds to local projects before the end of the Federal Fiscal Year (FFY), if there is an available balance. There is a short time window to program funding to projects, and the projects selected must be in a position where they can obligate funding within a short time frame, so identifying projects to absorb the funding can be challenging. WAMPO is working with member jurisdictions to find opportunities to utilize additional FFY2024 funding.

3. Public Comments

There were no public comments.

4. Action

No action items were presented for TPB approval.

5. Discussion/Updates

A. FFY2025-FFY2028 TIP Public Comment Period

Mr. Mohr presented details about the draft Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2025-2028, which is available for public comment June 12, 2024, through July 11, 2024. Public comments received during this 30-day period will be reported to and considered by the WAMPO Technical Advisory Committee for a recommendation on July 22, 2024, and to the WAMPO Transportation Policy Body, which will decide whether to revise the document prior to final approval on August 13, 2024. For more information and to view the draft document and executive summary, please visit www.wampo.org/transportation-improvement-program.

B. Heartland Flyer Update

Pete Meitzner, Sedgwick County, explained that in December 2023, the Federal Railroad Administration (FRA) selected the Heartland Flyer Extension between Oklahoma City, OK, and Newton, KS (through Wichita, KS) as a possible future intercity passenger rail route in the Corridor Identification and Development Program and shared details about a recent celebration in Oklahoma City regarding the Heartland Flyer and Amtrak. During the event, Amtrak provided a comprehensive update on the Heartland Flyer extension, including an outline and confirmation of related developments. Mr. Meitzner noted the importance of the project in the WAMPO region and introduced Todd Stennis, Amtrak Director of Government Affairs.

Mr. Stennis highlighted the ongoing efforts to extend the Heartland Flyer service to Newton, KS, and emphasized the importance of champions at all levels for passenger rail expansion projects. A brief history of Amtrak was provided, detailing its creation in 1970, in response to financial

struggles faced by railroads. Amtrak, established under the Rail Passenger Services Act, began operations in 1971, operating a vast network with significant ridership and energy efficiency. The preference and access agreements that allow Amtrak trains priority over freight trains were explained, though enforcement is needed. State-supported lines were discussed, noting that a significant portion of Amtrak's ridership comes from these routes, which have evolved under federal legislation. Misconceptions about the \$66 billion investment from the Infrastructure Investment and Jobs Act (IIJA) were clarified, explaining that the funds are distributed through competitive grants, rather than directly to Amtrak. The Corridor ID program, which received numerous applications, aims to expand passenger rail services. KDOT is laying the groundwork for the Heartland Flyer extension, supported by letters from Oklahoma and Texas. The need for matching funds at the state and local levels to leverage federal funding was underscored, using Louisiana as an example of successful state-led initiatives. The conclusion encouraged decision-makers to secure legislative support for matching funds to advance rail service expansion projects.

Heartland Flyer Amtrak Presentation - https://bit.ly/Heartland-Flyer-Amtrak-Slides

C. Wichita Transit Network Plan

Raven Alexander, Wichita Transit, gave an update on the Wichita Transit Network Plan, sharing that the project team is in the process of reviewing comments and responding to engagement received during a recent survey and stakeholder meetings. The team is also beginning to segue into additional items listed in the project scope, such as looking at future growth. More information is expected soon, including on a menu of anticipated costs, expanding routes, adjusting frequencies, and the various capital and infrastructure needs required to support growth. Other updates mentioned include that there have been more than 518,000 trips on Wichita Transit so far in 2024 and that the Veterans Ride Free program will continue through July 2026.

Discussion: Chair Tuttle commended United Way of the Plains and the VA for their support and funding to extend Veterans Ride Free. More information on the program is available at https://unitedwayplains.org/basic-needs/veterans-ride-free/

D. Regional Transit Implementation Plan Update

Bill Troe, SRF, provided an update on the Regional Transit Implementation Plan, focusing on the need for input from each jurisdiction regarding the service alternative concepts. Representatives were asked to review a recent email from WAMPO, seeking community perspectives on various transit alternatives. The importance of discussing these alternatives within communities was emphasized, with a focus on identifying which ones are supported and which do not apply to their needs. The feedback is crucial for developing an efficient transit system and governance structure for the region. Mr. Troe offered to assist jurisdictions in reviewing the alternatives and encouraged them to contact BTroe@srfconsulting.com with any questions or to schedule a session for further discussion.

Regional Transit Implementation Plan webpage - <u>www.wampo.org/regional-transit</u>

E. Population Projections

Jonathan Norris, CEDBR, explained that, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), WAMPO recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants have worked together to develop a new methodology for creating projections, the details of which were presented. The new methodology was applied to project WAMPO-region population growth and the most recent draft of the revised projections, which incorporate building-permit data from 20 of 22 municipalities, was presented.

Key components of the new model include community net migration, employment forecasts, and building permits. Mr. Norris explained that this approach allows for dynamic projections at the community level, constrained by overall regional forecasts. The revised model also adjusts the weighting of migration and employment factors to stabilize estimates and reduce volatility and incorporates building-permit data to further refine the projections to ensure they reflect actual development investments. The population projections will be presented to the TAC for a formal recommendation on July 22, 2024, and to the TPB for approval on August 13, 2024.

Methodology, Growth Rates, and Population Projections Update Presentation - https://bit.ly/CEDBR-Population-Projections-Presentation-JulyTPB

Discussion:

Mike Warrington asked what starting point was used for the data and when the projections would next be revised. Mr. Norris said that the decennial census from 2020 was used because it is deemed most accurate. Mr. Mohr explained that population projections are updated with the development of each new Metropolitan Transportation Plan (MTP), which is every five years. Mr. Warrington asked for clarification about the projected numbers for Eastborough. Mr. Norris explained that although the geographic size of Eastborough and number of residences are unlikely to change, the number of people per household is projected to decrease.

Nick Gregory asked for more details about the regional constraint. Mr. Norris shared that, based on statewide projections, the annualized state growth rate would be 0.67%. The rate projected for the WAMPO region currently stands at 0.71%, which is more optimistic but within the margin of confidence.

Burt Ussery asked about the intent of these projections and whether funding distribution is tied to the projected population. Mr. Dennis expressed concerns that funding will be tied to the population, rather than to connectivity. Mr. Parasa and Mr. Mohr shared that population is one of many criteria considered by the Project Selection Committee, and there is not a direct relationship between the projected population and how funding is allocated. For example, the

percentage of the WAMPO-region population within a given jurisdiction does not mean that the jurisdiction will receive that percentage of the overall funding. Rather, funding is distributed based on usage and need. The population projections will be used to run the Travel Demand Model (TDM) to calculate expected traffic patterns, growth, and demand on the existing system and will be incorporated into WAMPO's long-range planning document.

Mr. Benage asked if CEDBR looked at the projected Census data from 2023. Mr. Norris said that the team opted not to use it because the methodology used was not clear.

Mr. Warrington commented that the current Andover population may already be higher than the projected 2030 population. Mr. Norris said he would be interested in learning more about the basis for the current estimated population.

George Liebe asked about the commuter flows and how they tie into the population projections. Mr. Norris explained that CEDBR also developed an employment forecast which was one of the factors in the migration estimate within the methodology.

6. Committee & Partnership Updates

Chair Tuttle announced that the next meeting of the Executive Committee will be at 11:00 AM on August 15, 2024, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St. N, Room 237, Wichita, KS 67202) and on Zoom. It will be an open meeting; anyone is welcome to attend.

Mike Moriarty, KDOT, shared that the K-15 corridor planning process is officially kicking off on Friday, July 12, 2024. Early reports are expected within a few months.

J.B. Wilson, KDOT Wichita Metro, provided notice of upcoming construction: on Friday, July 12, 2024, northbound I-135 from 2nd to 9th St. will have the right and center lane closed until 5:00 AM Monday, at which point the center lane will be reopened. The on-ramp from 2nd Street will be closed while this section of the right lane is receiving maintenance. The bridge from westbound US 54 to the Eisenhower Airport Parkway rehabilitation has been completed as phase one of a three-phase project; north and southbound Eisenhower Parkway will have center and left lanes closed for maintenance until August. On I-135, the northbound ramp to westbound US 54 is currently undergoing milling, patching, and overlay, which is currently set to be concluded in August 2024.

Mr. Parasa shared that the FHWA recently hired a Community Planner. The new FHWA Kansas Division Office planner will be Mr. Wiley (Will) Sharp, who will start on Monday, July 15, 2024.

7. Other Business

None.

8. The meeting was adjourned at 4:36 PM.

The next regular meeting will be held on Tuesday, August 13, 2024, at 3:00 PM.



Agenda Item 2Ci: Director's Report MTP 2050 Sections on WAMPO Website

Dora Gallo, Transportation Planner

Executive Summary

WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050). As WAMPO works towards completing a draft of the full plan, draft chapters and appendices will be posted on the WAMPO website for public review.

Background

WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050), which will guide the region's transportation infrastructure investments and policies over the next quarter century. As WAMPO works towards completing a draft of the full plan, draft chapters and appendices will be posted on the WAMPO website for public review. This approach ensures transparency and allows community members, stakeholders, and policymakers to review and provide input on the proposed strategies and projects. By making the information readily available, WAMPO is fostering an inclusive planning process that seeks to incorporate diverse perspectives and insights, ultimately leading to a more robust and effective transportation plan for the future.

Documents On the WAMPO website

Draft sections of MTP 2050 will be posted incrementally, with individual chapters and appendices made available on the WAMPO website, at www.wampo.org/mtp2050. This phased release allows for a more manageable review process, enabling community members, stakeholders, and policymakers to focus on specific sections and provide detailed feedback. By breaking down the plan into sections for public review, WAMPO aims to encourage active participation and thorough evaluation, ensuring that the final plan is comprehensive and reflective of the community's needs and priorities.

Next Steps

WAMPO will continue to work diligently on MTP 2050, replacing placeholder text and images in the document sections with information and data as they become available. This transparent approach ensures that stakeholders are aware of areas under development and can anticipate future updates.

In early 2025, WAMPO will conduct MTP 2050 Public Engagement Round 4, a public-comment period for the completed plan. This phase will be crucial for incorporating community feedback and ensuring the plan addresses the needs and concerns of the public. By actively seeking and integrating public input, WAMPO aims to create a transportation plan that is inclusive, well-informed, and beneficial for all community members.

Attachment

» MTP 2050 Webpage, with Draft Sections Uploaded as Available – www.wampo.org/mtp2050

BICYCLE & PEDESTRIAN COUNT

Volunteers Need!

September 11, 12, & 14, 2024

Thank you in advance!

Every year the Wichita Area
Metropolitan Planning Organization
(WAMPO) coordinates an annual count
of bicycle and pedestrian activity across
35 different sites in Sedgwick, Butler,
and Sumner Counties.

The data collected during this count will help to estimate the number of people who bicycle, walk, and run, and the locations where they do so. Once collected, the data are used to planthe locations of future bicycle and pedestrian projects.

To effectively gather this information, we rely on a team of volunteers to spend a short period of time at each site counting bicycle riders and pedestrians.





Scan this code to register!

<u>https://www.wampo.org/bicycle-pedestrian</u>

Choose from 1, 2, or all 3 days to help.

Dates & times available to volunteer

September 11: 10am-12pm, 5pm-7pm

September 12: 10am-12pm, 5pm-7pm

September 14: 12pm-2pm

Agenda Item 2Ciii: Director's Report



Safety Updates

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. This presentation will provide an update on recent and ongoing safety-related initiatives, including Safe Routes to School (SRTS) planning assistance, the WAMPO/KDOT Behavioral Safety Grant opportunity, and use of the Safe Streets and Roads for All (SS4A) Planning and Demonstration grant that was awarded to WAMPO.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. With the understanding that safe roads and safe speeds are critical elements in the provision of a safe transportation system, WAMPO employs safety as an important criterion in the evaluation and selection of roadway, traffic management, bicycle, and pedestrian projects for funding. Proposed initiatives undergo a comprehensive evaluation, with the potential to address noted safety problems or improve overall safety metrics, influencing their likelihood of being selected for funding. This unwavering focus on safety underscores WAMPO's commitment to cultivating a transportation environment where safety is intrinsic, ensuring each journey concludes as intended and people return home safely.

Safe Routes to School

The Safe Routes to School (SRTS) program is a national initiative in the United States that aims to improve the safety and accessibility of walking and bicycle routes for students traveling to and from K-12 schools. The program was established in 2005, under the federal transportation legislation known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The primary goals of the SRTS program are to promote safety, encourage active transportation, reduce traffic congestion, and create a sense of community. SRTS programs are typically implemented at the state and local levels, in cooperation with schools and school districts.

WAMPO is embarking on an extensive planning process to ensure the successful implementation of Safe Routes to School in the region. WAMPO will partner with consultants to provide assistance to member jurisdictions, their respective school districts, and private schools in the development of SRTS plans. Such plans may cover an entire school district, city, or other jurisdiction, or they may be specific to one or more individual school buildings and their environs. Several city and county governments in the WAMPO region have already expressed interest in developing SRTS plans with their respective school districts.

WAMPO issued a Request for Proposals (RFP) from May 31 through June 28, 2024, to hire a consulting firm to assist jurisdictions/schools with the development of SRTS plans. A Selection Committee has reviewed the submitted proposals, interviewed the consultants who submitted them, and chosen a firm to recommend to the TPB. A contract with the selected firm is now in development and will be presented to the TPB for approval once it is completed.

Agenda Item 2Ciii: Director's Report Safety Updates



Kim Negrete, Multimodal Transportation Safety Planner

WAMPO/KDOT Behavioral Safety Grant Opportunity

The Behavioral Safety Office of the Kansas Department of Transportation (KDOT) and WAMPO jointly conducted a Call for Projects for Behavioral Safety Grants in the WAMPO region, and are now reviewing the submitted projects. These are reimbursement grants for up to \$30,000 each. Funding for the grants comes from the National Highway Traffic Safety Administration (NHTSA) and will be administered by KDOT. The total amount available for all projects in 2024 is \$50,000. Grants need to address the concerns of ICT Safe, the Drive to Zero Coalition, the WAMPO Comprehensive Safety Action Plan (CSAP), and/or the Kansas Strategic Highway Safety Plan. Projects should fall under the Safer People element of the USDOT Safe System Approach and all grants under this program must focus on improving road-user behavior; construction projects are not eligible expenses. The application deadline was June 30, 2024, and the submitted proposals are under review.

Safe Streets and Roads for All (SS4A): Planning and Demonstration Grant

The <u>Infrastructure Investment and Jobs Act (IIJA)</u>, also known as the <u>Bipartisan Infrastructure Law</u> (BIL), established the <u>Safe Streets and Roads for All (SS4A)</u> discretionary grant program, with \$5 billion in appropriated funds over five years (2022-2026). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds. The SS4A program supports the U.S. Department of Transportation's <u>National Roadway Safety Strategy</u>, with the goal of zero roadway deaths, in accordance with the <u>Safe System Approach</u>.

WAMPO was awarded an SS4A Planning and Demonstration grant in December 2023, in the amount of \$940,000. Several jurisdictions in the WAMPO region will conduct corridor studies and implement temporary safety measures to evaluate their effectiveness. Results will be utilized to update WAMPO's Comprehensive Safety Action Plan (CSAP), to inform future infrastructure improvements, and to apply for SS4A Implementation grant funding in 2025. A consulting firm will be hired to assist with submitting a competitive Implementation-grant application.

ICT Safe: A Regional Transportation Coalition helps oversee the implementation of the strategies in the CSAP. ICT Safe meets quarterly and includes the Active Transportation Committee and Drive Safe Sedgwick.

Attachment

» Comprehensive Safety Action Plan (CSAP) - https://bit.ly/WAMPO-CSAP



Agenda Item 2Di: Consent Agenda Regional Intelligent Transportation Systems Architecture Contract

Peter Mohr, WAMPO

Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The TPB is asked to take action on a proposed contract for updating the regional Intelligent Transportation Systems (ITS) Architecture between the Wichita Area Metropolitan Planning Organization (WAMPO) and JEO Consulting Group, during the period of August 2024-December 2025, for an amount not to exceed \$298,375.

Background

The purpose of a regional Intelligent Transportation Systems (ITS) architecture is to illustrate and document regional ITS integration so that future ITS deployments and plans can take place in an organized and coordinated fashion. Typically, a region contains multiple transportation agencies and jurisdictions. The regional ITS architecture facilitates the sharing of information and coordination of activities among these agencies and jurisdictions to ensure efficient operations. ITS projects funded through the federal Highway Trust Fund are required to conform to the National ITS Architecture and applicable standards. The intention of these federal regulations and policies is to foster the deployment of integrated regional ITS systems.

Typically, a region's ITS architecture is maintained by that region's Metropolitan Planning Organization (e.g., WAMPO in the Wichita region). WAMPO's current ITS architecture was last updated in November 2006, and can be viewed at http://local.iteris.com/wichitaarchitecture/. Per federal guidelines, it is recommended the regional ITS architecture be updated every 5 years. In May 2024, WAMPO issued a Request for Proposals (RFP) for a consultant to assist with such an update. In response, two proposals were received. A consultant selection committee was convened and the consultants who submitted proposals were interviewed. After diligent consideration of both proposals, the selection committee chose JEO Consulting Group, Inc. and a contract was developed.

If the TPB approves the contract, JEO Consulting Group, Inc. will perform the services described in the attached, proposed contract during the period of August 2024 through December 2025, for an amount not to exceed \$298,375.

Selection Committee Recommendation

Approve the WAMPO Regional Intelligent Transportation Systems (ITS) Architecture Contract with JEO Consulting Group, Inc.

Attachment

» Regional Intelligent Transportation Systems (ITS) Architecture Contract with JEO Consulting Group, Inc. - https://bit.ly/ITS Architecture Contract



Agenda Item 2Dii: Consent Agenda Travel Demand Model Support Services Contract

Peter Mohr, WAMPO

Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The TPB is asked to take action on a proposed contract for Travel Demand Model (TDM) support services between the Wichita Area Metropolitan Planning Organization (WAMPO) and JEO Consulting Group, Inc., during the period of September 1, 2024, through September 1, 2027, for an amount not to exceed \$201,774.

Background

Since WAMPO is the region's designated Metropolitan Planning Organization, it maintains the Travel Demand Model (TDM) 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.

In December 2021, the Transportation Policy Body (TPB) amended the WAMPO Transportation Improvement Program (TIP) to fund the WAMPO-sponsored project "WAMPO Travel Demand Model Update" with up to \$700,000 from the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), to obligate in Federal Fiscal Year (FFY) 2022. In September 2022, WAMPO entered into a contract with JEO Consulting Group, Inc., lasting through December 31, 2024, to update the WAMPO TDM for an amount not to exceed \$498,085, leaving \$201,915 of the programmed CRRSAA funds unspent.

In anticipation of the completion of the updated TDM and its documentation, WAMPO issued a Request for Proposals (RFP) for TDM support services, open May 9, 2024, through June 7, 2024. In response to this RFP, WAMPO received a proposal from one consulting firm, JEO Consulting Group, Inc. Because no other consultants submitted proposals, a Selection Committee was not convened. Instead, WAMPO staff reviewed the submitted proposal, determined that it met the requirements outlined in the RFP, and decided to recommend JEO Consulting Group, Inc. to provide TDM support services. If the TPB approves the contract, JEO Consulting Group, Inc. will perform the services described in the attached, proposed contract during the period of September 1, 2024, through September 1, 2027, for an amount not to exceed \$201,774.

Fiscal Considerations

WAMPO staff anticipate that the \$201,915 of unspent CRRSAA funds described above will be sufficient to fund all of the services called for in the attached, proposed contract. CRRSAA funds may be used to fund a project in its entirety, with no local match required, so WAMPO staff do not anticipate any other budgetary impacts. The support services described in the attached, proposed contract would be phase two of the existing WAMPO TIP project "WAMPO Travel Demand Model Update", with phase one having been the initial TDM update performed under the contract from September 2022 (see above).

Staff Recommendation

» Approve the contract for Travel Demand Model support services with JEO Consulting Group, Inc.

Attachment

» Contract for Travel Demand Model Support Services with JEO Consulting Group, Inc. - https://bit.ly/TravelDemandModel SupportServicesContract



Agenda Item 2Diii: Consent Agenda Financial and Single Audit Services Contract

Peter Mohr, WAMPO

Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The TPB is asked to take action on a proposed contract for Financial and Single Audit services between the Wichita Area Metropolitan Planning Organization (WAMPO) and Forvis Mazars, L.L.P., for the fiscal years ending December 31, 2024, December 31, 2025, and December 31, 2026, for an amount not to exceed \$101,265.

Background

WAMPO receives an annual financial audit from an independent audit firm, as required by 2 C.F.R. § 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. To maintain compliance, a Single Audit also needs to be conducted, in accordance with OMB Circular A-133, Audits of States, Local Governments and Non-Profit Organizations, and any supplemental directives with reports need to be provided accordingly. The Single Audit must be conducted simultaneously with the audit of WAMPO's financial statements.

WAMPO issued a Request for Proposals (RFP) for Financial and Single Audit services from March 8, 2024, through March 29, 2024. In response to this RFP, WAMPO received a proposal from one consulting firm, Forvis Mazars, L.L.P. Because no other consultants submitted proposals, a selection committee was not convened. Instead, WAMPO staff reviewed the submitted proposal, determined that it met the requirements outlined in the RFP, and decided to recommend Forvis Mazars, L.L.P. to provide Financial and Single Audit services.

If the TPB approves the contract, Forvis Mazars, L.L.P. will perform the services described in the attached, proposed contract for the fiscal years ending December 31, 2024, December 31, 2025, and December 31, 2026.

Fiscal Considerations

The amount paid for the planned annual audit services and expenses detailed in the contract will not exceed \$101,265, with the amount paid for no individual year or audit to exceed the following:

For Years Ending December 31	2024	2025	2026
Financial Statement Audit	\$25,925	\$27,220	\$28,580
Single Audit (Uniform Guidance)	\$6,200	6,510	\$6,830
Total	\$32,125	\$33,730	\$35,410

Staff Recommendation

» Approve the contract for Financial and Single Audit services with Forvis Mazars, L.L.P.

Attachment

» Contract for Financial and Single Audit Services with Forvis Mazars, L.L.P. – https://bit.ly/WAMPO-Audit-Services-Contract-2024



Agenda Item 2Div: Consent Agenda Automatic Bicycle and Pedestrian Counters Contract

Peter Mohr, WAMPO

Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The TPB is asked to take action on a proposed contract for the purchase of automatic bicycle and pedestrian counters from MioVision. Under the proposed contract, WAMPO would purchase ten (10) automatic bicycle/pedestrian counters from MioVision at a price of \$83,498.80, between the effective date of the agreement and December 31, 2024.

Background

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

Procurement

WAMPO, partnering with the City of Wichita, the City of Haysville, and Sedgwick County, issued a Request for Proposals (RFP), from February 14, 2024, through March 15, 2024, to procure advanced cameras equipped with cutting-edge bicycle- and pedestrian-counting technology. The RFP delineates stringent requirements to ensure the efficacy and reliability of the chosen technology, emphasizing factors such as accuracy, data integration capabilities, and scalability. By investing in state-of-the-art equipment, WAMPO aims to improve its ability to accurately monitor and analyze bicycle and pedestrian traffic patterns, enabling informed decision-making and better allocation of resources to enhance active transportation infrastructure and safety within the region. Two vendors submitted proposals for this RFP. After WAMPO staff checked the proposals for completeness, they were evaluated by a Vendor Selection Group, consisting of WAMPO staff and qualified technical professionals.

Selected Vendor

From the two submitted proposals, the Vendor Selection Group chose to recommend MioVision as the vendor from which to purchase bicycle- and pedestrian-counting technology. MioVision was chosen for its alignment with WAMPO's outlined requirements, including accuracy, data integration capabilities, and scalability. This careful selection reflects WAMPO's commitment to securing the most effective and reliable solution for enhancing transportation data collection efforts within the region. Under the attached, proposed contract, WAMPO would purchase ten (10) automatic bicycle/pedestrian counters from MioVision at a price of \$83,498.80, between the effective date of the agreement and December 31, 2024.

Fiscal Considerations

There are sufficient funds dedicated for this purpose in the WAMPO 2024 Unified Planning Work Program.

Vendor Selection Group Recommendation

Approve the contract for automatic bicycle and pedestrian counters with MioVision.

Attachment

» Contract for Automatic Bicycle and Pedestrian Counters with MioVision – https://bit.ly/4doQBv1



Agenda Item 3 Public Comment Opportunity

Wichita Councilmember Becky Tuttle, TPB Chair

Background

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

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

Agenda Item 4A: Action



FFY2025-FFY2028 Transportation Improvement Program

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The TPB is asked to take action on the proposed WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP), which would succeed the FFY2023-FFY2026 TIP. The proposed FFY2025-FFY2028 TIP is fiscally constrained. The Public Comment period for the FFY2025-FFY2028 TIP was open June 12, 2024, through July 11, 2024. No public comments were received.

Background

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

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

The current TIP covers projects that are expected to start, continue, or end during Federal Fiscal Years (FFYs, October 1-September 30) 2023-2026. Because, for both practical and legal reasons, TIPs need to be updated regularly, it is proposed that WAMPO adopt a new TIP covering FFYs 2025 through 2028. The proposed FFY2025-FFY2028 TIP would be the third TIP (after the ones for FFY2021-FFY2024 and for FFY2023-FFY2026) implementing *REIMAGINED* MOVE 2040. The next WAMPO MTP, Metropolitan Transportation Plan 2050 (MTP 2050), is anticipated to be adopted in 2025, with the FFY2025-FFY2028 TIP being the first TIP to implement it.

The development of the proposed FFY2025-FFY2028 TIP included a process to select projects to receive WAMPO-suballocated federal funding that is projected to be available during FFY2025-FFY2028. The WAMPO Transportation Policy Body (TPB) approved the selected projects on June 11, 2024, and that approval is reflected in the proposed FFY2025-FFY2028 TIP now under consideration.

Public Comments

The Public Comment period for the FFY2025-FFY2028 TIP was open June 12 through July 11, 2024. No comments were received.

Fiscal Considerations

Federal regulations require that the TIP be "fiscally constrained," meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP, as well as operations and maintenance costs. Per the analysis in the Financial Plan chapter of the proposed FFY2025-FFY2028 TIP (see attachments), the proposed TIP is fiscally constrained for the period FFY2025-FFY2028.

Agenda Item 4A: Action



FFY2025-FFY2028 Transportation Improvement Program

Peter Mohr, Manager of Transportation Engineering & Data

TAC Recommendation

Approve the FFY2025-FFY2028 TIP, as presented.

Action Options

- **»** Approve the FFY2025-FFY2028 TIP, as presented.
- **» Not approve** the FFY2025-FFY2028 TIP.
- **»** Approve the FFY2025-FFY2028 TIP, with specific changes.

Next Steps

- » August 13, 2024 (immediately after the TPB votes on this current Action Item):
 - TPB vote on FFY2025-FFY2028 TIP Amendment 1. After the start of the Public Comment period for the FFY2025-FFY2028 TIP, WAMPO staff learned of time-sensitive project additions/modifications that would need to be made in the TIP in FFY2024. It is for that reason that a TPB vote on the first amendment to the FFY2025-FFY2028 TIP is scheduled to take place immediately after the vote on the initial adoption of the FFY2025-FFY2028 TIP (at the same TPB meeting), instead of two-four months later. On July 22, 2024, after recommending approval of the FFY2025-FFY2028 TIP, the TAC also recommended approving FFY2025-FFY2028 TIP Amendment 1.
- **»** If approved by the TPB, the FFY2025-FFY2028 TIP and Amendment 1 to the FFY2025-FFY2028 TIP will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in September 2024.

Attachments

- » Executive Summary: Proposed WAMPO FFY2025-FFY2028 TIP
- » List of FFY2025-FFY2028 TIP projects
- » Draft FFY2025-FFY2028 TIP and Appendices https://bit.ly/Draft-FFY2025-FFY2028TIP

2025 - 2028

Transportation Improvement Program Executive Summary

Wichita Area Metropolitan Planning Organization Adopted xxx

Executive Summary

What is a TIP?

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

This TIP covers Federal Fiscal Years (FFYs) 2025-2028, spanning October 1, 2024, through September 30, 2028. A current TIP is required for a metropolitan area to receive federal transportation funds. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

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

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

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP) for the region. The current MTP, adopted in June 2020, is called *REIMAGINED* MOVE 2040. Metropolitan Transportation Plan 2050 (MTP 2050) will be adopted in Summer 2025. This FFY2025-FFY2028 TIP will be the first implementing MTP 2050.







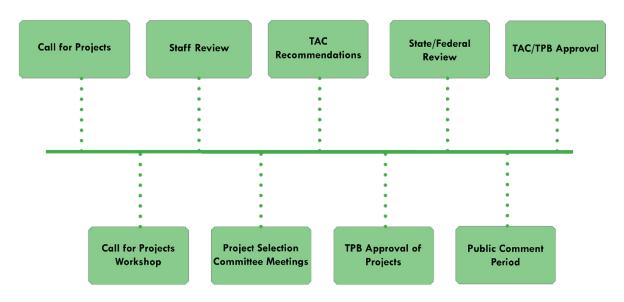


Figure ES1 illustrates the proposition, revision, and approval process for selecting projects for the TIP. This process makes use of expertise and stakeholder input from government and residents through several phases of review and public transparency. For example, the public-comment period is advertised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

Projects

The FFY2025-FFY2028 TIP includes 130 individual projects and programs, valued at over \$1.1 billion. The current TIP Project Listing can always be found on the WAMPO TIP webpage, https://www.wampo.org/transportation-improvement-program. 20 of the 130 projects in the TIP are programmed to receive WAMPO-suballocated federal funds during FFY2025-FFY2028. These FFY2025-FFY2028 WAMPO-suballocated funds total about \$62 million and come from the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program, and Carbon Reduction Program (CRP).

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



Map ES1: FFY2025-FFY2028 TIP Projects



FFY2025-FFY2028 Transportation Improvement Program Projects

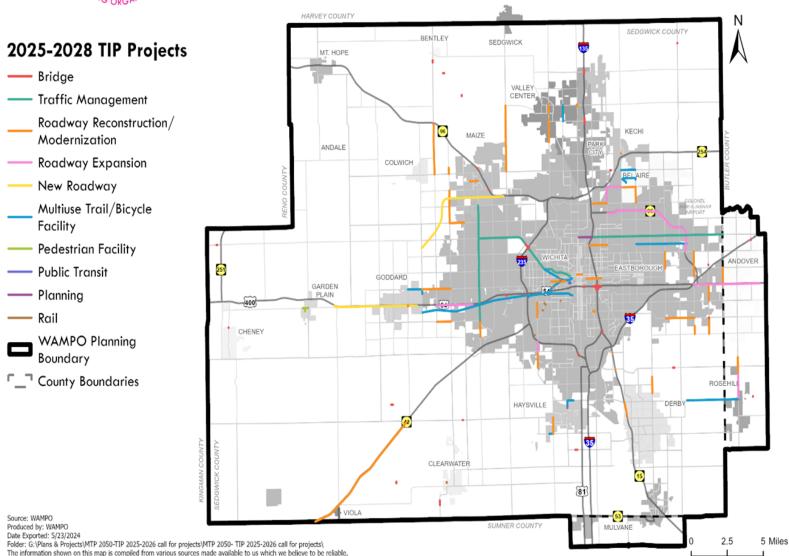


Table ES1: FFY2025-FFY2028 WAMPO-Suballocated Projects

Map #	WAMPOID	Agency	Project	FFY2025-FFY2028 WAMPO-Suballocated Funds
1	R-19-17*	City of Wichita	West St., I-235-MacArthur	\$650,983
2	BP-23-02	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$292,242
3	40-517	City of Wichita	Douglas, Seneca to Meridian	\$3,912,000
4	40-510	City of Wichita	17th St N, I-135 to Hillside	\$2,400,000
5	BP-23-03	City of Valley Center	Seneca St Multiuse Path	\$417,310
6	40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$9,347,040
7	40-056	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	\$4,200,000
8	40-511	Sedgwick County	Maple Street Pathway	\$1,320,000
9	40-522	City of Wichita	Redbud Path from Woodlawn to K-96	\$7,101,985
10	40-540	City of Derby	Rock Road Corridor Improvements	\$4,915,049
11	BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,238,997
12	RM-25-008	City of Haysville	Meridian Street (79th St to Grand Ave)	\$4,589,020
13	RM-25-022	City of Park City	85th Street and Broadway Roundabout	\$581,183
14	MB-25-001	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$778,400
15	MB-25-007	City of Haysville	Meridian - Saddle Brook Multiuse Trail	\$673,941
16	40-015	City of Bel Aire	45th St N, Oliver to Woodlawn	\$7,527,266
17	TM-25-001	City of Wichita	ITS - 21st St and Maize to Downtown	\$2,832,000
18	RM-25-038	City of Wichita	127th St E, 13th to Douglas	\$5,960,547
19	MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,062,672
20	MB-25-006	Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path	\$2,573,600
			Total Program m ed	\$62,374,235

^{*}This is an FFY2024 project with part of its funding scheduled as an Advance Construction conversion in FFY2025. The FFY2024 funds are not shown.

Map ES2: FFY2025-FFY2028 WAMPO-Suballocated Projects



FFY2025-FFY2028 WAMPO-Suballocated Projects

2025-2028 TIP Projects

Bridge

Traffic Management

Roadway Reconstruction/ Modernization

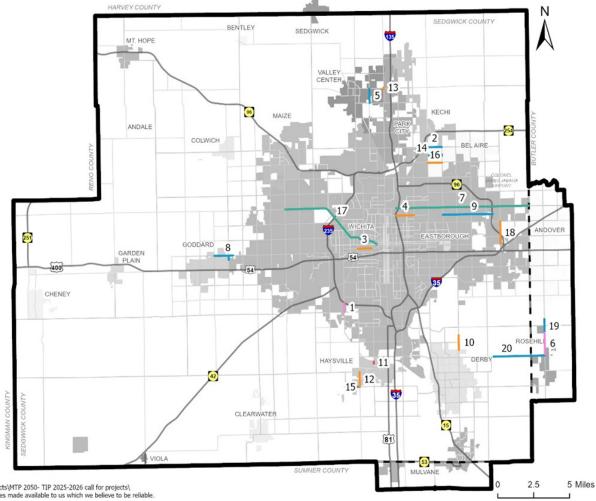
Roadway Expansion

Multiuse Trail/Bicycle Facility

WAMPO Planning Boundary

County Boundaries

County Boundaries



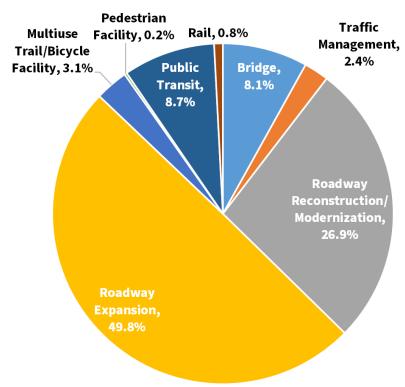
Source: WAMPO Produced by: WAMPO Date Exported: 5/23/2024

Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050-TIP 2025-2026 call for projects\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable

Table ES2: FFY2025-FFY2028 Project Costs by Project Type

Project Type	\$ in Millions
Bridge	\$58.6
Traffic Management	\$17.1
Roadway Reconstruction/Modernization	\$195.8
Roadway Expansion	\$361.9
Multiuse Trail/Bicycle Facility	\$22.6
Pedestrian Facility	\$1.7
Public Transit	\$63.3
Rail	\$6.0
Total	\$727.0

Figure ES2: Percentages of FFY2025-FFY2028 Project Costs by Project Type



Funding

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

The fiscally constrained financial plan demonstrates how the total estimated costs of the projects in this TIP do not exceed the funds expected to be available for them in FFY2025-FFY2028 after routine operations and maintenance costs and debt-service payments are subtracted from expected revenues. Table ES3 illustrates this.

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

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

Table ES3: FFY2025-FFY2028 Fiscal Constraint Analysis

Anticipated Funding and Financing							
Federal Funding		\$102 million					
State Funding		\$393 million					
Local Funding		\$447 million					
Debt Financing		\$155 million					
Total		\$1.10 billion					
Antio	ipated Costs						
Maintenance and Ope	erations	\$186 million					
Debt Service		\$181 million					
TIP Projects		\$727 million					
Total		\$1.09 billion					
	_	DALANGE					
ANTICIPATED FUNDING AND FINANCING	ANTICIPATED COSTS	BALANCE					
\$1.10 billion	\$1.09 billion	\$1.77 million					

Performance Measures

Federal legislation requires performance-based planning, including 24 federally mandated Transportation Performance Measures (TPMs). WAMPO has adopted targets for these TPMs, separated into five (5) categories: safety (PM1), pavement and bridge condition (PM2), reliability (PM3), transit asset management (TAM), and transit safety.

The following table summarizes the number of projects supporting each target category. A project may assist in meeting more than one performance measure.

Table ES4: Numbers of Projects Assisting to Meet Specific Targets

	SAFETY (PM1)				CONDITIO	ON (PM2)	RELIABILIT	Y (MP3)	Ħ	
	General Safety	Intersection/Interchange Reconstruction	Slowing Vehicle Speeds through walkable Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology/ITS Projects	Traffic Flow Projects	Transit Asset Management (TAM)	Transit Safety
Number of Projects Helping to Achieve	14	16	20	32	21	36	8	20	10	5

Environmental Justice

The U.S. Environmental Protection Agency (EPA) defines Environmental Justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Incorporating non-discriminatory considerations and practices into transportation planning and decision-making processes is one of the main focal areas of the efforts WAMPO has undertaken as part of the FFY2025-FFY2028 Transportation Improvement Program (TIP).

WAMPO has used information gathered through Geographic Information Systems (GIS) mapping to inform the engagement strategies for the FFY2025-FFY2028 Transportation Improvement Program (TIP) update. With a focused strategy designed to "go to them," the WAMPO staff, TPB, and committees took a proactive approach to recognizing potential barriers to involvement, including language barriers. Roughly 20.6% of mappable projects fall within minority EJ areas in the WAMPO region, while the other 79.4% are planned in nonlow-income-EJ areas, and roughly 26.2% of mappable projects fall within low-income EJ areas in the WAMPO region, while the other 73.8% are planned in non-low-income-EJ areas. It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects.

Conclusion

WAMPO has developed the FFY2025-FFY2028 Transportation Improvement Program to map out where this region is going in the next several years. It encompasses 130 total projects, including 20 awarded WAMPO-suballocated federal funding in FFY2025-FFY2028. The TIP details funding availability, Environmental Justice impacts, Performance Measures, evaluation practices, and more. Please look to the complete FFY2025-FFY2028 TIP for more details.

View more information on the WAMPO Website, www.wampo.org.

FFY2025-FFY2028 TIP Project List

The Transportation Improvement Program (TIP) lists all federally funded transportation projects within the Wichita Area Metropolitan Planning Organization planning area, as well as other transportation projects deemed regionally significant. The TIP provides a prioritized, four-year list of projects planned for the WAMPO area.

WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
40-012	Carry Over Project (Unchanged)	City of Andover	Prairie Creek Rd bridge over KTA	\$5,882,920	\$0
R-19-05	Carry Over Project (Unchanged)	City of Andover	159th St. East, from US-54/400 to Central Ave.	\$9,189,322	\$4,485,000
40-015	Amend/Adjust Project	City of Bel Aire	45th St N, Oliver to Woodlawn	\$12,348,404	\$7,527,266
BP-23-02	Carry Over Project (Unchanged)	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$404,628	\$292,242
MB-25-001	New Project	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$1,247,963	\$778,400
R-17-02	Carry Over Project (Unchanged)	City of Bel Aire	Woodlawn: 45th St to 37th St. N	\$8,490,343	\$5,579,150
40-540	Amend/Adjust Project	City of Derby	Rock Road Corridor Improvements	\$6,703,812	\$4,915,049
40-541	Carry Over Project (Unchanged)	City of Derby	Nelson Drive Realignment	\$9,453,618	\$6,799,131
BP-23-01	Amend/Adjust Project	City of Garden Plain	Harry and Main Street Sidewalks	\$532,326	\$0
40-538	Carry Over Project (Unchanged)	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	\$1,249,534	\$756,652
MB-25-007	New Project	City of Haysville	Meridian - Saddle Brook Multiuse Trail	\$965,984	\$673,941
RM-25-008	New Project	City of Haysville	Meridian Street (79th St to Grand Ave)	\$7,909,143	\$4,589,020
INT-19-01	Carry Over Project (Unchanged)	City of Kechi	Oliver and Kechi Rd. Intersection	\$4,355,217	\$2,433,853
40-548	Carry Over Project (Unchanged)	City of Maize	Academy Avenue Improvements from Maize Road to Maize City Park	\$8,310,199	\$4,095,649
RM-25-022	New Project	City of Park City	85th Street and Broadway Roundabout	\$1,145,326	\$581,183
BP-23-03	Carry Over Project (Unchanged)	City of Valley Center	Seneca St Multiuse Path	\$591,185	
R-19-07	Carry Over Project (Unchanged)	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	\$11,695,901	\$7,373,315
40-056	Amend/Adjust Project	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	\$5,500,000	\$4,200,000
40-066	New Project	City of Wichita	Pawnee, Greenwich to 127th St E	\$8,955,000	
40-077	New Project	City of Wichita	Maize Road, Pawnee to 31st Street South	\$9,300,000	\$0
40-079	New Project	City of Wichita	Hillside, 37th St N to 45th St N	\$7,410,000	\$0
40-099	Carry Over Project (Unchanged)	City of Wichita	Comprehensive Way Finding	\$1,925,000	\$0
40-510	Carry Over Project (Unchanged)	City of Wichita	17th St N, I-135 to Hillside	\$3,300,000	\$2,400,000
40-517	Carry Over Project (Unchanged)	City of Wichita	Douglas, Seneca to Meridian	\$5,775,000	\$3,912,000
40-522	Amend/Adjust Project	City of Wichita	Redbud Path from Woodlawn to K-96	\$14,185,000	\$7,101,985
40-524	New Project	City of Wichita	Webb Road, Central to 13th St N	\$9,390,000	\$0
40-526	Carry Over Project (Unchanged)	City of Wichita	Wichita Intelligent Transporation System - Central Business District	\$3,450,000	\$0
40-559	Carry Over Project (Unchanged)	City of Wichita	Chisholm Trail and Delano Path	\$2,200,000	\$0
40-560	Carry Over Project (Unchanged)	City of Wichita	Prairie Sunset Trail	\$2,300,000	\$0
B-19-06	Carry Over Project (Unchanged)	City of Wichita	Bridge Rehabilitation/Repair - Wichita	\$2,750,000	
BP-19-01	Carry Over Project (Unchanged)	City of Wichita	Bike Enhancement Projects	\$300,000	\$0
INT-19-02	Carry Over Project (Unchanged)	City of Wichita	Pawnee & 127th Street intersection	\$2,580,000	\$0
P-23-04	Carry Over Project (Unchanged)	City of Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	\$1,250,000	\$0
R-19-09	Carry Over Project (Unchanged)	City of Wichita	Pawnee, Webb to Greenwich	\$5,000,000	\$3,593,000
R-19-10	Carry Over Project (Unchanged)	City of Wichita	2nd St., Main to St. Francis	\$5,500,000	
R-19-11	Carry Over Project (Unchanged)	City of Wichita	West St, 47th-MacArthur	\$6,650,000	
R-19-12	Carry Over Project (Unchanged)	City of Wichita	37th St N., Hydraulic to Hillside	\$6,545,000	
R-19-13	Carry Over Project (Unchanged)	City of Wichita	Douglas, Washington to Grove	\$7,397,500	\$0
R-19-14	Carry Over Project (Unchanged)	City of Wichita	143rd St. E., Kellogg-Harry	\$5,655,000	\$0

					WAMPO
WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	Suballocated
	A d /A d' d D d	C'I - fW' - b' I	March 405th CLWIA 467th CLW	\$20.100.000	Funds
R-19-15	Amend/Adjust Project	City of Wichita	Maple, 135th St W to 167th St W	\$20,180,000	\$0
R-19-16	Carry Over Project (Unchanged)	City of Wichita	West St., Harry to Pawnee	\$27,926,718	. , ,
R-19-17	Carry Over Project (Unchanged)	City of Wichita	West St., I-235-MacArthur	\$6,192,694	
R-21-05	Carry Over Project (Unchanged)	City of Wichita	West Kellogg/US-54/400 Expansion	\$7,500,000	
RM-25-038	New Project	City of Wichita	127th St E, 13th to Douglas	\$9,978,571	
RM-25-039	New Project	City of Wichita	Mt. Vernon and Hydraulic Intersection	\$3,050,000	
RX-25-004	New Project	City of Wichita	45th Street N, Hillside to Oliver	\$7,675,000	
T-23-02	Carry Over Project (Unchanged)	City of Wichita	Multimodal Facility (MMF)	\$1,250,000	\$1,000,000
TM-25-001	New Project	City of Wichita	ITS - 21st St and Maize to Downtown	\$3,890,000	
TM-25-002	New Project	City of Wichita	ITS - Maize Rd, 37th St N to Pawnee	\$3,490,000	
40-537	Amend/Adjust Project	County of Butler	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$13,047,000	\$9,347,040
B-24-03	Carry Over Project (Unchanged)	County of Butler	SW Prairie Creek Rd Bridge over Eightmile Creek	\$1,110,000	\$0
MB-25-005	New Project	County of Butler	SW Butler Rd Multi-use Path at SW 150th St.	\$1,455,000	\$1,062,672
R-17-01	Carry Over Project (Unchanged)	County of Butler	SW Butler Rd/SW 150th St Intersection	\$7,815,000	\$5,600,000
MB-25-006	New Project	County of Butler/County of Sedgwick	W Rosewood/E 63rd St. S. Multi-use Path	\$3,793,000	\$2,573,600
40-508	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	\$3,060,000	\$2,195,582
40-511	Amend/Adjust Project	County of Sedgwick - Public Works	Maple Street Pathway	\$1,975,000	\$1,320,000
40-555	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B502: Bridge on Greenwich between 109th St. North and 117th St. North	\$765,000	\$0
40-564	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B485: Bridge on 151st St West over Ninnescah River	\$4,600,000	\$0
40-567	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B498: Bridge on 143rd St. East between Pawnee and 31st St. South	\$925,000	
40-569	Amend/Adjust Project	County of Sedgwick - Public Works	R348: Pave 135th St. W. North of 53rd St. N.	\$1,307,660	\$0
BR-25-002	New Project	County of Sedgwick - Public Works	B533: Bridge on Seneca between 63rd and 71st St South	\$1,872,944	\$1,238,997
BR-25-003	New Project	County of Sedgwick - Public Works	B503: Bridge on 21st St. North between 391st St. and 407th St. West	\$2,200,000	\$0
BR-25-005	New Project	County of Sedgwick - Public Works	B537: Bridge on 53rd North between Hillside and Oliver Street	\$1,050,000	
BR-25-006	New Project	County of Sedgwick - Public Works	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.	\$870,000	
BR-25-007	New Project	County of Sedgwick - Public Works	B522: Bridge on 383rd St. West between 23rd and 31st St. South	\$950,000	
BR-25-009	New Project	County of Sedgwick - Public Works	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North	\$1,050,000	
BR-25-011	New Project	County of Sedgwick - Public Works	B511: Bridge on 71st St. South between 119th and 135th St. West	\$870,000	
BR-25-012	New Project	County of Sedgwick - Public Works	B514: Bridge on 87th St. South between Seneca St. and Broadway St.	\$1,700,000	
BR-25-013	New Project	County of Sedgwick - Public Works	B515: Bridge on 151st St. West between 101st and 109th St. North	\$870,000	
BR-25-014	New Project	County of Sedgwick - Public Works	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.	\$900,000	
BR-25-016	New Project	County of Sedgwick - Public Works	B523: Bridge on 63rd St. South between 199th and 215th St. West.	\$760,000	
BR-25-017	New Project	County of Sedgwick - Public Works	B524: Bridge on 199th St. West between 95th and 103rd St. South	\$800,000	\$0
BR-25-018	New Project	County of Sedgwick - Public Works	B525: Bridge on 101st St. North between 135th and 151st St. West	\$875,000	
BR-25-019	New Project	County of Sedgwick - Public Works	B527: Bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North	\$875,000	
RM-25-023	New Project	County of Sedgwick - Public Works	R363: 135th St.West from 29th St North to 45th St. North	\$4,800,000	\$0
RM-25-024	New Project	County of Sedgwick - Public Works	R339: 143rd St. East from Pawnee to 31st Street South	\$2,750,000	
RM-25-025	New Project	County of Sedgwick - Public Works	R365: Pawnee St. from 135th St West to 151st St. West	\$4,100,000	
RM-25-027	New Project	County of Sedgwick - Public Works	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North	\$1,675,000	
RM-25-028	New Project	County of Sedgwick - Public Works	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North	\$1,600,000	
RM-25-029	New Project	County of Sedgwick - Public Works	R356: 151st St.West from 53rd St. North to K-96	\$4,600,000	
RM-25-031	New Project	County of Sedgwick - Public Works	R362: 127th St. East for Half Mile North of 31st St. South	\$950,000	
RM-25-031	New Project	County of Sedgwick - Public Works	R364: 29th St.North between 119th and 135th St. West	\$2,825,000	
40-545	Amend/Adjust Project	KDOT	WICHway Video Wall	\$500,000	
	Amend/Adjust Project	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	\$1,005,200	
P-20-01	Amenu/Aujust Froject	NDOT	Lebiace plinks #104 oil V-13 iii Senkmick Conlin	\$1,005,200	\$0

WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
B-22-01	Amend/Adjust Project	KDOT	Bridge #132 on US-54 in Sedgwick County	\$3,777,700	\$0
B-22-02	Carry Over Project (Unchanged)	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$2,897,700	
B-22-03	Amend/Adjust Project	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	\$657,391	\$0
B-23-02	Amend/Adjust Project	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	\$1,846,600	
B-23-06	Amend/Adjust Project	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	\$2,044,600	
B-23-07	Amend/Adjust Project	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	\$1,067,300	\$0
B-23-11	Amend/Adjust Project	KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita	\$1,650,000	\$0
B-23-14	Amend/Adjust Project	KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135	\$2,056,600	\$0
B-23-15	Amend/Adjust Project	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	\$3,621,000	
B-23-16	Amend/Adjust Project	KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue	\$9,490,000	\$0
B-23-17	Amend/Adjust Project	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction	\$1,012,600	\$0
B-23-18	Amend/Adjust Project	KDOT	I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35	\$580,700	\$0
B-24-01	Carry Over Project (Unchanged)	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	\$2,060,500	
B-24-02	Carry Over Project (Unchanged)	KDOT	Sedgwick County I-135 Canal Route Bridge Study	\$250,000	
B-24-04	New Project	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	\$30,000,000	\$0
HWY-20-01	Carry Over Project (Unchanged)	KDOT	K-42 in Sedgwick County	\$17,973,000	
INT-24-01	Carry Over Project (Unchanged)	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	\$746,300	\$0
ITS-23-01	Amend/Adjust Project	KDOT	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita	\$1,120,000	\$0
P-24-01	Carry Over Project (Unchanged)	KDOT	WAMPO Supplemental Planning and Demonstration Activities	\$176,250	\$0
R-15-005	Carry Over Project (Unchanged)	KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)	\$18,889,010	\$0
R-21-04	Carry Over Project (Unchanged)	KDOT	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)	\$10,100,000	\$0
R-21-06	Amend/Adjust Project	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	\$63,912,800	
R-23-02	Amend/Adjust Project	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	\$50,000,000	
R-23-03	Amend/Adjust Project	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	\$408,890,000	\$0
R-24-01	Carry Over Project (Unchanged)	KDOT	City of Goddard: US-54 and 183rd Street	\$1,010,000	\$0
RR-24-01	Carry Over Project (Unchanged)	KDOT	Rail Line Rehabilitation along the K&O Railroad	\$803,300	
RR-24-02	Carry Over Project (Unchanged)	KDOT	KO Railroad & Harry Street in Wichita	\$501,000	
RR-24-03	Carry Over Project (Unchanged)	KDOT	KO Railroad & Southwest Boulevard in Wichita	\$501,000	\$0
RR-24-04	Carry Over Project (Unchanged)	KDOT	KO Railroad & May Street in Wichita	\$501,000	\$0
RR-24-05	Amend/Adjust Project	KDOT	KO Railroad & 31st Street in Wichita	\$501,000	\$0
RR-24-06	Carry Over Project (Unchanged)	KDOT	KO Railroad & Tracy Avenue in Clearwater	\$501,000	
RR-24-07	Carry Over Project (Unchanged)	KDOT	KO Railroad & St. Clair Street in Wichita	\$501,000	
S-17-01	Amend/Adjust Project	KDOT	Railroad Safety Crossing Improvements	\$7,500,000	\$0
40-544	Carry Over Project (Unchanged)	Transit - Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	\$222,815	\$178,252
40-509	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Network Redesign Plan	\$327,669	\$262,135
40-525	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Bicycle Master Plan Update	\$458,735	\$366,988
40-570	Carry Over Project (Unchanged)	Transit - Wichita Transit	Delano Transit Center	\$19,914,912	\$0
T-17-02	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Other Capital	\$44,000,000	\$0

					WAMPO
WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	Suballocated
					Funds
T-17-05	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$5,893,812	\$0
T-19-01	Carry Over Project (Unchanged)	Transit - Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$5,628,494	\$0
T-19-02	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Operating	\$52,000,000	\$0
T-19-05	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	\$1,866,840	\$1,493,472
T-23-01	Carry Over Project (Unchanged)	Transit - Wichita Transit	Paratransit Vehicle Replacement	\$1,200,000	\$0
T-23-03	Carry Over Project (Unchanged)	Transit - Wichita Transit	FTA 5339 Low No Program: Electric Van Purchase	\$4,614,478	\$0
40-514	Carry Over Project (Unchanged)	WAMPO	WAMPO Travel Demand Model Update	\$700,000	\$700,000
P-23-03	Carry Over Project (Unchanged)	WAMPO	Safe Routes to School Planning Assistance	\$250,000	\$200,000
<u></u>		•	TOTAL	\$1,163,444,218	\$122,028,175



FFY2025-FFY2028 Transportation Improvement Program Amendment #1

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

The TPB is asked to take action on proposed Amendment #1 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #1 is a special TIP amendment, enacting time-sensitive project changes/additions, and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP, provided that the TPB adopts the FFY2025-FFY2028 TIP on August 13, 2024, prior to voting on Amendment #1. The Public Comment period for Amendment #1 opened on July 19, 2024, and ran through August 2, 2024. No public comments were received.

Background

Amendment #1 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) is a special TIP amendment, enacting time-sensitive project changes/additions, provided that the TPB adopts the FFY2025-FFY2028 TIP on August 13, 2024, prior to voting on Amendment #1. It is the first amendment for this TIP, adding two (2) new projects, removing one (1) project, and modifying one (1) project. The below-linked Amendment #1 summary also provides notice of administrative adjustments to four (4) projects, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #1 opened on July 19, 2024, and ran through August 2, 2024. No public comments were received.

In the action item immediately prior to this one, the TPB was asked to vote on the proposed WAMPO FFY2025-FFY2028 TIP. Provided the TPB adopts the FFY2025-FFY2028 TIP, Amendment #1 would modify it. Both the proposed FFY2025-FFY2028 TIP and Amendment #1 may be found at www.wampo.org/transportation-improvement-program. The TPB is now asked to vote on the proposed project additions/modifications in Amendment #1.

Fiscal Considerations

Federal regulations require that the TIP be "fiscally constrained," meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes (see below table), the TIP is fiscally constrained for the period FFY2025-FFY2028.

WAMPO ID	Lead Agency	Project Title	Change in Local	Change in State	Change in	Change in
			Funding	Funding	Federal Funding	Overall Funding
R-19-17	City of Wichita	West St., I-235-MacArthur	\$127,029	\$0	\$508,115	\$635,144
40-545	KDOT	WICHway Video Wall [Removed Project]	\$0	(\$100,000)	(\$400,000)	(\$500,000)
EV-25-01	KDOT	EV Charging Station at Exploration Place [New Project]	\$50,190	\$0	\$204,760	\$254,950
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita [New Project]	\$0	\$100,000	\$400,000	\$500,000
BP-23-01*	City of Garden Plain	Harry and Main Street Sidewalks	(\$96,670)	\$0	\$102,621	\$5,951
40-056*	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	\$0	\$0	\$0	\$0
T-23-02*	City of Wichita	Multimodal Facility (MMF)	\$62,500	\$0	\$250,000	\$312,500
40-570*	Wichita Transit	Delano Transit Center	\$448,398	\$0	\$1,793,590	\$2,241,988
		Total	\$591,447	\$0	\$2,859,086	\$3,450,533

^{*} Administrative Adjustment

Among other changes, with the agreement of the Kansas Department of Transportation (KDOT) and the WAMPO Project Selection Committee (PSC), Amendment #1 increases WAMPO-suballocated Surface Transportation Block Grant (STBG) funding and moves up an Advance Construction conversion of STBG funding on the City of Wichita project "West St., I-235-MacArthur" (utilizing Federal Highway Administration (FHWA) FFY2024 August Redistribution funds and also changing the mixture of STBG and Congestion



FFY2025-FFY2028 Transportation Improvement Program Amendment #1

Peter Mohr, Manager of Transportation Engineering and Data

Mitigation and Air Quality (CMAQ) funding to eliminate a projected deficit of CMAQ funds at the end of FFY2024), as well as moves CMAQ funding from a removed KDOT project ("WICHway Video Wall") to a new KDOT project ("Intelligent Transportation Improvements in Wichita") that encompasses the scope of the removed project. Meanwhile, one (1) of the administrative adjustments accompanying Amendment #1 changes the mixture of STBG and CMAQ funding on the City of Wichita project "Wichita Intelligent Transportation System - E 21st St N" (to eliminate a projected deficit of CMAQ funds at the end of FFY2025), without changing the overall amount of WAMPO-suballocated federal funding on the project:

Changes in WAMPO-Suballocated Federal Funding

Sponsor	Project Title	STBG	CMAQ	TA	TA-STBG	CRP	TOTAL
City of Wichita	West St., I-235-MacArthur	\$543,634	-\$35,519				\$508,115
KDOT	WICHway Video Wall		-\$400,000				-\$400,000
KDOT	Intelligent Transportation		\$400,000				\$400,000
KDOT	Improvements in Wichita						
City of Wichita	Wichita Intelligent Transporation	\$167,434	-\$167,434				
City of Wichita	System - E 21st St N*	\$107,434					
	Total	\$711,068	-\$202,953	\$0	\$0	\$0	\$508,115

^{*} Administrative Adjustment

TAC Recommendation

Approve FFY2025-FFY2028 TIP Amendment #1, as presented.

Action Options

- **>> Approve** FFY2025-FFY2028 TIP Amendment #1, **as presented**.
- **» Not approve** FFY2025-FFY2028 TIP Amendment #1.
- **»** Approve FFY2025-FFY2028 TIP Amendment #1, with specific changes.

Next Steps

>> The approved FFY2025-FFY2028 TIP and the approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in September 2024.

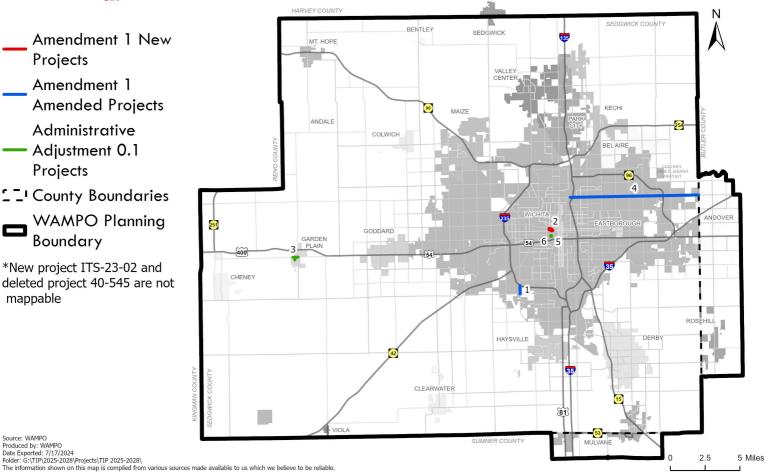
Attachments

- » Map and Table of FFY2025-FFY2028 TIP Amendment #1 Projects
- **»** FFY2025-FFY2028 TIP Amendment #1 Summary https://bit.ly/2025-2028TIP-Draft-Amend-1-Summary

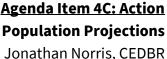


2025-2028 Transportation Improvement Program **Amendment 1 Projects**

- Amendment 1 New **Projects**
- Amendment 1 **Amended Projects** Administrative
- Adjustment 0.1 **Projects**
- **County Boundaries**
- WAMPO Planning Boundary
- *New project ITS-23-02 and deleted project 40-545 are not mappable



#	Lead Agency	Project Title	Total Project Cost
1	City of Wichita	West St., I-235-MacArthur	\$6,827,838
2	KDOT	EV Charging Station at Exploration Place	\$254,950
3	City of Garden Plain	Harry and Main Street Sidewalks	\$538,277
4	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	\$5,484,233
5	City of Wichita	Multimodal Facility (MMF)	\$1,562,500
6	Wichita Transit	Delano Transit Center	\$22,156,900
N/A	KDOT	Intelligent Transportation Improvements in Wichita	\$500,000
N/A	KDOT	WICHway Video Wall [Removed Project]	\$500,000





Jonathan Norris, CEDBR Peter Mohr, WAMPO

Executive Summary

The TPB is asked to take action on draft population projections for the WAMPO region. WAMPO, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), developed population projections to the year 2050 that utilized projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants developed population projections based on a new methodology, based on empirical data and historical building permit information submitted from WAMPO's jurisdictions.

Background

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

New Methodology

With their extensive experience in developing population projections, CEDBR developed alternative projections utilizing a standard population age-cohort survival model with detailed migration calculations. These projections were then bounded by a regional total-population constraint.

Basis of New Projections: The Population Age-Cohort Survival Model

The population age-cohort survival model is a standard model for population growth, it allows the existing structure of households to age within the community. This is the basis of CEDBR's statewide model for Kansas. The model has the following four main components to characterize growth:

- Aging population
- Deaths
- Fertility
- Net migration



Agenda Item 4C: Action Population Projections

Jonathan Norris, CEDBR Peter Mohr, WAMPO

Incorporating a Detailed Migration-Rate Calculation

To more accurately reflect recent growth trends in the WAMPO region, CEDBR has recommended and implemented an updated methodology for calculating the migration component of the population age-cohort survival model. This revised approach allows local governments to contribute historical building-permit data, integrating local insights into this metric. The factors considered for migration in this new methodology include:

- Community Net Migration Trend (60% or 80% of the final migration rate*): Utilize American Community Survey (ACS) data to determine the greater of 5- or 10-year annualized migration rates for each community.
- **Building Permits (0% or 20% of the final migration rate*):** Factor in residential and multifamily building permits, based on a 5-year annualized average, contingent on data provided by each jurisdiction.
- **Economic Growth (20% of the final migration rate):** Create long-term employment forecast rates for the Wichita region across various sectors, applying ACS 5-year employment estimates for each community.

*Not all jurisdictions may choose to submit building-permit information. Where they do, building-permit information accounts for 20% of the final migration rate and net migration trends from the ACS account for 60%. Where they do not, building-permit information necessarily accounts for 0% of the migration rate and ACS net-migration trends account for 80%.

Constraint

Incorporating a regional constraint on total population growth based on the region's previously forecasted population figures is a critical aspect of ensuring the accuracy and relevance of the demographic forecasting methodology. This approach grounds these projections in a realistic framework, aligning individual community forecasts with overarching regional expectations and preventing discrepancies that could lead to misallocation of resources or planning infrastructure and services for a larger future population than actually comes about.

After considering received feedback and integrating building-permit information into the projections, a final set of draft projections has been developed and formally recommended by the TAC for approval by the TPB. Once approved, they will be integrated into long-range Metropolitan Transportation Plan 2050 (MTP 2050).

TAC Recommendation

Approve the population projections, as presented.

Action Options

- **» Approve** the population projections, **as presented**.
- **» Not approve** the population projections.
- **» Approve** the population projections, **with specific changes**.

Next Steps

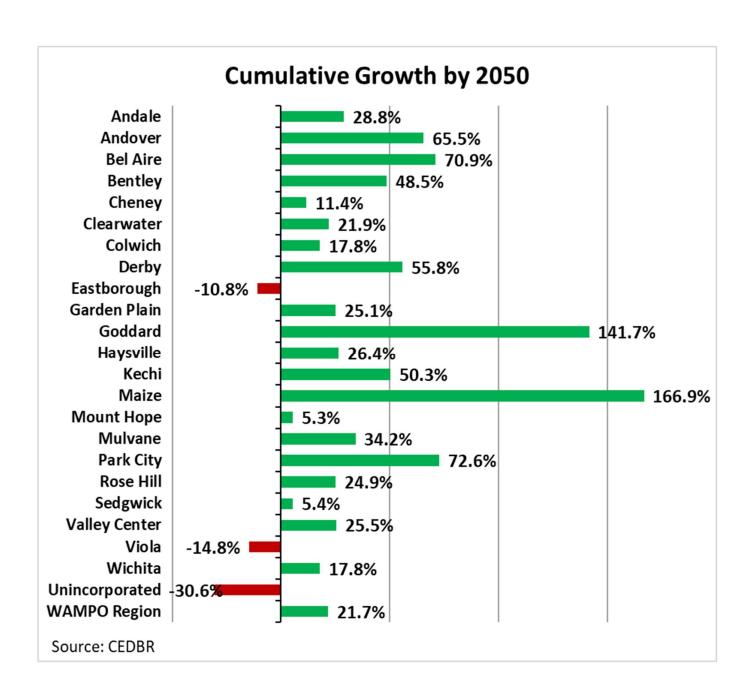
» Incorporate the final population projections into MTP 2050.

Attachment

» Draft WAMPO Population Projections

		Popula	tion Fo	recast			
City	2020	2025	2030	2035	2040	2045	2050
Andale	941	972	1,006	1,058	1,110	1,170	1,212
Andover	14,892	16,193	17,519	19,170	21,064	22,883	24,652
Bel Aire	8,262	8,995	9,822	10,787	11,788	12,951	14,118
Bentley	560	601	636	671	726	778	832
Cheney	2,181	2,164	2,171	2,232	2,292	2,377	2,431
Clearwater	2,653	2,680	2,710	2,821	2,973	3,103	3,233
Colwich	1,455	1,495	1,523	1,574	1,615	1,667	1,713
Derby	25,625	27,446	29,409	31,828	34,322	37,049	39,921
Eastborough	756	742	716	695	685	675	674
Garden Plain	948	973	997	1,040	1,088	1,137	1,186
Goddard	5,084	6,007	7,025	8,238	9,591	10,929	12,288
Haysville	11,262	11,609	11,952	12,473	13,072	13,657	14,240
Kechi	2,217	2,392	2,560	2,740	2,916	3,101	3,333
Maize	5,735	7,010	8,382	9,969	11,743	13,519	15,308
Mount Hope	806	793	797	803	805	827	849
Mulvane	6,286	6,522	6,813	7,171	7,615	8,025	8,436
Park City	8,333	9,264	10,160	11,138	12,156	13,252	14,387
Rose Hill	4,185	4,332	4,474	4,652	4,863	5,057	5,228
Sedgwick	1,603	1,606	1,615	1,641	1,672	1,683	1,689
Valley Center	7,340	7,538	7,713	8,044	8,450	8,811	9,215
Viola	115	114	113	108	102	99	98
Wichita	397,532	409,293	421,185	433,363	444,719	455,339	468,437
Unincorporated	46,072	44,815	43,336	40,562	37,872	34,776	31,986
WAMPO Region	554,843	573,555	592,634	612,775	633,238	652,864	675,466

Updated: 07/16/2024



Updated: 07/16/2024



Agenda Item 5A: Discussion/Updates 2025 UPWP Planning

Chad Parasa, Executive Director Markey Jonas, Administrative & Public Outreach Coordinator

Executive Summary

The Unified Planning Work Program (UPWP) outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. This presentation will outline potential priorities for 2025.

Background

The Unified Planning Work Program (UPWP) describes how federal planning funds allocated to WAMPO will be used and what planning activities WAMPO staff and consultants will undertake each year. A new UPWP is developed each year by WAMPO staff, with input from local governments and MPO planning partners. A UPWP is required to consider the FHWA and FTA Planning Emphasis Areas (PEAs), and at least 2.5% of planning funds is required to be used on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. A UPWP serves several purposes:

- **Planning Scope:** Defines the scope of work and the specific activities that the MPO will undertake related to transportation planning.
- **» Budget and Funding:** Includes a budget for each activity, specifying how funds allocated to the MPO (in the form of Consolidated Planning Grant (CPG) funds) will be utilized.
- **» Schedule:** Outlines the schedule or timeline for each planning activity, including milestones and deliverables.
- **Coordination:** Facilitates coordination between the MPO, state departments of transportation, local governments, transit agencies, and other stakeholders involved in transportation planning.
- **» Public Involvement:** Includes provisions for public involvement and participation in the planning process, ensuring transparency and input from the community.
- **» Compliance:** Ensures that the MPO's planning activities comply with federal regulations and requirements, including those set forth by the FHWA and FTA.

The UPWP is a crucial document for guiding and managing the transportation planning process within a metropolitan area, ensuring that resources are used effectively and that planning efforts are coordinated and transparent.

Core Documents

WAMPO has five "core" documents, including the UPWP, that need to be maintained. Table 1 shows the current status of each.

Table 1: WAMPO Core Document Statuses

Planning Document	Status			
Metropolitan Transportation Plan (MTP)	REIMAGINED MOVE 2040 was approved in June 2020. The next plan			
metropotitali fransportation rtali (MTP)	update, MTP 2050, is due by June 2025 and is under development.			
Transportation Improvement Program (TIP)	The TPB will vote on approval of the FFY2025-FFY2028 TIP on August			
Transportation improvement Frogram (TIF)	13, 2024. Regular TIP amendments are scheduled quarterly.			
Unified Planning Work Program (UPWP)	This document is developed annually. The 2025 UPWP needs to be			
Office Flaming Work Flogram (OF WF)	approved before the end of calendar year 2024.			
Congestion Management Process (CMP)	The current CMP was approved in May 2024 and will be incorporated			
congestion management rocess (cmr)	in MTP 2050.			
Public Participation Plan (PPP)	The current PPP was approved in 2022. The next plan update is			
i abacı aracıpacıdır (alı (FFF)	scheduled for 2027.			



Agenda Item 5A: Discussion/Updates 2025 UPWP Planning

Chad Parasa, Executive Director Markey Jonas, Administrative & Public Outreach Coordinator

Potential 2025 Planning Tasks

WAMPO staff met with planning partner staff from KDOT, the FHWA, and Wichita Transit to discuss potential planning activities for 2025, based on work performed in 2024 and the update cycles for WAMPO's core planning documents.¹ That discussion informed the development of potential high-level planning priorities/tasks for 2025. Those tasks and their statuses as of this writing are listed in Table 2.

Table 2: Potential 2025 Tasks

Task	Description/Status	Performed By
MTP 2050	MTP 2050 must be completed and approved by June 2025.	WAMPO Staff/ Consultant
Safety Initiatives and Activities (including Safe Streets and Roads for All (SS4A) Grant Tasks)	Ongoing safety planning initiatives, including ICT Safe: A Regional Transportation Coalition support; distributing behavioral safety grants with KDOT; implementing the Comprehensive Safety Action Plan; identifying projects for an SS4A Demonstration Grant; and preparing an application for an SS4A Implementation Grant. Collaboration between jurisdictions and partner agencies.	WAMPO Staff/ Consultant (for implementation grant application)
Accounting Services	Ongoing accounting tasks, preparing financial reports, reimbursement reports, etc. Annual financial and single audit.	WAMPO Staff/ Consultant (for audits)
Economic Development Study	Continuing work.	Consultant
K-15 Corridor Study	Began July 12, 2024. May continue in 2025. WAMPO will participate in this process.	KDOT Consultant
Bike/Ped Counts	Continuation of annual counts and making the counts more robust by purchasing automatic counters.	WAMPO Staff/ Vendor
Regional Active Transportation Plan	In coordination with the development of the Wichita Bicycle Plan, but a separate process. Includes Complete Streets planning.	WAMPO Staff/ Consultant
Transit Planning	Ongoing public transit and paratransit planning activities in coordination with Wichita Transit, KDOT, and private and public transit services. Miscellaneous Regional Transit Implementation Plan tasks potentially will continue in 2025.	WAMPO Staff
Safe Routes to School (SRTS) Planning Assistance	Consultant proposals are currently under review. Work is anticipated to be completed in December 2025.	WAMPO Staff/ Consultant
Title VI/Limited English Proficiency (LEP) Plan	WAMPO Title VI Program and Limited English Proficiency (LEP) Plan are due for updates in July 2025.	WAMPO Staff
FFY2025-FFY2028 TIP Administration	Quarterly updates of the Transportation Improvement Program. Special amendments as needed.	WAMPO Staff
Travel Demand Model (TDM) & Congestion Management Process (CMP)	Ongoing maintenance and development of the TDM. Continuing to update, calibrate, and validate the TDM's parameters. Incorporation of the CMP into MTP 2050.	WAMPO Staff/ Consultant

¹ Federal Transit Administration (FTA) representatives were unable to attend the meeting.



Agenda Item 5A: Discussion/Updates 2025 UPWP Planning

Chad Parasa, Executive Director Markey Jonas, Administrative & Public Outreach Coordinator

Task	Description/Status	Performed By
Household Travel Survey	Data collection through a Household Travel Survey, regarding travel patterns in the region. The data will be used to inform future updates to the WAMPO Travel Demand Model (TDM)	Consultant
Intelligent Transportation Systems Architecture	A consultant contract is pending TPB approval and work is anticipated to complete in July 2025.	Consultant
Transportation Pooled Fund	Participate in the FHWA-administered Transportation Pooled Fund program to conduct high-priority research that solves a wide variety of shared transportation problems.	Consultant
Wichita Transit Network Plan	Ongoing study from 2024, if not completed.	Wichita Transit Consultant
City of Wichita - Reconnecting Communities Pilot (RCP) Grant - 21st Street Corridor	FFY2024 RCP Funding. WAMPO staff may assist in the process. May continue in 2025.	City of Wichita Consultant
Canal Route Modernization Study	This project will complete a Planning and Environmental Linkages (PEL) Study to develop options for replacing infrastructure along an approximate 5.5-mile segment of I-135 in Wichita. WAMPO staff may participate in this process.	KDOT

Discussion

Are there other tasks that should be included in the 2025 UPWP?

Next Steps

- » August 16-31, 2024 (tentative): State and Federal Review of 2025 UPWP.
- >> September 9-October 10, 2024 (tentative): Public Comment Period.
- » October 11-October 16, 2024 (tentative): Review and incorporate public comments into 2025 UPWP.
- » October 28, 2024: TAC recommendation on the 2025 UPWP.
- » November 12, 2024: TPB vote on approval of the 2025 UPWP.



Agenda Item 5B: Discussion/Updates MTP 2050 Public Engagement Round 3 Results Summary

Markey Jonas, Administrative & Public Outreach Coordinator

Executive Summary

The third round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from May 20, 2024, through June 30, 2024. WAMPO staff utilized several strategies, including a survey, to engage with the public about the development of MTP 2050 and how it will help shape the transportation network. 474 survey responses were recorded and analyzed.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) conducted the third round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) from May 20, 2024, through June 30, 2024. The purpose of this round of public engagement was to gather opinions on transportation issues & policy alternatives and to document transportation-mode usage trends within the WAMPO region. During this round of public engagement, WAMPO staff utilized several strategies to engage with the public about MTP 2050 and how it will help shape the transportation network. The third MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, made available on paper at various inperson events, and advertised through social media posts on Facebook, X (formerly Twitter), Instagram, and LinkedIn, to encourage participants to take the survey online. Member jurisdictions and other local agencies also greatly contributed to WAMPO's outreach efforts by featuring the survey on websites, in newsletters, and on social media. 474 survey responses were recorded and analyzed and the MTP 2050 Public Engagement Round 3 Summary is available at www.wampo.org/mtp2050.

Aligning with the multimodal focus of this round of public engagement, the first two questions in the survey sought to determine which modes (e.g., driving, walking, bicycling, public transit) are most used and which may be more desired in the future. Subsequent survey questions were separated into the categories of Public Transit, Nonmotorized Transportation (Bicycle/Pedestrian), Freight and Movement of Goods, and Demographic Information. Responses to the mode-specific questions will be used to inform other WAMPO long-range planning efforts beyond MTP 2050. For example, responses to the public transit questions will be considered during the development of the Regional Transit Implementation Plan; responses to the nonmotorized-transportation questions will be considered during the development of the Regional Active Transportation Plan; and freight-related responses are being considered during the development of the freight section of MTP 2050.

It should be kept in mind that the survey was an engagement tool for collecting feedback from the public and is not intended to provide a scientific, statistically valid representation of all the region's residents.



Agenda Item 5B: Discussion/Updates MTP 2050 Public Engagement Round 3 Results Summary

Markey Jonas, Administrative & Public Outreach Coordinator

Most Frequent Responses to Survey Questions

The following table lists each of the non-demographic questions from the MTP 2050 Public Engagement Round 3 survey, the most common response to that question, and the frequency with which that response was chosen.

Survey Question	Most Popular Response	Freq.
During a typical week, which of these forms of transportation do you use? (Select all that apply)	Driving	94%
In your ideal transportation network, which of these forms of transportation would you be most likely to choose? Please rank your top four (4) preferences.	1 st Choice: Driving	64%
If you live outside of Wichita but work in Wichita, or live in Wichita but work outside of Wichita, would you use public transit to get to your job if it were available?	Yes, most days (39% of respondents selected 'Not applicable')	24%
When do you typically start and end your workday, if	Start Time: 8:00 AM- 9:00 AM	36%
you work outside your home?	End Time: 5:00 PM – 6:00 PM	42%
Which of the following regional-transit-service alternative concepts do you support most? Please rank your top three (3) preferences.	1st Preference: Develop Wichita Transit express routes connecting Derby, Park City & Valley Center, Andover, and Goddard & Garden Plain.	38%
How would you describe your confidence as a bicyclist?	Somewhat Confident - Will ride on most streets but prefer trails or streets with bicycle infrastructure	32%
In your opinion, which of these is the most important feature of a successful bicycle/pedestrian network?	Safety	59%
In your opinion, which specific planning and policy actions should WAMPO recommend to advance freight-related strategies and improvements in the region? (Select up to three)	Develop strategies to reduce peak-hour goods movement	40%

WAMPO staff also received more than 100 written comments from the general public and stakeholders during the third round of public engagement for MTP 2050. The most common themes in these free-response comments and some examples of received comments related to each of those themes are presented in the attached MTP 2050 Public Engagement Round 3 Summary. All engagement efforts and survey responses will also be discussed in the MTP 2050 public-engagement appendix.

Attachment

» MTP 2050 Public Engagement Round 3 Summary – https://bit.ly/MTP2050-Round3-Engagement-Summary



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

^{*}Unincorporated portion inside WAMPO boundary

^{**}Portion of city inside WAMPO Boundary



Last Census year before incorporation El Paso City

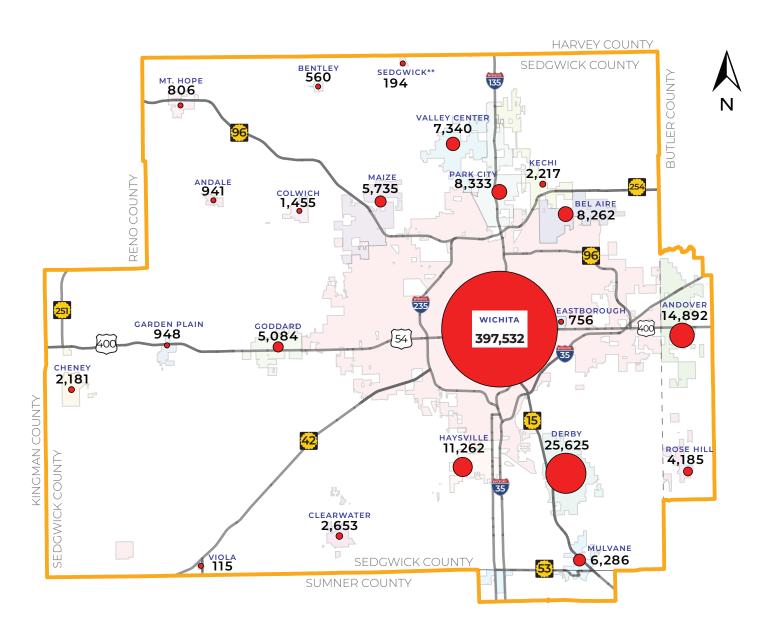
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

Transit Provider	Annual Ridership								
Halisit Flovidei	2018	2019	2020	2021	2022	2023			
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541	1,269,050			
Derby Dash	11,013	10,394	7,098	9,289	8,142	7,799			
Haysville Hustle	-	-	31	2,192	3,316	2,993			
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352	9,564			
Butler County Transit	18,422	19,307	17,107	18,681	16,677	18,710			

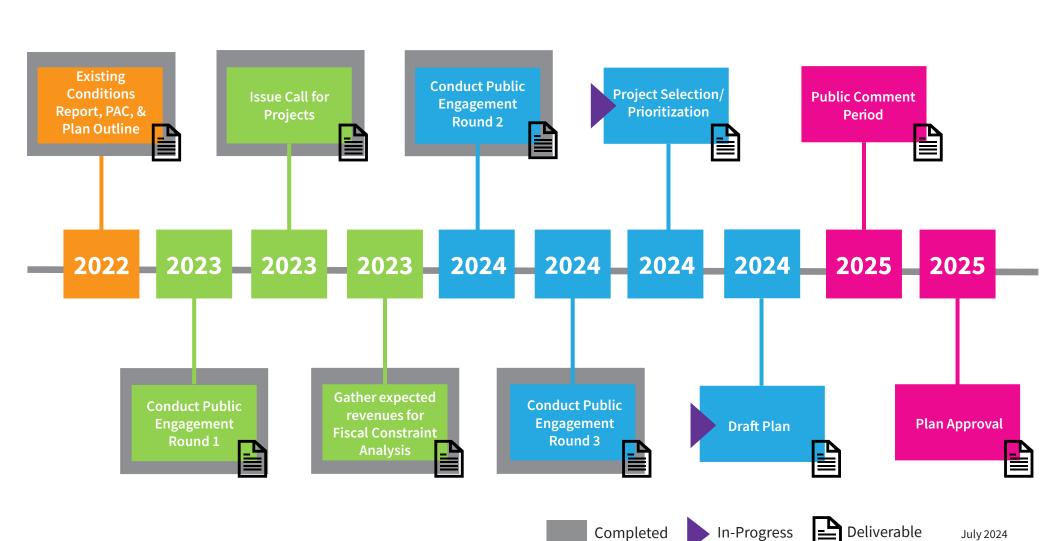
Point of Contact

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

Metropolitan Transportation Plan 2050

Progress

50



Phase 1: Existing conditions

- Develop public participation strategy document & style guide
- Develop the Plan Advisory Committee
- Develop an existing conditions report
- Create MTP 2050 outline, format, and move existing MTP 2040 appendices into the new outline

Phase 2: Where do we want to go?

- Conduct Public Engagement Round 1
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) 09/15/23 02/02/24
- Develop alternate scenarios (TDM and population)
- Gather the expected revenues and expenditures information for the fiscal constraint analysis

Phase 3: Did we get it right?

- Public Engagement Round 1 results report
- Conduct Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 results report
- Candidate project list review
- Conduct Public Engagement Round 3

- Project Selection Committee meetings/project prioritization
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Peformance Report)
- Draft the Plan (Plan Advisory Committee and State/Federal Review plan)
- Adjust Plan Based on PAC and State/Federal Review
- 30 -Day Public Comment Period Public Engagement Round 4 (03/08/25 04/07/25)

Phase 5: MTP 2050 adoption

- Review Public Comments for Plan Incorporation
- TAC Recommendation for Approval April 28, 2025
- TPB Approval Consideration public hearing May 13, 2025
- Public Engagement Round 5 roadshow about approved plan

Metropolitan Transportation Plan 2050

Detailed Progress



WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

Rev. 04/12/2024

2024 TPB Representatives and Contact Information								
VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL				
City of Wichita	Becky Tuttle, Chair	btuttle@wichita.gov						
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov	Brandon Johnson	bjjohnson@wichita.gov				
City of Wichita	Dalton Glasscock	dglasscock@wichita.gov		-1,1				
City of Wichita	Mike Hoheisel	mhhoheisel@wichita.gov	Robert Layton	rlayton@wichita.gov				
Sedgwick County	David Dennis, Ex Officio	david.dennis@sedgwick.gov	neser e zayeen	may cong memcagor				
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<u> </u>		- ' '						
NAMPO Graphics Intern	Zara Thomas	zara.thomas@wampo.org	l	Pev 08/6				

Quorum is 13 based on voting members Rev. 08/06/2024

2024 WAMPO MEETING SCHEDULE

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

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



*ICT Safe was formerly the Safety and Health Committee

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