



Transportation Policy Body (TPB) Meeting Notice

Tuesday, April 9, 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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III. Public Comments	
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.	25
IV. Action	
A. Year 2023 Audit Reports – Michael Gerber, FORVIS, and Chad Parasa, WAMPO <i>FORVIS, LLP (formerly BKD, LLP) led the Year 2023 Audit. The draft Independent Auditor's Report and Financial Statements are attached. The TPB is asked to receive and file them.</i>	26
B. FFY2023-FFY2026 Transportation Improvement Program Amendment 7 – Peter Mohr, WAMPO <i>The TPB is asked to take action on proposed Amendment #7 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #7 opened on March 8, 2024, and ran through March 22, 2024. No public comments were received.</i>	27 to 29

V. Discussion/Updates	
<p>A. WAMPO Electric Vehicle Network Plan – Dora Gallo, WAMPO</p> <p><i>The WAMPO Electric Vehicle (EV) Network Plan addresses the region's growing demand for electric vehicles by providing a comprehensive strategy for EV charging infrastructure. Emphasizing immediate actions and longer-term planning, the plan aims to position the WAMPO region as an EV destination, corridor, and gateway. It aligns with existing plans for economic development and improved air quality. The plan categorizes charging infrastructure into Level 1, Level 2, and Direct Current Fast Charging (DCFC), which have different charging speeds and appropriate applications. Community input was gathered through a survey, showcasing WAMPO's commitment to inclusivity. The plan recommends strategically placing EV charging stations in key locations to support EV owners, promote sustainability, and stimulate market growth. Overall, the plan aims to create a robust and interconnected EV charging network to meet the evolving needs of the growing electric vehicle market. The EV Network Plan is open for public comment through April 11, 2024.</i></p>	30 to 32
<p>B. Regional Transit Implementation Plan – Bill Troe, SRF</p> <p><i>WAMPO is collaborating with SRF Consulting Group, Nelson\Nygaard Consulting Associates, and Shockey Consulting Services to develop a Regional Transit Implementation Plan, building on the 2018 Wichita Area Transit Feasibility Study. The plan's deliverables include, among other things, a History Technical Report, Regional Transit Feasibility Report, Future Conditions and Scenarios Report, Steps to Establishing a Regional Transit Authority, and an Implementation Plan. The next Regional Transit Implementation Plan steering committee meeting will be held on April 17, 2024.</i></p>	33 to 34
VI. Committee & Partnership Updates	
<p>A. Executive Committee</p> <p>B. Kansas Department of Transportation (KDOT)</p> <p>C. Wichita Metro Division, KDOT</p> <p>D. Federal Highway Administration (FHWA)</p>	
VII. Other Business	
VIII. Adjournment	
IX. WAMPO Reference Material	
<p>A. WAMPO Region Population Table and Map</p> <p>B. WAMPO Area Public Transit Ridership Table</p> <p>C. MTP 2050 Development Progress</p> <p>D. WAMPO Acronym Glossary</p> <p>E. Transportation Policy Body Roster</p> <p>F. 2024 WAMPO Meeting Schedule</p>	<p>35 to 36</p> <p>37</p> <p>38 to 39</p> <p>40</p> <p>41</p> <p>42</p>

Chad Parasa, TPB Secretary

April 3, 2024



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, March 12, 2024, @ 3:00 PM

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

Meeting Duration: *71 minutes*

Voting Members in Attendance		
Russ Kessler, <i>TPB Vice-Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Ronald Colbert, <i>Valley Center</i> Nick Engle, <i>Derby</i> Jim Howell, <i>Sedgwick County</i>	George Liebe, <i>Goddard</i> Mike Moriarty, <i>KDOT</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Mike Warrington, <i>Andover</i> Dan Woydziak, <i>Butler County</i>	Alternates Nick Gregory, <i>Maize (voting)</i> Aaron Henning, <i>Wichita (voting)</i> Tim Kaufman, <i>Sedgwick County (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> James Wagner, <i>Wichita (voting)</i>
Other Attendees		
Raven Alexander, <i>Wichita Transit</i> Lauren Bulcroft, <i>WAMPO</i> Lonnie Burklund, <i>JEO</i> Dylan Cossaart, <i>WAMPO</i> Craig Crossette, <i>Goddard</i> Chaitanya Dodda, <i>WAMPO</i> Haley Dougherty, <i>KDOT</i> Penny Feist, <i>Wichita Transit</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i>	Paul Gunzelman, <i>Wichita</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Gary Janzen, <i>Wichita</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Dani Lasher, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Mike Malone, <i>JEO</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i>	Kim Neufeld, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Kelly Rundell, <i>Hite, Fanning & Honeyman L.L.P.</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>Derby</i> Kyle Thomas, <i>WAMPO</i> Bill Troe, <i>SRF</i> Tyler Voth, <i>WSP</i> J.B. Wilson, <i>KDOT</i>

1. Vice-Chair Russ Kessler called the meeting to order at 3:01 PM.

2. Regular Business

A. Approval of the March 12, 2024, Agenda

Discussion: None

Action: Approve the March 12, 2024, agenda, as presented. (17-0)

Motion: Jim Benage

Second: Nick Gregory and George Liebe

B. Approval of the February 13, 2024, Meeting Minutes

Discussion: None

Action: Approve the February 13, 2024, meeting minutes, as presented. (17-0)

WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Motion: Terry Somers
Second: Ronald Colbert

C. Director's Report

Chad Parasa, WAMPO, gave an overview of the meeting agenda and briefly explained the main planning documents that metropolitan planning organizations are required to have: a long-range Metropolitan Transportation Plan (MTP), short-range Transportation Improvement Program (TIP), and an administrative budgeting document, the Unified Planning Work Program (UPWP).

Mr. Parasa also introduced Kim Neufeld, WAMPO's new Multimodal Transportation Safety Planner, and noted three recent internal position/title changes.

i. Bimonthly TIP Project Statuses Report

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 March 2024 was shared.

March 2024 TIP Project Statuses - <https://bit.ly/March2024-TIP-Project-Statuses>

ii. MTP 2050/FFY2025-FFY2028 TIP: Upcoming Project Selection Committee (PSC) Meetings

Mr. Mohr shared that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Eleven (11) WAMPO member jurisdictions submitted one hundred and three (103) total projects. These projects are being scored and ranked by WAMPO staff and consultants and will be submitted to the Project Selection Committee (PSC) at a series of meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding. Maps of the proposed project locations can be viewed at

<https://www.wampo.org/mtp2050>.

iii. TIP Amendment 7 Public Comment Period 03/08/2024 – 03/22/2024

Mr. Mohr discussed the Public Comment period for Amendment 7 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The 15-day Public Comment period opened on March 8, 2024, and will close on March 22, 2024. TIP Amendment 7 will be brought to the Technical Advisory Committee (TAC) for a recommendation on March 25, 2024, and to the Transportation Policy Body (TPB) for approval on April 9, 2024. The FFY2023-FFY2026 TIP, amendment schedule, and proposed Amendment 7 can be viewed at <https://www.wampo.org/transportation-improvement-program>. Public comments can be emailed to wampo@wampo.org.

D. Consent Agenda

i. Updated Technical Advisory Committee (TAC) Roster

Markey Jonas, WAMPO, presented an updated Technical Advisory Committee (TAC) roster, sharing that the WAMPO Technical Advisory Committee (TAC) bylaws name the Transportation Policy Body (TPB) as the authorizing body for the TAC and explained the member appointment process. All TAC members need to be approved by the TPB, to which WAMPO staff are to provide recommendations on membership. Having reviewed the candidate's qualifications, WAMPO staff recommended the appointment of Craig Crossette, Goddard City Administrator, to the previously vacant position of Regional Pathways Representative on the TAC. The filling of the position increases the appointed TAC membership from nineteen (19) to twenty (20), meaning the number of members required to be present for quorum increases from ten (10) to eleven (11).

Technical Advisory Committee Bylaws – <https://bit.ly/TAC-Bylaws-2024>

Updated Technical Advisory Committee Roster - <https://bit.ly/March2024-TAC-Roster>

Discussion: None

Action: Approve the Updated Technical Advisory Committee (TAC) Roster, as presented. (17-0)

Motion: Nick Gregory

Second: Ronald Colbert

3. Public Comments

There were no public comments.

4. Action

A. 2024 Unified Planning Work Program Amendment 1

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

Ms. Lasher explained the changes proposed in 2024 UPWP Amendment 1 (as shown in the table below) and shared that the amendment increases the amount of programmed funding by \$325,000. With the approval of the amendment, Consolidated Planning Grant (CPG)/local match expenditures in the 2024 UPWP total \$2,494,850.

Task	Original	Revised	Change	Page #	Reasoning
2.6 Consultant Services: Video Creation Services	\$50,000	\$0	-\$50,000	-	Removal of WAMPO's of video creation services in 2024
1.2 Budget and Financial Monitoring Systems and Preparation of 2025 UPWP	\$106,000	\$106,000	\$0	16	Inclusion of audit consulting services
2.2 Other Long-Range Planning	\$27,000	\$27,000	\$0	19	Inclusion of SS4A demonstration grant tasks
2.3 Consultant Services: Safe Streets and Roads for All Grant Assistance	\$0	\$75,000	\$75,000	19	Addition of SS4A implementation grant application assistance
3.8 Consultant Services: Safe Routes to School Plans Development	\$0	\$100,000	\$100,000	25	Expansion of Safe Routes to School planning assistance to include consultant services
6.1 Travel Demand Model	\$72,000	\$72,000	\$0	28	Inclusion of Travel Demand Model tasks
6.3 Consultant Services: Technology and Innovation Equipment Purchase	\$100,000	\$0	-\$100,000	-	Removal of the technology and innovation equipment purchase sub-task
6.3 Consultant Services: Intelligent Transportation Systems (ITS)	\$0	\$250,000	\$250,000	30	Inclusion of Intelligent Transportation Systems consultant services
2.6 Consultant Services: K-15 Corridor Management Plan (with KDOT)	\$0	\$50,000	\$50,000	21	Addition of WAMPO's contribution to the K-15 Corridor Management Plan
Updated the Anticipated Expenditures				36	Includes expense changes from Sub-Tasks 2.6, 2.3, 3.8, and 6.3
Updated the Budget				37	Includes the the added Sub-Tasks 2.3, 2.6, 3.8, and 6.3
Total UPWP Expenditures	\$2,169,850	\$2,494,850	\$325,000		

Rev 3/8/24

2024 UPWP Amendment 1 - <https://bit.ly/2024UPWPAmendment1Updated>

Discussion:

Jim Benage asked which entities are participating in the K-15 Corridor Management Plan (Subtask 2.6 - Consultant Services for the K-15 Corridor Management Plan (with KDOT)). Mr. Parasa clarified that KDOT, WAMPO, Sedgwick County, the City of Wichita, and the City of Derby are participating.

Action: Approve 2024 Unified Planning Work Program Amendment 1, as presented. (17-0)

Motion: Jim Benage

Second: George Liebe

5. Discussion/Updates

A. Employment Projections

Mr. Mohr presented WAMPO employment projections, sharing that they are an integral part of long-range transportation planning. Understanding the trajectory of employment within a region is critical in forecasting future demands on the transportation system. Accordingly, WAMPO staff have developed employment projections to the year 2050, in collaboration with JEO Consulting Group and the Wichita State University (WSU) Center for Economic Development and Business Research (CEDBR). Having experience in developing such forecasts, CEDBR assisted WAMPO staff in creating a detailed set of projections specifically tailored for the region. The projections reflect the number of people employed within the boundaries of each jurisdiction, not the number of people living in the jurisdiction who are active in the workforce.

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

*Unincorporated portion inside of WAMPO Boundary

**Portion of city inside of WAMPO Boundary

Updated: 2/14/2024

Discussion:

Mike Warrington asked if the 2023 numbers are the most current and Nick Gregory asked if the employment numbers shown were estimates or actual counts. Mr. Mohr responded that the 2023 numbers are the most recent and that the numbers are estimates by the Center for Economic Development and Business Research (CEDBR), using data from the Bureau of Labor Statistics as the primary source.

B. Congestion Management Process (CMP)

Mike Malone, JEO, introduced one of the subtasks of the Travel Demand Model Update project, the development of a Congestion Management Process (CMP), sharing that CMPs are Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO is actively collaborating with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion.

Lonnie Burklund, JEO, provided a detailed review of the CMP, highlighting that its creation was a comprehensive effort involving various stakeholders and coordination with the development of Metropolitan Transportation Plan 2050 (MTP 2050). The CMP serves as a guiding framework to manage congestion systematically, relying on accurate and up-to-date data to evaluate projects' impacts on congestion. The process involves defining the network, analyzing survey responses, and establishing performance measures aligned with regional objectives. The presentation

emphasized the importance of strategies like traffic flow optimization, signal timing enhancements, and public transportation improvements to reduce congestion and improve overall mobility in the WAMPO region. The CMP aims to create a cyclical process of programming, evaluation, and implementation to continually improve congestion management efforts and inform future planning. The CMP will be available for public comment from March 15, 2024, through April 13, 2024, and a final draft will be brought to the TAC and TPB for formal action on April 22, 2024, and May 14, 2024, respectively.

Congestion Management Process (CMP) – <https://bit.ly/CongestionManagmentProcess>

Discussion:

Vice-Chair Kessler shared appreciation for how mild traffic congestion is in the WAMPO region compared to other metropolitan areas.

Allison Smith, KDOT, asked who at KDOT was involved in the development of the CMP. Mr. Burklund responded that it was David Cronister.

C. Regional Transit Implementation Plan

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

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

Discussion:

George Liebe asked about the turnout at the three public meetings, raising concern about the poor attendance at the meeting he attended and sharing that there was not much of an opportunity prior to the meetings to engage the Goddard community or reach some of the stakeholders.

Mr. Troe replied that attendance was consistent at all three meetings, with roughly 10 or 11 people at each. Mr. Liebe strongly encouraged Mr. Troe to revisit the public engagement aspect of the plan development, sharing that there may be many more people in the community interested in engaging. Mr. Benage agreed with Mr. Liebe, noting that there seemed to be very limited community engagement, especially with employers in the region, and echoed the need for more advanced notice.

D. Safe System Approach: Safer Roads

Haley Dougherty, KDOT, gave a presentation on the Safer Roads element of the US DOT's Safe System Approach and National Roadway Safety Strategy. The Safer Roads objective strives to design roadway environments that mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users. Methods for creating safer roads include separating users in space or time, increasing attentiveness and awareness, and managing crash speed and angle. Ms. Dougherty gave details on proven safety countermeasures and on the KDOT Drive to Zero Coalition and Safe System Strategy Teams, and highlighted current and upcoming KDOT safety programs.

Safe System Approach: Safer Roads slides - <https://bit.ly/Safer-Roads-Slides>

Safer Roads Objective - <https://www.transportation.gov/NRSS/SaferRoads>

Safe System Roadway Design Hierarchy - <https://bit.ly/Safe-System-Road-Hierarchy>

Drive to Zero Crash Data Dashboard - <https://bit.ly/Dive-to-Zero-Dashboard>

KDOT Safety Conference - <https://hospitality.ku.edu/transportation-safety-conference-program>

E. Quarterly Transit Update

Raven Alexander, Wichita Transit, shared that an RFP for the construction of a new multimodal center, called the Hub, will be released in the next few weeks. The onboard survey, online survey, and stakeholder workshops for the Wichita Transit Network Plan have been completed and the results are being analyzed. Transit ridership continues to grow: there were roughly 1.2 million trips in 2023. Wichita Transit is excited to continue partnership efforts, including with the Department of Veterans Affairs (VA), International Rescue Committee, Unified School District (USD) 259, Wichita State University, and others.

6. Committee & Partnership Updates

Nick Squires, KDOT Wichita Metro Division, introduced J.B. Wilson, the new public affairs person for the KDOT Wichita Metro Division. KDOT recently announced new pipeline projects, including the Butler County portion of the six-lane East Kellogg expansion and the K254 improvement between Rock Road and Webb Road.

7. Other Business

None.

8. The meeting was adjourned at 4:12 PM.

The next regular meeting will be held on Tuesday, April 9, 2024, at 3:00 PM.



Executive Summary

The 2024 Unified Planning Work Program (UPWP) budgets for the planning activities WAMPO plans to undertake in 2024 and outlines priorities. This staff report provides an overview of the Quarter 1 work tasks.

Background

The 2024 Unified Planning Work Program (UPWP) was approved at the November 14, 2023, Transportation Policy Body (TPB) meeting. The UPWP is the primary budgeting document for planning activities WAMPO will undertake in the 2024 calendar year.

Fiscal Considerations

Funding for the UPWP comes from various sources, including federal Comprehensive Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The 2024 UPWP total CPG and local-match expenditures are \$2,169,850.

2024 Priority Projects

Project	Quarters*	Status
MTP 2050 Development	1, 2, 3, 4, 2025	Staff assisted project sponsors in preparing submissions for the combined MTP 2050 and FFY2025-FFY2028 TIP Call for Projects. Call for projects was conducted from 9/15/23 – 1/5/2024. Staff worked on updating sections for the MTP2050.
FFY2025-FFY2028 TIP Development	1, 2, 3	Call for projects was conducted from 9/15/23 – 1/5/2024
FFY2023-FFY2026 TIP Administration	1, 2	The public comment period for the 2023-2026 TIP Amendment 7 was opened from March 8, 2024, through March 22, 2024.
Population Forecasts	1	Staff worked on updating population projection based on stakeholder input.
Travel Demand Model Update	1, 2, 3, 4	Staff guided the development of TDM through ongoing project management tasks.
Congestion Management Process	1	The Congestion Management Process (CMP) public comment period was opened from March 15, 2024, through April 13, 2024.
Regional Transit Feasibility Study	1, 2, 3, 4	WAMPO staff worked with consultants on the development of the Regional Transit Implementation Plan, including attending public meetings and presenting progress to the TAC and TPB.
Comprehensive Safety Action Plan Implementation	1, 2, 3, 4, 2025	Having completed the prerequisite adoption of a Comprehensive Safety Action Plan (CSAP), WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution



Agenda Item 2Ci: Discussion/Updates

Quarterly UPWP Task Chart

Chad Parasa, Executive Director

		of strategies in the CSAP, which may involve major safety-related infrastructure improvements. WAMPO staff will prepare an application for the 2024 round of implementation-grant funding, the deadline for which is May 16, 2024.
Economic Development Report	1, 2, 3, 4, 2025	
Regional Active Transportation Plan	1, 2, 3, 4	
Greater Wichita Bike Map Update	1, 2, 3, 4	Staff keeps working on updating bicycle and pedestrian infrastructure maps.
Intelligent Transportation Systems Architecture Update	1, 2	Staff worked on developing an RFP for the ITS Architecture Update.
Electric Vehicle Network Plan	1, 2	The Electric Vehicle Network Plan public comment period was opened from March 12, 2024, to April 11, 2024.
Safe Routes to School Planning	1, 2, 3, 4, 2025	Staff completed a project agreement with KDOT for the use of WAMPO-suballocated Transportation Alternatives (TA) funds for SRTS planning assistance. Staff worked to develop a Request for Proposals for a consultant to provide SRTS planning assistance throughout the region.
2023 Single Audit	1	Staff worked with the auditors providing any necessary information.
*Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December		

UPWP Report

WAMPO staff have completed a UPWP activity report for the first quarter of 2024 (January 1-March 31) to submit as part of WAMPO’s quarterly reimbursement package to KDOT.

Attachment

- » **January - March 2024 UPWP Report** – <https://bit.ly/Q1-2024-UPWP-Report>



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

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects will be considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding.

Background

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

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

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



Available TIP Funding

TIP Year	TA	CMAQ	CRP	STBG	TOTAL
TIP 2025	\$0	\$163,212	\$1,464,541	\$1,216,370	\$2,844,123
TIP 2026	\$0	\$0	\$1,367,689	\$339,643	\$1,707,332
TIP 2027	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050
TIP 2028	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050

Projected Funding

MTP TimeBand	TA	CMAQ	CRP	STBG	TOTAL
MTP 2029 - 2032	\$6,284,274	\$8,198,458	\$5,896,600	\$41,884,100	\$62,263,432
MTP 2033 - 2040	\$13,344,409	\$17,409,103	\$12,521,199	\$88,939,241	\$132,213,952
MTP 2041 - 2050	\$18,246,126	\$23,803,880	\$17,120,533	\$121,608,731	\$180,779,270

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

Andover	3	Haysville	12	Sedgwick County	37*
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2*	Mulvane	1	Wichita	24**
Derby	2	Park City	3	Total	102

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

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

Next Steps

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

Attachment

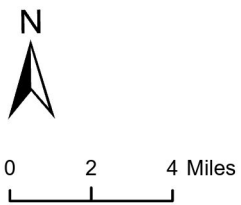
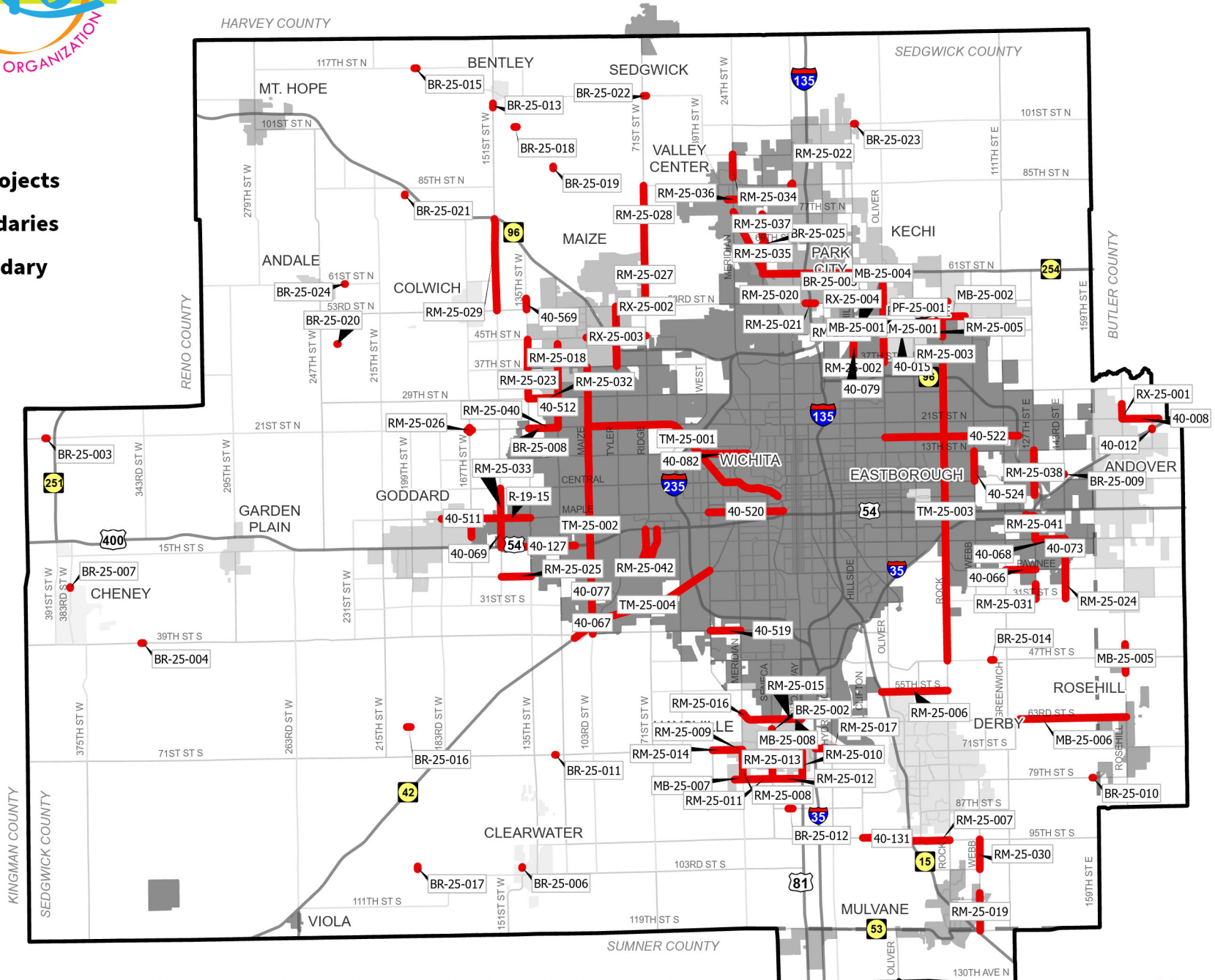
- » **Candidate Projects for FFY2025-FFY2028 TIP/MTP 2050**



Submitted MTP 2050 & FFY2025 to FFY2028 TIP Projects

- Submitted Projects
- County Boundaries
- WAMPO Boundary

Note: Not all project labels visible related to many projects in close proximity to one another.



Source: WAMPO. Produced by: WAMPO. Date Exported: 3/28/2024 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050- TIP 2025-2026 call for projects\z_ProjectsToScore\

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
40-522	Wichita	Redbud Path, Woodlawn to K-96	TA	CMAQ	CRP	STBG	2025-2028	\$11,599,461	\$15,105,516	\$22,448,234
RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout		CMAQ	CRP	STBG	2025-2028	\$2,837,145	\$3,694,701	\$5,490,677
RM-25-022	Park City	85th Street and Broadway Roundabout		CMAQ	CRP	STBG	2025-2028	\$806,475	\$1,050,240	\$1,560,757
RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street				STBG	2025-2028	\$12,262,102	\$15,968,446	\$23,730,631
RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)				STBG	2025-2028	\$5,332,324	\$6,944,073	\$10,319,554
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	TA	CMAQ	CRP	STBG	2025-2028	\$928,257	\$1,208,832	\$1,796,440
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	TA	CMAQ	CRP	STBG	2025-2028	\$1,287,920	\$1,677,206	\$2,492,489
40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA				STBG	2025-2028	\$4,419,782	\$5,755,707	\$8,553,528
40-015	Bel Aire	45th Oliver to Woodlawn				STBG	2025-2028	\$13,012,762	\$16,946,002	\$25,183,371
RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)				STBG	2025-2028	\$26,363,666	\$34,332,351	\$51,021,139
MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	TA	CMAQ	CRP	STBG	2025-2028	\$743,009	\$967,591	\$1,437,933
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	TA	CMAQ	CRP	STBG	2025-2028	\$769,079	\$1,001,541	\$1,488,385
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown		CMAQ	CRP	STBG	2025-2028	\$3,853,960	\$5,018,859	\$7,458,502
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South				STBG	2025-2028	\$1,825,865	\$2,377,752	\$3,533,566
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2025-2028	\$1,614,485	\$2,102,479	\$3,124,485
R-19-15	Wichita	Maple, 135th St W to 167th St W				STBG	2025-2028	\$15,045,134	\$19,592,678	\$29,116,584
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)				STBG	2025-2028	\$7,226,719	\$9,411,068	\$13,985,743
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2025-2028	\$7,075,774	\$9,214,498	\$13,693,621
RM-25-023	Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North				STBG	2025-2028	\$3,879,964	\$5,052,723	\$7,508,827
RM-25-035	Valley Center	Seneca from 61st to 69th				STBG	2025-2028	\$2,630,882	\$3,426,093	\$5,091,501
RM-25-038	Wichita	127th St E, 13th to Douglas				STBG	2025-2028	\$7,956,210	\$10,361,055	\$15,397,513
MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	TA	CMAQ	CRP	STBG	2025-2028	\$726,902	\$946,616	\$1,406,761
40-066	Wichita	Pawnee, Greenwich to 127th St E				STBG	2025-2028	\$6,822,972	\$8,885,284	\$13,204,378
40-077	Wichita	Maize Road, Pawnee to 31st Street South				STBG	2025-2028	\$7,163,684	\$9,328,980	\$13,863,751
RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West				STBG	2025-2028	\$4,295,376	\$5,593,697	\$8,312,766
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	TA	CMAQ	CRP	STBG	BUTLER: 2028 SEDGWICK: 2029-2032	\$2,810,435	\$3,659,918	\$5,438,986
RM-25-027	Sedgwick County	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North				STBG	2025-2028	\$1,458,531	\$1,899,387	\$2,822,670
RM-25-029	Sedgwick County	R356: 151st St. West from 53rd St. North to K-96				STBG	2025-2028	\$4,167,232	\$5,426,820	\$8,064,771
40-569	Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-006	Sedgwick County	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-011	Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-012	Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.				STBG	2025-2028	\$1,495,418	\$1,947,423	\$2,894,056
BR-25-013	Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
RM-25-028	Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-003	Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West				STBG	2025-2028	\$1,908,029	\$2,484,751	\$3,692,576
BR-25-016	Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.				STBG	2025-2028	\$572,408	\$745,425	\$1,107,772
RM-25-031	Sedgwick County	R362: 127th St. East for Half Mile North of 31st St.South				STBG	2025-2028	\$810,912	\$1,056,019	\$1,569,345
BR-25-018	Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-019	Sedgwick County	B527: Bridge over Eagle Ditch on 119th St. West between 85th and 93rd St. North				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-005	Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-007	Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South				STBG	2025-2028	\$655,215	\$853,260	\$1,268,026
BR-25-009	Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-014	Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.				STBG	2025-2028	\$611,534	\$796,376	\$1,183,491
BR-25-017	Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South				STBG	2025-2028	\$567,853	\$739,492	\$1,098,955
RM-25-025	Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West				STBG	2025-2028	\$3,057,670	\$3,981,881	\$5,917,455
RM-25-032	Sedgwick County	R364: 29th St.North between 119th and 135th St. West				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee		CMAQ	CRP	STBG	2025-2028	\$3,418,484	\$4,451,756	\$6,615,733
40-068	Wichita	Harry, 127th St E to 143rd St E				STBG	2025-2028	\$7,293,597	\$9,498,160	\$14,115,170
40-079	Wichita	Hillside, 37th St N to 45th St N				STBG	2025-2028	\$6,071,003	\$7,906,026	\$11,749,107
40-524	Wichita	Webb Road, Central to 13th St N				STBG	2025-2028	\$7,540,825	\$9,820,116	\$14,593,627
RM-25-042	Wichita	Kellogg and Eisenhower Parkway Interchange				STBG	2025-2028	\$36,517,316	\$47,555,044	\$70,671,320
RX-25-004	Wichita	45th Street N, Hillside to Oliver				STBG	2025-2028	\$6,041,082	\$7,867,060	\$11,691,200
40-008	Andover	21st Street from KTA Toll Booth to Andover Road				STBG	2029-2032	\$9,600,000	\$12,501,697	\$18,578,711
RX-25-001	Andover	Andover Rd. from 21st St. north 1/2 Mile				STBG	2029-2032	\$3,531,873	\$4,599,418	\$6,835,172
RM-25-001	Bel Aire	Rock Rd, UPRR Railraod to 53rd St				STBG	2029-2032	\$11,079,244	\$14,428,057	\$21,441,466
RM-25-002	Bel Aire	Oliver, 37th to 45th				STBG	2029-2032	\$6,186,356	\$8,056,244	\$11,972,346
RM-25-003	Bel Aire	Woodlawn, 45th to 53rd				STBG	2029-2032	\$10,473,263	\$13,638,913	\$20,268,722
RM-25-006	Derby	55th Street, K-15 to Rock Road				STBG	2029-2032	\$14,356,621	\$18,696,055	\$27,784,117
RM-25-007	Derby	95th Street, Woodlawn to Rock				STBG	2029-2032	\$7,009,017	\$9,127,564	\$13,564,428
RM-25-011	Haysville	79th, Meridian to Seneca				STBG	2029-2032	\$4,987,531	\$6,495,063	\$9,652,281
RX-25-003	Maize	45th Street and Tyler Road Improvements (Longer Term)				STBG	2029-2032	\$38,256,928	\$49,820,472	\$74,037,962
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Roundabout		CMAQ	CRP	STBG	2029-2032	\$600,000	\$781,356	\$1,161,169
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-008	Sedgwick County	B528: Bridge over Cowskin Creek on 21s tSt. North between 119t and 135th St. West				STBG	2029-2032	\$2,200,000	\$2,864,972	\$4,257,621
BR-25-010	Sedgwick County	B536: Bridge on 79th St South between 143rd and 159th St East				STBG	2029-2032	\$380,000	\$494,858	\$735,407
BR-25-015	Sedgwick County	B521: Bridge on 117th St. North between 183rd and 199th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580
BR-25-020	Sedgwick County	B530: Bridge on 45th St. North between 231st and 247th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
BR-25-021	Sedgwick County	B531: Bridge on 199th St. West between 77th and 85th St. North				STBG	2029-2032	\$800,000	\$1,041,808	\$1,548,225
BR-25-022	Sedgwick County	B534: Bridge on 109th St N between Ridge and Hoover Roads				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-023	Sedgwick County	B535: Bridge on 101st St North between Hillside and Oliver Street				STBG	2029-2032	\$400,000	\$520,904	\$774,112
BR-25-024	Sedgwick County	B538: Bridge on 61st St North between 231st and 247th St West				STBG	2029-2032	\$560,000	\$729,265	\$1,083,758
RM-25-030	Sedgwick County	R371: Webb Rd from 95th St South to 103rd St South				STBG	2029-2032	\$1,200,000	\$1,562,712	\$2,322,338
RM-25-033	Sedgwick County	R373: 151st St. West from Maple St. to Central Ave.				STBG	2029-2032	\$2,000,000	\$2,604,520	\$3,870,564
RM-25-034	Valley Center	Meridian Ave from 7th St to 93rd St				STBG	2029-2032	\$7,935,318	\$10,333,848	\$15,357,082
RM-25-036	Valley Center	Main Street from BNSF Railroad to Colby				STBG	2029-2032	\$4,324,507	\$5,631,633	\$8,369,142
40-067	Wichita	Maize, 31st Street South to MacArthur				STBG	2029-2032	\$5,970,576	\$7,775,244	\$11,554,752
40-069	Wichita	151st St W, Maple to Kellogg				STBG	2029-2032	\$6,321,848	\$8,232,690	\$12,234,561
40-073	Wichita	143rd St E, Harry to Pawnee				STBG	2029-2032	\$5,876,380	\$7,652,575	\$11,372,455
40-082	Wichita	13th St N, McLean to Zoo Boulevard				STBG	2029-2032	\$12,343,132	\$16,073,968	\$23,887,446
40-512	Wichita	119th St W, 21st St N to 29th St N				STBG	2029-2032	\$5,379,504	\$7,005,514	\$10,410,861
40-519	Wichita	MacArthur, Meridian to West				STBG	2029-2032	\$5,233,032	\$6,814,768	\$10,127,394
40-520	Wichita	Maple, McLean to West Street				STBG	2029-2032	\$19,444,980	\$25,322,422	\$37,631,528
RM-25-040	Wichita	21st St N, 119th St W to 135th St W				STBG	2029-2032	\$7,291,272	\$9,495,132	\$14,110,670
RM-25-041	Wichita	127th St E, Kellogg to Harry				STBG	2029-2032	\$3,972,975	\$5,173,847	\$7,688,829
MB-25-004	Bel Aire	Northern Intercity Biking and Walking Route	TA	CMAQ	CRP	STBG	2033-2040	\$15,511,493	\$20,200,000	\$30,019,121
PF-25-001	Bel Aire	53rd St and Lycee Pedestrian Crossing	TA	CMAQ	CRP	STBG	2033-2040	\$417,648	\$543,887	\$808,268
RM-25-004	Bel Aire	Oliver, 45th to 53rd				STBG	2033-2040	\$8,358,964	\$10,885,545	\$16,176,956
RM-25-005	Bel Aire	45th, Woodlawn to Rock				STBG	2033-2040	\$9,327,579	\$12,146,934	\$18,051,500
MB-25-008	Haysville	63rd St S, Mabel to Broadway Multiuse Path	TA	CMAQ	CRP	STBG	2033-2040	\$778,038	\$1,013,208	\$1,505,724
RM-25-010	Haysville	Broadway - Diedrich to 79th St				STBG	2033-2040	\$4,340,850	\$5,652,916	\$8,400,770
RM-25-012	Haysville	79th, Seneca to Broadway				STBG	2033-2040	\$5,224,647	\$6,803,850	\$10,111,169
RM-25-013	Haysville	Seneca, 71st to 79th				STBG	2033-2040	\$2,497,807	\$3,252,795	\$4,833,963
RM-25-014	Haysville	Grand Ave, (west) City Limits to West St				STBG	2033-2040	\$3,213,198	\$4,184,420	\$6,218,447
RM-25-015	Haysville	63rd St S, Seneca to Broadway				STBG	2033-2040	\$6,130,002	\$7,982,857	\$11,863,285
RM-25-016	Haysville	63rd St S, Meridian to Seneca				STBG	2033-2040	\$4,789,484	\$6,237,155	\$9,269,006
RM-25-017	Haysville	71st St, I-35 to Kansas St				STBG	2033-2040	\$1,637,586	\$2,132,563	\$3,169,191
RM-25-037	Valley Center	Seneca from 69th to 77th				STBG	2033-2040	\$2,315,112	\$3,014,878	\$4,480,396
40-127	Wichita	Kellogg, 111th St W to 151 St W				STBG	2033-2040	\$97,676,337	\$127,200,000	\$189,031,301
40-131	Sedgwick County	95th Street (ARC95) - Hillside to Woodlawn				STBG	Flexible	\$54,434,473	\$70,887,843	\$105,346,080
TM-25-003	Wichita	ITS - Rock Rd from 37th St N to 47th St S		CMAQ	CRP	STBG	Flexible	\$5,138,614	\$6,691,812	\$9,944,669
TM-25-004	Wichita	K-42, West to MacArthur		CMAQ	CRP	STBG	Flexible	\$2,231,813	\$2,906,401	\$4,319,189

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs



Executive Summary

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

Safe Streets and Roads for All (SS4A) Demonstration Grant

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

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

With the adoption of a Comprehensive Safety Action Plan (CSAP) in December 2023, WAMPO qualifies to apply for an SS4A implementation grant. These grants focus on the execution of strategies identified in the CSAP, which may involve major safety-related infrastructure improvements. According to the FHWA, implementation grants are anticipated to range from \$1 million to \$25 million. On March 12, 2024, the TPB approved an amendment to the 2024 Unified Planning Work Program (UPWP) that reflects work tasks associated with the SS4A implementation-grant program and budgets funding to hire a consultant to assist with the 2025 implementation-grant application. Hiring a consultant is intended to help ensure WAMPO's success in a highly competitive application process. WAMPO staff will submit the 2024 implementation grant application due May 16, 2024.

Next Steps

- » WAMPO staff will continue to work with the FHWA to ensure compliance with SS4A demonstration-grant requirements and provide participating municipalities with additional information as it becomes available.
- » WAMPO staff will complete an application for the 2024 round of SS4A implementation-grant funding by the deadline of May 16, 2024. Jurisdictions in the WAMPO region have been requested to submit



Agenda Item 2Ciii: Director's Report
Safe Streets and Roads for All (SS4A) Grant Updates
Kim Neufeld, Multimodal Transportation Safety Planner

improvement projects by April 18, 2024 that will be included in the application. If this application does not result in the awarding of an implementation grant in the WAMPO region, preparing the application will still provide WAMPO staff with knowledge of the application process and its requirements that may then be used during the preparation of an application for the 2025 round of implementation-grant funding.

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

Attachments

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



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

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

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

Background

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

Intelligent Transportation Systems (ITS) Architecture

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

Travel Demand Model (TDM) Update Phase 2

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

Safe Routes to School (SRTS) Planning Assistance

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

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

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



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

Peter Mohr, Manager of Transportation Engineering & Data

Financial & Single Audit Services

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

Automatic Bicycle/Pedestrian Counters

WAMPO recently closed a Request for Proposals for the procurement of automated bicycle/pedestrian counters. Responses to this RFP were accepted from February 14 to March 15, 2024. A selection committee has been formed and is evaluating proposals from the vendors who responded.

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



Agenda Item 2Cv: Director's Report
Active Transportation Infrastructure Investment Program (ATIIP)
Grant Opportunity

Chad Parasa, Executive Director
Kim Neufeld, Multimodal Transportation Safety Planner

Executive Summary

On March 19, 2024, the Federal Highway Administration (FHWA) released a Notice of Funding Opportunity (NOFO) for the new Active Transportation Infrastructure Investment Program (ATIIP), which makes up to \$44.5 million available for projects that will strengthen safety and improve bicycling, walking, and access to public transit in communities across the country. WAMPO staff are considering next steps in regard to this grant opportunity and will attend a webinar to learn more on April 9, 2024. Interested jurisdictions are encouraged to attend the webinar as well.

Background

On March 19, 2024, the Federal Highway Administration (FHWA) released a Notice of Funding Opportunity (NOFO) for the new Active Transportation Infrastructure Investment Program (ATIIP), which makes up to \$44.5 million available for projects that will strengthen safety and improve bicycling, walking, and access to public transit in communities across the country. ATIIP is a competitive grant program that focuses on building connected bicycle and pedestrian infrastructure improvements, with the goal to better connect active transportation networks between communities. Grants will be awarded to help communities plan, design, or construct safe and connected active-transportation networks (between destinations within a community or metropolitan region) and spines (between communities or metropolitan regions), including sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities. Funding is open to local/metropolitan/regional governmental organizations (including MPOs), multicounty special districts, state governments, tribal governments, and multistate groups of governments. Applicants may apply for more than one grant.

WAMPO staff are considering next steps in regard to this grant opportunity and will attend a webinar to learn more on April 9, 2024. Interested jurisdictions are encouraged to attend the webinar as well.

- » Grant applications due 6/17/2024
- » [ATIIP Discretionary Grant NOFO Informational Webinar](#): 10:00 AM CT on 4/9/2024
- » MPOs, local governments, state governments, and tribal governments are eligible
- » Overall available funds: \$44,550,000
 - At least \$3,000,000 will go to Planning and Design grants
 - Planning and Design grants: Cost must be at least \$100,000
 - Construction grants: Cost must be at least \$15,000,000
 - Minimum award: \$100,000; Maximum award: \$15,000,000
- » For nonmotorized-travel “networks” (between destinations within a community/metropolitan region) and “spines” (between potentially distant communities)
- » Priority given to connecting with public transit

Attachments

- » **ATIIP webpage** – https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
- » **ATIIP Notice of Funding Opportunity (NOFO)** – <https://grants.gov/search-results-detail/353043>
- » **April 9, 2024, ATIIP webinar registration** – <https://bit.ly/ATIIP-NOFO-Webinar-April9>



PUBLIC HEARING

Join us for a Community Open House to learn about the K-96 Improvements Project.



Learn more about the project and provide feedback on Preferred Design Alternatives and draft Environmental Assessment findings.

April
11
Thursday

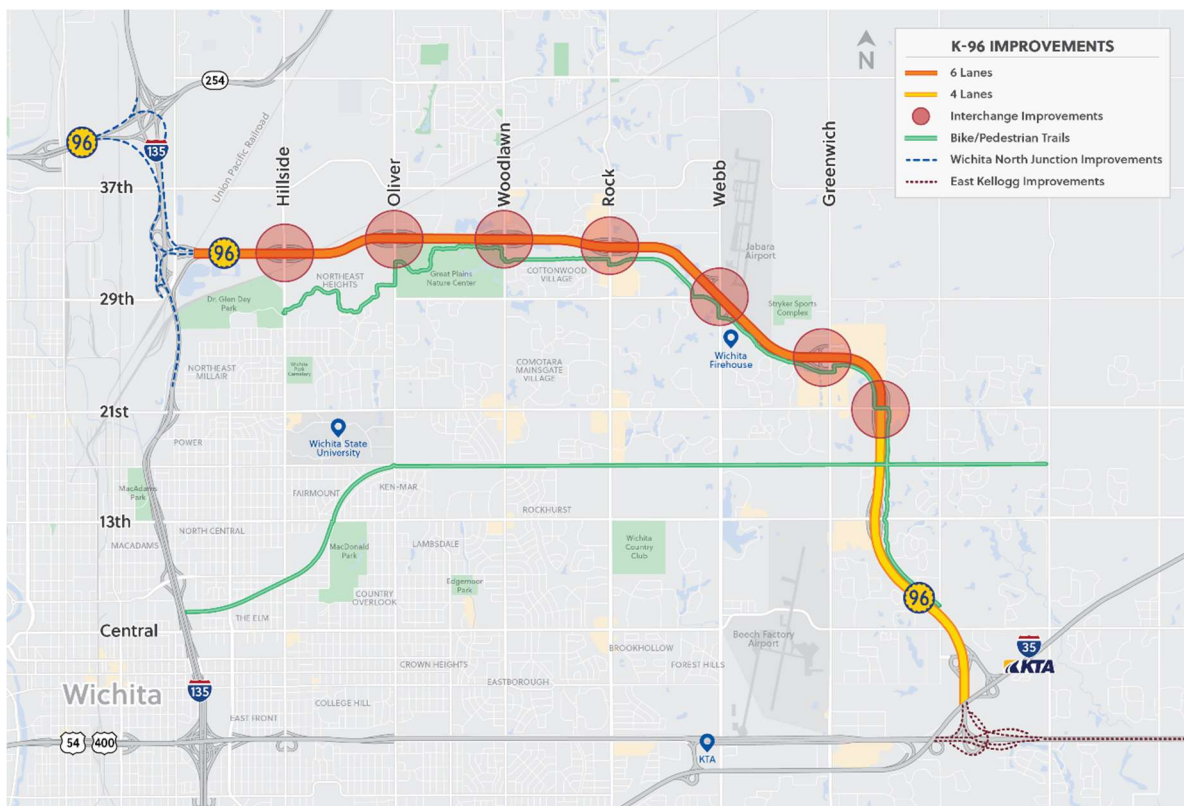
**Wichita State University's
Eugene M. Hughes Metropolitan Complex**
5015 E. 29th Street N.
Room 180
Wichita, KS 67220

from
5 PM
to 7pm
no formal
presentation

The K-96 Improvements Project Team is excited to share how the project will enhance safety, improve capacity, provide travel time reliability and relieve congestion *keep Kansans moving*.

- Upgrading the freeway between I-135 and I-35 interchanges
- Expanding the highway from 4 to 6 lanes
- Improving seven interchanges: Hillside, Oliver, Woodlawn, Rock, Webb, Greenwich, and 21st

K-96 Improvements Project website - <https://k96improvements.ksdot.gov/>





Agenda Item 2Di: Consent Agenda
Contract for Legal Services with Hinkle Law Firm

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

Executive Summary

The TPB is asked to approve the entering of a contract for legal services between the Wichita Area Metropolitan Planning Organization (WAMPO) and Hinkle Law Firm LLC. The agreement allows WAMPO to contract with the law firm to provide legal assistance in revisiting and updating, as necessary, WAMPO's 457(b) plan and its Employee Welfare Benefit Plan.

Background

The Transportation Policy Body (TPB) is asked to approve the entering of a contract for legal services between the Wichita Area Metropolitan Planning Organization (WAMPO) and Hinkle Law Firm LLC.

The contract for legal services agrees that Hinkle Law Firm will provide planning assistance to WAMPO staff in evaluating the need for updates, making revisions, and preparing resolutions for the adoption of any revisions to WAMPO's 457(b) (retirement savings) plan and/or WAMPO's Employee Welfare Benefit Plan.

Notable details of the agreement are as follows:

- » WAMPO agrees to pay at a rate not to exceed \$560 per hour for Eric S. Namee, and not to exceed \$480 per hour for other attorneys. Work performed by individuals who are not attorneys shall not exceed \$200 per hour.
- » Once executed, the Contract is here to be effective on December 1, 2023.
- » The Agreement duration is three years, until November 30, 2026, but may be terminated in writing by either party, with or without cause, at any time.
- » In no event will the amount invoiced or paid under this agreement exceed **\$4,999.00**. Hinkle Law Firm will notify WAMPO when professional fees reach 80% of this limit.

Staff Recommendation

WAMPO staff recommend the Transportation Policy Body (TPB) approve entering the Contract for Legal Services with Hinkle Law Firm LLC., as presented.

Action Options

- » **Approve** entering the Contract for Legal Services with Hinkle Law Firm LLC., **as presented**.
- » **Not approve** entering the Contract for Legal Services with Hinkle Law Firm LLC.
- » **Approve** entering the Contract for Legal Services with Hinkle Law Firm LLC., **with specific changes**.

Attachment

- » **Legal Services Contract with Hinkle Law Firm** – <https://bit.ly/Hinkle-Legal-Contract>



Agenda Item 3
Public Comment Opportunity
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 **Year 2023 Audit Reports**

Michael Gerber, FORVIS
Chad Parasa, WAMPO

Executive Summary

FORVIS, LLP (formerly BKD, LLP) led the Year 2023 Audit. The draft Independent Auditor's Report and Financial Statements are attached. The TPB is asked to receive and file them.

WAMPO Year 2023 Audit Report

Attached:

- » Draft Independent Auditor's Report & Financial Statements
 - Pages 20 through 24 will be added when the final report is prepared, showing the opinions of the auditors at FORVIS, which are not included in the attached draft reports.
 - Page 25 includes a summary of items related to the single audit. Items 2, 3, 4, and 6 are all answered "No," which illustrates no findings.
 - Page 26 would list any findings for 2023 (there are none) and page 27 would list the findings for 2022 (there are none).

The final versions of the Independent Auditor's Report & Financial Statements, as well as the auditor's Management Letter, will be presented before the TPB is asked to receive and file them.

Attachment

- » **2023 Audit Report Draft** – <https://bit.ly/2023-Audit-Report-Draft>

Action Options

- » **Receive and File** -- Independent Auditor's Report & Financial Statements



Executive Summary

The TPB is asked to take action on proposed Amendment #7 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #7 opened on March 8, 2024, and ran through March 22, 2024. No public comments were received.

Background

Amendment #7 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the seventh scheduled amendment for this TIP, **adding five (5) new projects** and **modifying four (4) projects**. The below-linked Amendment #7 summary also provides notice of an **administrative adjustment to one (1) project**, which does not require approval by the TAC or TPB. The Public Comment period for Amendment #7 opened on March 8, 2024, and ran through March 22, 2024. No public comments were received. The FFY2023-FFY2026 TIP took effect on October 1, 2022, and may be found at www.wampo.org/transportation-improvement-program. The TPB is now asked to vote on the proposed project additions/modifications.

Fiscal Considerations

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

WAMPO ID	LEAD AGENCY	PROJECT TITLE	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
B-24-03	Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek [New Project]	\$650,000	\$0	\$460,000	\$1,110,000
B-24-01	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita [New Project]	\$0	\$2,060,500	\$0	\$2,060,500
B-24-02	KDOT	Sedgwick County I-135 Canal Route Bridge Study [New Project]	\$0	\$250,000	\$0	\$250,000
INT-24-01	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby) [New Project]	\$0	\$746,300	\$0	\$746,300
P-24-01	KDOT	WAMPO Supplemental Planning and Demonstration Activities [New Project]	\$0	\$176,250	\$0	\$176,250
T-17-02	Wichita Transit	Wichita Transit Other Capital	\$5,200,000	\$0	\$20,800,000	\$26,000,000
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$671,213	\$0	\$2,684,850	\$3,356,063
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$565,618	\$0	\$607,285	\$1,172,903
T-19-02	Wichita Transit	Wichita Transit Operating	\$18,000,000	\$0	\$18,000,000	\$36,000,000
B-23-02*	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	\$0	\$13,700	\$54,500	\$68,200
Total			\$25,086,831	\$3,246,750	\$42,606,635	\$70,940,216

* Administrative Adjustment



Agenda Item 4B: Action **FFY2023-FFY2026 Transportation Improvement Program Amendment #7**

Peter Mohr, Manager of Transportation Engineering and Data

TAC Recommendation

Approve FFY2023-FFY2026 TIP Amendment #7, as presented.

Action Options

- » **Approve** FFY2023-FFY2026 TIP Amendment #7, **as presented**.
- » **Not approve** FFY2023-FFY2026 TIP Amendment #7.
- » **Approve** FFY2023-FFY2026 TIP Amendment #7, **with specific changes**.

Next Steps

- » 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 May 2024.

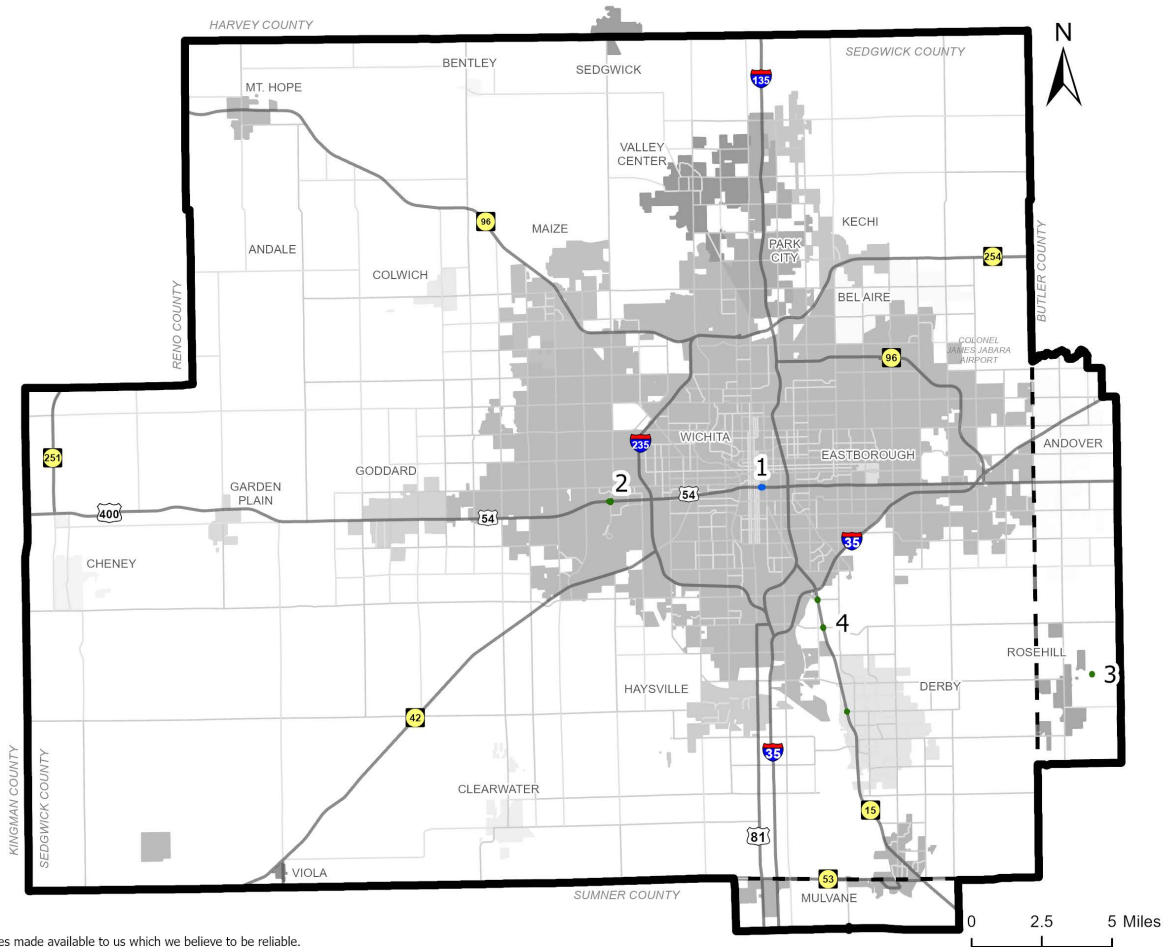
Attachments

- » **Map and Table of FFY2023-FFY2026 TIP Amendment #7 Projects**
- » **FFY2023-FFY2026 TIP Amendment #7 Summary** – <https://bit.ly/TIP-Amendment-7-Summary>



2023-2026 Transportation Improvement Program Amendment 7 Projects

- Amendment 7 New Projects
- Administrative Adjustment 6.1 Projects
- County Boundaries
- WAMPO Planning Boundary



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 3/25/2024
 Folder: G:\TIP\2023-2026\Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Lead Agency	Project Title	Total Project Cost
1	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	\$1,847,200
2	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	\$2,060,500
3	Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek	\$1,110,000
4	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	\$746,300
N/A	KDOT	Sedgwick County I-135 Canal Route Bridge Study	\$250,000
N/A	KDOT	WAMPO Supplemental Planning and Demonstration Activities	\$176,250
N/A	Wichita Transit	Wichita Transit Other Capital	\$44,000,000
N/A	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$5,893,812
N/A	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$5,628,494
N/A	Wichita Transit	Wichita Transit Operating	\$52,000,000



Executive Summary

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

Background

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

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

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

Why Local Governments?

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



Charging Infrastructure

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

Level 1 (L1) Charging:

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

Level 2 (L2) Charging:

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

Direct Current Fast Charging (DCFC):

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

Community Input

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

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



Agenda Item 5A: Discussion/Updates

WAMPO Electric Vehicle Network Plan

Dora Gallo, Transportation Planner

Policies for EV Adoption

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

Recommended Locations

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

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

Next Steps

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

Attachment

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



Executive Summary

WAMPO is collaborating with SRF Consulting Group, Nelson\Nygaard Consulting Associates, and Shockey Consulting Services to develop a Regional Transit Implementation Plan, building on the 2018 Wichita Area Transit Feasibility Study. The plan's deliverables include, among other things, a History Technical Report, Regional Transit Feasibility Report, Future Conditions and Scenarios Report, Steps to Establishing a Regional Transit Authority, and an Implementation Plan. The next Regional Transit Implementation Plan steering committee meeting will be held on April 17, 2024.

Background

On July 11, 2023, the WAMPO Transportation Policy Body signed a contract with SRF Consulting Group, Inc., with subconsultants Nelson\Nygaard Consulting Associates, Inc. and Shockey Consulting Services, LLC, to develop a Regional Transit Implementation Plan.

The plan will build upon [Connecting Communities: Wichita Area Transit Feasibility Study](#) (2018) and will be a companion plan to the Wichita Transit Network Redesign Plan and the WAMPO [Coordinated Public Transit-Human Services Transportation Plan](#) (2023).

The planning process includes the following deliverables:

- » History Technical Report
- » Regional Transit Feasibility Report
- » Future Conditions and Scenarios Report
- » Steps to Establishing a Regional Transit Authority
- » Implementation Plan
- » Development and Execution of the Plan/Agreement between Transit Providers

History Technical Report

In 2023, a report on the history of public transit in the WAMPO region was developed to be part of the Regional Transit Implementation Plan. WAMPO staff have reviewed and provided comments on the History Technical Report. WAMPO staff and SRF are currently working on filling in information gaps in the report.

The report offers a brief overview of the public transit agencies operating in and around WAMPO's planning area. The report also includes a timeline of major transit-related events in the WAMPO region. The intent is to provide both a snapshot of existing services and an understanding of previous decisions made in the region. It will help to inform further discussion on potential governance structures and coordinated regional transit provision.

The report describes the current operating status and, where applicable, the history of each public transit provider operating in the WAMPO region:

- » Wichita Transit
- » County-Run Services



Agenda Item 5B: Discussion/Updates **Regional Transit Implementation Plan**

Bill Troe, SRF

- Butler County Transit
- Sedgwick County Transportation
- » Small City-Run Services
 - Derby Dash
 - Haysville Hustle
- » Senior Centers
 - Mulvane Senior Center
 - Park City Senior Center

The mix of agencies is diverse in size and structure; as a result, there is corresponding variation in the level of detail of the descriptions. The level of detail provided about each transit-service provider reflects its characteristics and the data the agency collects and retains. For instance, the Park City Senior Center's transportation service is relatively new and has been entirely locally funded. Thus, there is not a long history of events in Park City, and the level of detail of its operating and funding data is not as great as for larger providers.

Public Engagement

Three (3) public meetings were held on Tuesday, February 20, 2024. Two (2) of those meetings were at separate physical locations and the other was a virtual meeting. The goal of these meetings was to gather ideas from the public on ways to enhance public transit in the region.

The Regional Transit Implementation Plan Steering Committee will hold its next meeting on April 17, 2024.

Attachments

- » **Connecting Communities: Wichita Area Transit Feasibility Study** – https://bit.ly/WAMPO_TransitFeasibility2018
- » **Coordinated Public Transit-Human Services Transportation Plan** – https://bit.ly/WAMPO_2023CPT-HSTP



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

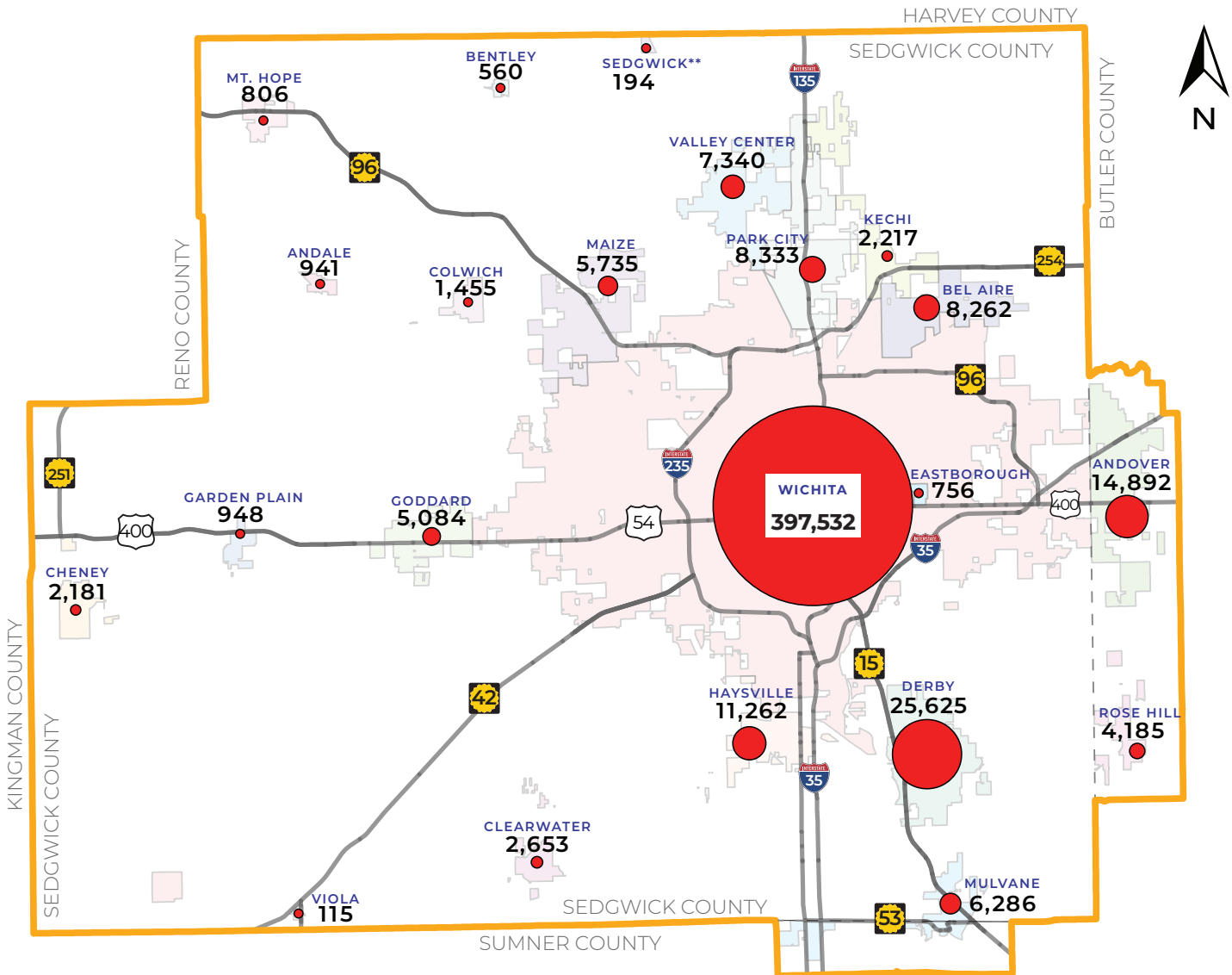
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

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

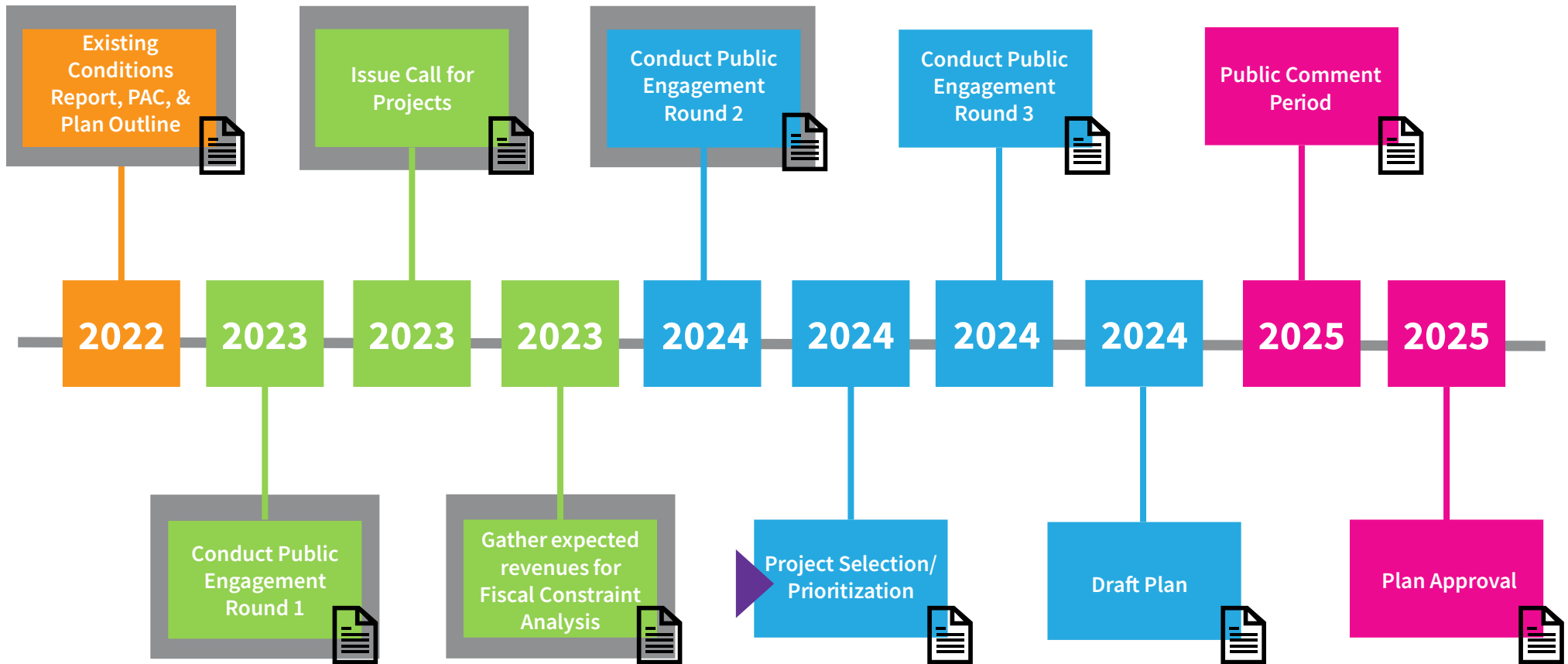
Point of Contact

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

Metropolitan Transportation Plan

➤➤➤➤➤➤➤➤ 2050

Progress



Detailed Progress

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?

- Public Engagement Round 1 - determining the vision, goals, objectives
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 9/15/23 - 1/5/24
- 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
- Public Engagement Round 2

..... Above Completed

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review
- Project Selection Committee meetings/project prioritization
- Public Engagement Round 3
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Performance 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



April 2024



WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

2024 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	bjohnson@wichita.gov
City of Wichita	Dalton Glasscock	dglasscock@wichita.gov		
City of Wichita	Mike Hoheisel	mhoheisel@wichita.gov	Robert Layton	rlayton@wichita.gov
Sedgwick County	David Dennis, Ex Officio	david.dennis@sedgwick.gov		
Sedgwick County	Jim Howell	jim.howell@sedgwick.gov	Tom Stolz	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov	Tim Kaufman	tkaufman@sedgwick.gov
Sedgwick County	Ryan Baty	ryan.baty@sedgwick.gov	Tania Cole	tania.cole@sedgwick.gov
Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov	J.B. Wilson	jb.wilson@ks.gov
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov	Chris Herrick	chris.herrick@ks.gov
Sedgwick County Association of Cities (SCAC)	Terry Somers	tssomers1@gmail.com		
City of Kechi	Ashley Velazquez	avelazquez@kechiks.gov		
City of Clearwater	Burt Ussery	bussery@clearwaterks.org	Courtney Zollinger	czollinger@clearwaterks.org
Butler County	Dan Woydziak	dwoydzia@bucoks.com		
City of Rose Hill	Gary Weaver	gweaver@cityofrosehill.com	Warren Porter	wporter@cityofrosehill.com
City of Derby	Nick Engle	nickengleward3@derbyweb.com		
City of Bel Aire	Jim Benage	jbenage@belaireks.gov	Anne Stephens	astephens@belaireks.gov
City of Mulvane			Joel Pile	jpil@mulvane.us
City of Maize	Pat Stivers	pstivers@cityofmaize.org	Nick Gregory	ngregory@maizeks.gov
City of Valley Center	Ronald Colbert	frdmeagl@aol.com	Rodney Eggleston	reggleston@valleycenterks.org
City of Haysville	Russ Kessler, Vice-Chair & TAC Chair	rkessler@haysville-ks.com	William Black	wblack@haysville-ks.com
City of Park City	Ben Saucedo	bsaucedo@parkcityks.com		
City of Andover	Mike Warrington	mwarrington@andoverks.com	Jennifer McCausland	jmccausland@andoverks.com
City of Goddard	George Liebe	liebe@goddardks.gov	Keaton Fish	fish@goddardks.gov
Executive Committee				
City of Wichita	Becky Tuttle, Chair	btuttle@wichita.gov		
City of Haysville	Russ Kessler, Vice-Chair & TAC Chair	rkessler@haysville-ks.com		
Wichita Metro Area Kansas Department of Transportation				
Butler County	Dan Woydziak	dwoydzia@bucoks.com		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
Sedgwick County	David Dennis, Ex Officio	david.dennis@sedgwick.gov		
Non-Voting Members & Alternates				
Federal Tranist Association	Daniel Nguyen	daniel.nguyen@dot.gov		
Federal Highway Administration	Rick Backlund	richard.backlund@dot.gov		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Chaitanya Dodda	nagachaitanya.dodda@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering & Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Neufeld	kimberly.neufeld@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering & Data Analyst	Lauren Bulcroft	lauren.bulcroft@wampo.org		
WAMPO Engineering & Data Analyst	Marcela Quintanilla	marcela.quintanilla@wampo.org		
WAMPO Administrative & Public Outreach Coordinator	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		

Quorum is 13 based on voting members

Rev. 04/01/2024

2024 WAMPO MEETING SCHEDULE

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

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



*ICT Safe was formerly the Safety and Health Committee

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