



# Transportation Policy Body (TPB) Meeting Notice

Tuesday, January 9, 2024, @ 3:00 pm

### In-Person

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

### Virtual

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

[HERE](#)

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Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to <a href="mailto:wampo@wampo.org">wampo@wampo.org</a> at least one day prior to the meeting.	20
<b>IV. Action</b>	
<b>V. Discussion/Updates</b>	
A. <b>Commuter Flows Report</b> – Dylan Cossaart, Peter Mohr, and Chad Parasa, WAMPO <i>The 2023 Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is compiled annually and has been updated with the most recent employment data from the U.S. Census Bureau.</i>	21 to 22
B. <b>Demographics &amp; Socioeconomics of the WAMPO Region</b> – Peter Mohr and Chad Parasa, WAMPO <i>Through the collaborative efforts of WAMPO staff and the Center for Economic Development and Business Research (CEDBR), an in-depth analysis of the region's demographics and socioeconomics has been undertaken, resulting in the development of forecasts. Recognizing that population and economic factors significantly influence demand on transportation infrastructure, these analyses are critical for informed planning of future transportation projects.</i>	23

<p>C. <b>Urban Area Boundary Update</b> – Peter Mohr and Nick Flanders, WAMPO</p> <p><i>Every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. At the January 22, 2024, TAC meeting and February 13, 2024, TPB meeting, WAMPO staff intend to recommend the approval of an updated UAB that does not include the extension out to Rose Hill.</i></p>	<p>24 to 31</p>
<p><b>VI. Committee &amp; Partnership Updates</b></p> <ul style="list-style-type: none"> <li>A. Executive Committee</li> <li>B. Kansas Department of Transportation (KDOT)</li> <li>C. Wichita Metro Division, KDOT</li> <li>D. Federal Highway Administration (FHWA)</li> </ul>	
<p><b>VII. Other Business</b></p>	
<p><b>VIII. Adjournment</b></p>	
<p><b>IX. WAMPO Reference Material</b></p> <ul style="list-style-type: none"> <li>A. WAMPO Region Population Table and Map</li> <li>B. WAMPO Area Public Transit Ridership Table</li> <li>C. MTP 2050 Development Progress</li> <li>D. WAMPO Acronym Glossary</li> <li>E. Transportation Policy Body Roster</li> <li>F. 2024 WAMPO Meeting Schedule</li> </ul>	<p>32 to 33 34 35 to 36 37 38 39</p>

Chad Parasa, TPB Secretary

January 8, 2024



# Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, December 12, 2023, @ 3:00 PM

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

Meeting Duration: *89 minutes*

<b>Voting Members in Attendance</b>		
Becky Tuttle, <i>TPB Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Nick Engle, <i>Derby</i> Bryan Frye, <i>Wichita</i> Jim Howell, <i>Sedgwick County</i> Russ Kessler, <i>Haysville</i>	Pete Meitzner, <i>Sedgwick County</i> Mike Moriarty, <i>KDOT</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Burt Ussery, <i>Clearwater</i> Mike Warrington, <i>Andover</i> Dan Woydziak, <i>Butler County</i>	<b>Alternates</b> Rodney Eggleston, <i>Valley Center (voting)</i> Nick Gregory, <i>Maize (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> Tom Stolz, <i>Sedgwick County (non-voting)</i>
<b>Other Attendees</b>		
Rick Backlund, <i>FHWA</i> Dylan Cossaart, <i>WAMPO</i> Hope Dale, <i>Sunflower Community Action</i> Srilekha Dodda, <i>WAMPO</i> Slade Engstrom, <i>TranSystems</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Erin Grushon, <i>Burgess &amp; Niple</i> Evan Hathaway, <i>Hite, Fanning &amp; Honeyman LLP</i>	Tom Hein, <i>KDOT</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> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Marcela Quintanilla, <i>WAMPO</i> Paul Ricotta, <i>Caliper</i>	Kelly Rundell, <i>Hite, Fanning &amp; Honeyman LLP</i> Kendra Schenk, <i>Burgess &amp; Niple</i> Paul Schiffelbein, <i>MAPD</i> Brad Shores, <i>JEO</i> Allison Smith, <i>KDOT</i> Emma Smith, <i>WAMPO</i> Bill Troe, <i>SRF</i> Katy Unruh, <i>Rose Hill</i> James Wagner, <i>Wichita</i>

**1. Chair Becky Tuttle called the meeting to order at 3:02 PM.**

**2. Regular Business**

**A. Approval of December 12, 2023, Agenda**

**Discussion:**

Chair Tuttle announced that the order of the agenda may change because one of the presenters for the Comprehensive Safety Action Plan was not able to be there until 3:30 PM, but that the agenda content would not change.

Chad Parasa gave an overview of each agenda item and welcomed the newest Transportation Policy Body designated alternate, Nick Gregory, City Manager for the City of Maize.

**Action:** Approve the December 12, 2023, agenda, as proposed. (15-0)<sup>1</sup>

**Motion:** Rodney Eggleston

**Second:** Jim Benage

## **B. Approval of November 14, 2023, Meeting Minutes**

**Discussion:** None

**Action:** Approve the November 14, 2023, meeting minutes, as proposed. (15-0)

**Motion:** Jim Benage

**Second:** Rodney Eggleston

## **C. Director's Report**

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

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

### **ii. TIP Amendment 6 Call for Changes**

Mr. Parasa discussed the amendment schedule for the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The Call for Changes period for regularly scheduled TIP Amendment 6 is December 4, 2023, through December 15, 2023. The timeline for TIP Amendment 6 includes a Public Comment Period (1/6/24 - 1/21/24), TAC Recommendation (1/22/24), TPB Approval, (2/13/24), and KDOT STIP Amendment (3/7/24). The FFY 2023-2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

### **iii. Urban Area Boundary Update**

Mr. Parasa thanked members for their cooperation in the approval of the Urban Area Boundary (UAB) at the previous meeting. WAMPO staff are revisiting the UAB and coordinating with KDOT, the Federal Highway Administration (FHWA), and member jurisdictions to reevaluate the areas that should be included. A progress update will be

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<sup>1</sup> Two (2) voting TPB members did not arrive until after the votes to approve the December 2023 agenda and November 2023 minutes. WAMPO's meeting minutes 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](mailto:wampo@wampo.org).

given at the next meeting on January 9, 2024. The revised UAB will tentatively be presented to the TAC for a recommendation on January 22, 2024, and considered for approval by the TPB on February 13, 2024.

**iv. Safe Routes to School (SRTS) Planning Update**

Dani Lasher, WAMPO, shared that staff plan to send out a new SRTS Notice of Funding Opportunity in January 2024 that will include all jurisdictions and schools in the WAMPO area, providing another chance to apply for planning assistance. As they did in the first round, jurisdictions and schools will apply jointly. WAMPO staff are currently collecting contact information for all schools/school districts in the region; school contacts can be shared with [danielle.lasher@wampo.org](mailto:danielle.lasher@wampo.org).

**Discussion:**

Mr. Parasa further emphasized how WAMPO is working to build connections with school districts in the region and announced that WAMPO was awarded a planning and demonstration grant of \$940,000 of Safe Streets and Roads for All (SS4A) funding. Chair Tuttle noted how exciting it is that WAMPO was awarded the demonstration grant.

**v. Method Productions Video Creation Services Update**

Ms. Lasher explained that, based on feedback from KDOT, WAMPO has decided not to extend the contract with Method Productions for video-creation services. Staff are working with Method Productions to finalize the videos from the 2023 contract and expect to receive them by the end of the year. The completed videos will be shared on the WAMPO website and social media once available.

**Discussion:**

Jim Benage asked if WAMPO was considering revisiting the contract for extension. Mr. Parasa shared that, following discussions with KDOT, WAMPO staff decided that the videos committed from the 2023 contract are sufficient for the time being.

**vi. MTP 2050 Public Engagement Phase 2**

Ms. Lasher shared that the second round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) began on December 1, 2023, and will continue through February 29, 2024. This round of engagement will build upon and clarify data gathered in the first round with a new survey. So far, WAMPO staff have attended the First Friday Pop-Up Market at Revolutsia (12/1/2023), HoliDAZE! Pop Up Market (12/3/2023), and the Maize Whoville Vendor Market (12/3/2023). The survey can be found online at [www.wampo.org/mtp2050](http://www.wampo.org/mtp2050) and will be available through January 31, 2024. Ms. Lasher

requested to be emailed at [danielle.lasher@wampo.org](mailto:danielle.lasher@wampo.org) with information about any upcoming events that WAMPO might be able to table at.

The next event WAMPO will attend is the Hoppy Handmade Holiday Pop-Up Market at Norton’s Brewing Company on Sunday, December 17, from 11:00 AM to 4:00 PM.

#### D. Consent Agenda

Chair Tuttle introduced two consent agenda items: the 2024 Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) meeting dates (below) and the K-15 Corridor Study Agreement.

##### 2024 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Room 203, Wichita, KS 67202

Transportation Policy Body	Technical Advisory Committee
<i>3:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated</i>
JANUARY 9	JANUARY 22
FEBRUARY 13	FEBRUARY 26
MARCH 12	MARCH 25
APRIL 9	APRIL 22
MAY 14	MAY 20
JUNE 11	JUNE 24
JULY 9	JULY 22
AUGUST 13	AUGUST 26
SEPTEMBER 10	SEPTEMBER 23
OCTOBER 8	OCTOBER 28
NOVEMBER 12	NOVEMBER 25
DECEMBER 10	NO TAC MEETING

K-15 Corridor Study Agreement - <https://bit.ly/K-15-Corridor-Study-Agreement>

#### Discussion:

Jim Benage noted that an old railroad route runs along the K-15 Corridor and hoped Amtrak would be kept in mind during the study.

**Action:** Approve all Consent Agenda Items, as presented. (17-0)

**Motion:** Jim Benage

**Second:** Russ Kessler

#### 3. Public Comments

There were no public comments.

Chair Tuttle took the open-forum opportunity to share that this will be the last Transportation Policy Body meeting for Tom Hein, KDOT, due to his retirement, and thanked him for his service to the state of Kansas and commitment to WAMPO.

## 5. Discussion/Updates<sup>2</sup>

### B. Regional Transit Implementation Plan

Bill Troe, SRF, shared that WAMPO is collaborating with SRF Consulting Group, Nelson\Nygaard Consulting Associates, and Shockey Consulting Services to develop a Regional Transit Implementation Plan, building on the 2018 Wichita Area Transit Feasibility Study. There are a range of concepts that are key elements of the plan, including service options, agency organization and interaction, and coordination considerations. The plan's deliverables include, among other things, a History of Transit, Feasibility and Future Conditions Reports, Steps to Establishing a Regional Transit Authority, and an Implementation Plan. The public engagement phase of the plan is being done in conjunction with WAMPO's second phase of public engagement for MTP 2050. The completed plan is scheduled to be brought to the Technical Advisory Committee for a recommendation in September 2024 and presented to the Transportation Policy Body for approval in October 2024.

Connecting Communities: Wichita Area Transit Feasibility Study (2018) – [https://bit.ly/WAMPO\\_TransitFeasibility2018](https://bit.ly/WAMPO_TransitFeasibility2018)

#### **Discussion:**

Nick Gregory asked if the transit survey considers where residents are from and gets down to the level of knowing what the transit needs are in each individual community. Mr. Troe shared that because WAMPO had recently distributed surveys that included questions about transit, it was deemed at the beginning of the study that the creation of a secondary survey could lead to public confusion. Information for the study is being taken from the data collected as part of the Metropolitan Transportation Plan 2050 (MTP 2050) survey. There are other forms of research being conducted, including a dot activity at tabling events, reaching out to existing transit providers, and input gathered from the steering committee, which is made up of representatives from various communities in the region.

Bryan Frye asked if the establishment of a regional transit authority was predetermined. Mr. Troe replied that it is not predetermined; they will merely evaluate the feasibility of and support for a regional transit authority. Chair Tuttle shared that the Wichita City Council recently had someone on the public agenda that talked about transit and the need for more transit, especially for second and third-shift workers at Spirit and Textron.

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<sup>2</sup> Discussion/Update item 5B, Regional Transit Implementation Plan, was moved up in the agenda because one of the presenters of the Comprehensive Safety Action Plan (CSAP) was not able to join the meeting until after 3:30 PM.

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## 4. Action

### A. Comprehensive Safety Action Plan (CSAP)

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

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

Ms. Grushon provided insight into the CSAP implementation plan and 18 identified strategies, all of which include information about the desired outcomes, responsible parties, timeframes, and emphasis areas addressed. ICT Safe: A Regional Transportation Coalition will meet regularly to carry out updates to the document and plan implementation. Following plan adoption, the next steps include developing an application for an SS4A Implementation Grant.

Kendra Schenk, Burgess & Niple, provided information about the SS4A Planning & Demonstration grant that WAMPO was awarded the week prior. The main differences between an implementation grant and a planning & demonstration grant are that the implementation grant requires that the CSAP be approved, and the demonstration and planning grants are centered around additional studies and temporary improvements but nothing permanent (e.g., no concrete is poured). The grant amount is \$940,000, which will be used for multiple things from the CSAP, including pilot behavioral messaging campaigns related to the emphasis areas of speeding, intersection safety, and vulnerable road users, safety analyses of implemented countermeasures, addressing turning radii issues at intersections, testing a new alert system for law enforcement, and collaboration with the city of Andover for additional analysis. The award requires further agreements with the Federal Highway Administration and competitive solicitation for consultants among other things, depending on grant specifics and regulations.



Draft Comprehensive Safety Action Plan - <https://bit.ly/DraftCSAPPlan>  
Safe Streets and Roads for All (SS4A) - <https://www.transportation.gov/grants/SS4A>  
2023 SS4A Awards - <https://www.transportation.gov/grants/ss4a/2023-awards>  
ICT Safe: A Regional Transportation Coalition - <https://www.wampo.org/ict-safe>

**Discussion:**

Chair Tuttle clarified that WAMPO will apply for an implementation grant in 2024 and asked if there was any idea what the implementation grant funding range may be and if there were some potential projects that would be included.

Ms. Schenk said that there are no requirements for the grant amount but that it is something that will have to be worked through, noting that the 20% local match is something to keep in mind for the application development process. The implementation grants are extremely competitive compared to the demonstration grants; only 37 of 230 applicants for implementation grants in 2023 received them. Ms. Schenk explained that projects chosen to be included in the application will need to be cohesive but impactful and have an equity component for WAMPO to have a competitive application and gave details about the types of projects that were awarded implementation grants this round.

**Action:** Approve the Comprehensive Safety Action Plan, as presented. (17-0)

**Motion:** Nick Squires

**Second:** Russ Kessler

**5. Discussion/Updates**

**A. Travel Demand Model (TDM) Update**

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

Paul Ricotta, Caliper, explained what goes into a Travel Demand Model update and gave details on the different software used, the factors taken into account, the different data sources, and the approaches that were implemented. Advanced techniques that were improved upon in the

update include the usability/accessibility of the interface, augmented household travel survey data, enhanced peak-period resolution, and linking Non-Home-Based (NHB) Trips and Home-Based (HB) trip ends. The model has undergone final calibrations for advanced calibration and WAMPO staff have been trained to use the completed model.

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

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

**Discussion:**

Mr. Frye asked if the traffic database discussed in the presentation was publicly accessible and interactive to be able to look at data from individual intersections. Mr. Parasa shared that WAMPO has a GIS database with corridor-level travel data counts that were compiled and that he will investigate whether there could be intersection-level data.

Chair Tuttle asked about the acronym LBS and Mr. Ricotta said that it stood for location-based services, which is a big-data approach that collects and aggregates cell phone data and similar technology.

Nick Gregory asked what database was used and if pedestrian traffic was also tracked. Mr. Ricotta said that there are several different sources but that this database was developed by Caliper, and that pedestrian traffic is not currently trackable.

**C. Employment Sectors: Agriculture**

Peter Mohr, WAMPO, noted how the WAMPO region is home to a diverse and vibrant economy. As part of WAMPO's mission to serve and inform its stakeholders, WAMPO staff, alongside the Greater Wichita Partnership and Wichita State University, have worked in collaboration with consultants at the Center for Economic Development and Business Research (CEDBR) to compile extensive research on seven major sectors that are essential to the local economy. These data play a vital role in transportation planning and the development of the Metropolitan Transportation Plan (MTP). As the third in a series of presentations, this report focused on WAMPO's agriculture sector, which includes food and grain processing.

WAMPO region Agriculture Report - <https://bit.ly/WAMPO-Agriculture-Report>

**Discussion:**

Chair Tuttle shared that the City of Wichita did a food desert study in 2013, as well as some subsequent studies, and found that less than 1% of the food consumed in Sedgwick County is locally grown.

## 6. Committee & Partnership Updates

Chair Tuttle announced that the executive committee recently met and that before the end of the year, Chad will complete WAMPO staff evaluations, and the executive committee will sit down to have Chad's annual evaluation. The next Executive Committee meeting will be at 11:00 AM on February 1, 2024, in the MAPD conference room of the Ronald Reagan Building (271 W 3<sup>rd</sup> St. N, Wichita, KS 67202). It is an open meeting; anyone is welcome to join.

Tom Hein, KDOT, said that the North Junction project will continue for at least two more years and that the East Kellogg project will come soon after that. K-96 improvements east of I-135 are in the planning stage right now, as well as smaller projects that come up every year in the spring.

Rick Backlund, FHWA, wished everyone happy holidays, complimented all the initiatives that are in progress, gave personnel updates, and shared his willingness to work with WAMPO on the Urban Area Boundary. More than 26,000 comments have been received on the FHWA's Manual on Uniform Traffic Control Devices (MUTCD) update and a new document is expected soon. The FHWA is working with the Federal Motor Carrier Safety Administration (FMCSA) to find innovative approaches to advance the issue of not having adequate truck parking for the rest/sleep requirements for safe driving. Regarding the recent SS4A grant award, Mr. Backlund reminded everyone that along with federal grants come federal requirements, noting the importance of reading the fine print and attending the webinars before applying for a given grant opportunity.

## 7. Other Business

Pete Meitzner gave an update on Amtrak, sharing that the proposed new route between Newton, KS and Oklahoma City, OK, through Wichita, KS, was awarded one of roughly 60 corridor IDs by the Federal Railroad Administration (FRA), chosen out of hundreds of projects that were submitted to the Corridor and Development Program. With the corridor ID, pending authorization and approval, each project receives a \$500,000 grant to finish and update its service development plan.

## 8. The meeting was adjourned at 4:31 PM.

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



**Agenda Item 2Ci: Director's Report**  
**2023 UPWP Report and Quarterly Task Chart Update**

Peter Mohr, Principal Engineer  
 Chad Parasa, Executive Director

## Executive Summary

The Unified Planning Work Program (UPWP) is the primary budgeting document for the planning activities WAMPO intends to undertake during the calendar year and outlines priorities and tasks. This staff report provides updates on the status of planned work tasks, which are updated quarterly. This update is for the fourth quarter of 2023. Also provided is the 2023 fourth-quarter UPWP activity report that will be submitted to KDOT, showing activity for all of 2023.

## Background

The WAMPO 2023 Unified Planning Work Program (UPWP) was approved at the December 13, 2022, Transportation Policy Body (TPB) meeting and amended at the March 14, June 13, and September 12, 2023, meetings; an administrative adjustment was performed on September 13, 2023. The UPWP is the primary budgeting document for planning activities WAMPO intends to undertake during the calendar year.

The table below shows priority projects in the 2023 UPWP, the quarters in which they were to be completed, and their current statuses. This table is updated and presented to the TPB quarterly.

## 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 total expenditures budgeted in the 2023 UPWP are \$2,463,450.

## 2023 Priority Projects

Project	Quarter(s)*	Status
<b>MTP 2050 Development</b>	1, 2, 3, 4, 2024-25	Opened a combined Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP, September 15, 2023, through January 5, 2024. Developing content for various sections of MTP 2050. Started second round of public engagement, held popup tabling events, opened a second survey which will close in Q1 of 2024, and mapping activity. Staff continued working on updating the chapters for the MTP2050 document.
<b>FFY2025-FFY2028 TIP Development</b>	3, 4, 2024	Staff hosted a workshop for the combined MTP 2050/FFY2025-FFY2028 TIP Call for Projects on November 8, 2023. Opened a combined Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP, September 15, 2023, through January 5, 2024.
<b>FFY2023-FFY2026 TIP Administration</b>	1, 2, 3, 4	TIP Amendment #5 was approved at the October TPB meeting. On July 11, 2023, the TPB approved projects for Carbon Reduction Program funding, which were incorporated into the FFY2023-FFY2026 TIP through Amendment 5. Staff opened the Call for Changes for Amendment 6 and compiled the submitted project changes and additions, confirming that they are fiscally constrained and consistent with the MTP.
<b>Travel Demand Model Update</b>	1, 2, 3, 4, 2024	Staff guided the development of the Travel Demand Model (TDM) through ongoing project management tasks. Staff trained on the Travel Demand Model



**Agenda Item 2Ci: Director's Report  
2023 UPWP Report and Quarterly Task Chart Update**

Peter Mohr, Principal Engineer  
Chad Parasa, Executive Director

Project	Quarter(s)*	Status
		software. Staff worked on editing the population projections used in the model, making changes based on input from jurisdictions.
<b>Coordinated Transit Plan Update</b>	1, 2, 3, 4	Staff presented and obtained approval of the Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) from the TPB on October 10, 2023.
<b>Regional Transit Implementation Plan</b>	2, 3, 4, 2024	The TPB approved the plan's steering committee on October 10, 2023. Staff have been meeting with the consultant team every 2 weeks. The first steering committee meeting was held on October 26, 2023. Staff created activity boards for tabling events to get input from the public.
<b>Comprehensive Safety Action Plan</b>	1, 2, 3,4	The CSAP went through its public-comment period September 19, 2023, through October 19, 2023, after which it went to the TAC for a recommendation and was approved by the TPB on December 12, 2023.
<b>Economic Development Report</b>	1, 2, 3, 4, 2024-25	Staff have been working with consultants. Received component reports from consultants. View information at <a href="http://www.wampo.org/economic-development-committee">www.wampo.org/economic-development-committee</a> and <a href="http://www.wampo.org/economic-development">www.wampo.org/economic-development</a> .
<b>Regional Active Transportation Plan</b>	1, 2, 3, 4, 2024	No work has been completed to date, pending the completion of the Wichita Bike Master Plan. WAMPO will participate in the development of that plan, as well.
<b>Greater Wichita Bike Map Update</b>	1, 2, 3, 4	This was amended into the 2023 UPWP as a 2023 product on March 14, 2023. WAMPO started to make updates to the map.
<b>Intelligent Transportation Systems Update</b>	3, 4, 2024	A project timeline is in place. On September 25, 2023, the TAC recommended a proposed list of ITS steering committee members, which the TPB approved on October 10, 2023.
<b>Electric Vehicle Network Plan</b>	1, 2, 3, 4	An existing conditions report has been completed. Drafting of the overall plan is ongoing.
<b>Safe Routes to School Planning</b>	2, 3, 4, 2024	Held an application period for planning assistance from September 8 – September 22, 2023. Will reopen the application period and select jurisdictions/school districts for the first round of planning assistance in Q1 of 2024. Will issue RFP in 2024.
<b>Federal Certification Review</b>	1, 2, 3	Completed the review on May 10 – May 12, 2023. Final report issued July 31, 2023.
<b>2022 Single Audit</b>	1	Completed.
*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 fourth quarter of 2023 (October 1-December 31) to submit as part of WAMPO's quarterly reimbursement package to KDOT, showing activity for all of 2023.

**Attachment**

» **October - December 2023 UPWP Report** - <https://bit.ly/2023UPWPQ4>



**Agenda Item 2Cii: Director's Report**

**2024 UPWP Planned Projects**

Peter Mohr, Principal Engineer  
 Chad Parasa, Executive Director

**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 planned work tasks. It will be updated quarterly.

**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.

The table below shows priority projects in the 2024 UPWP and the quarters in which each project will be completed. This table will be updated to reflect the status of each project and presented to the TPB quarterly.

**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	
FFY2025-FFY2028 TIP Development	1, 2, 3	
FFY2023-FFY2026 TIP Administration	1, 2	
Population Forecasts	1	
Travel Demand Model Update	1, 2, 3, 4	
Congestion Management Process	1	
Regional Transit Feasibility Study	1, 2, 3, 4	
Comprehensive Safety Action Plan Implementation	1, 2, 3, 4, 2025	
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	
Intelligent Transportation Systems Architecture Update	1, 2	
Electric Vehicle Network Plan	1, 2	
Safe Routes to School Planning	1, 2, 3, 4, 2025	
2023 Single Audit	1	

\*Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December

**Attachment**

» **2024 UPWP** - <https://bit.ly/2024UPWP>



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

## Executive Summary

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

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## Background

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

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

## Next Steps

- » An update will be delivered to the TAC on January 22, 2024.
- » Project sponsors will be requested to provide information for the next bimonthly update by February 2, 2024, for presentation to the TAC on February 26, 2024, and the TPB on March 12, 2024.

## Attachments

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



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

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

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



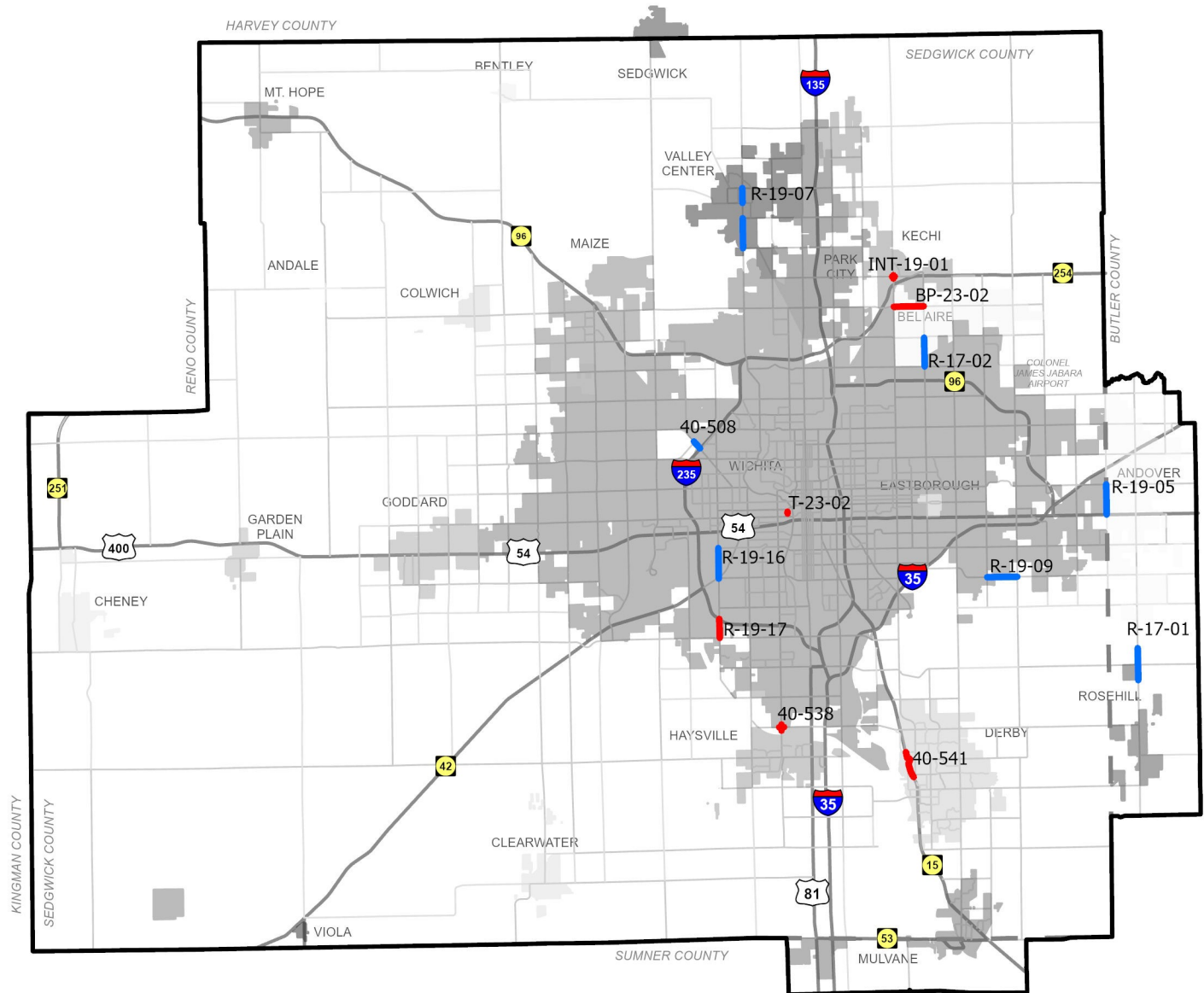
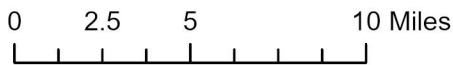
# 2023-2026 Transportation Improvement Program

## Current Suballocated Projects

### Legend

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

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



Source: WAMPO  
 Produced by: WAMPO  
 Date Exported: 11/29/2023  
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



## **Agenda Item 2Di: Consent Agenda**

### **Updated TAC Roster Approval**

Chad Parasa, Executive Director

## **Executive Summary**

The Transportation Policy Body is asked to approve the updated Technical Advisory Committee roster. Updates include the recommended appointment of Marcy Aycock as the Regional Economic Area Partnership (REAP) Representative.

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## **Background**

The WAMPO Technical Advisory Committee (TAC) bylaws state that the Transportation Policy Body (TPB) is the authorizing body for the TAC, which provides technical support on transportation-related studies and advises policy matters with accompanying recommendations and information. Section 3.0 of the TAC bylaws lists the twenty-two (22) voting positions of the TAC and specifies how members are to be appointed. Represented agencies select the member(s) to represent their agency according to their practices and the listing outlined in the bylaws. Members are to be approved by the TPB; WAMPO staff are to provide recommendations on membership.

One of the currently vacant positions on the TAC is the Regional Economic Area Partnership (REAP) Representative. Having received documentation indicating the agency's selected representative in compliance with the bylaws, WAMPO staff recommend the appointment of Dr. Marcy Aycock, REAP Executive Director, to this role. Keith Lawing will remain the designated alternate. The TPB is asked to approve the updated TAC roster reflecting this appointment.

## **Staff Recommendation**

- » Approve the updated Technical Advisory Committee roster, as presented.

## **Attachments**

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

2024 TAC Representatives and Contact Information

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

\*Current quorum is 10 based on appointed positions



### **Agenda Item 3**

#### **Public Comment Opportunity**

Wichita Councilmember Becky Tuttle, TPB Chair

## **Background**

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

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



## **Agenda Item 5A: Discussion/Updates**

### **Commuter Flows Report**

Dylan Cossaart, Engineering and Data Analyst

Peter Mohr, Principal Engineer

Chad Parasa, Executive Director

## **Executive Summary**

The 2023 Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is compiled annually and has been updated with the most recent employment data from the U.S. Census Bureau.

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## **Background**

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

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

The data presented in this report includes all cities within the WAMPO region. The data source is the United States Census Bureau's Center for Economic Studies (CES) Longitudinal Employer-Household Dynamics (LEHD) program, and OnTheMap web-based mapping and reporting application, from 2016 to 2020 (the most recent year available as of July 2023), unless otherwise noted. The Census Bureau uses information from W2 tax forms, which may have some inaccuracies.

Furthermore, the 2023 commuter flows report may display slight variations in data from 2016 to 2019 when compared to the 2022 commuter flows report. This discrepancy is attributed to the 2020 decennial Census, during which routine adjustments were made to census blocks. Every 10 years, these blocks undergo modifications to more accurately represent the areas they encompass. Numerous cities in the WAMPO region experienced minor changes in the number of census blocks within their boundaries. Consequently, these adjustments impacted the count of individuals employed in each city and the number of commuters traveling outside their respective city limits. More information on how census block boundaries are determined can be found at <https://bit.ly/Census-Block-Boundaries>.



## **Agenda Item 5A: Discussion/Updates**

### **Commuter Flows Report**

Dylan Cossaart, Engineering and Data Analyst

Peter Mohr, Principal Engineer

Chad Parasa, Executive Director

## **Report Contents**

This report is an update to the September 2022 report and covers commuter flows for all 22 cities within the WAMPO region as well as for the region as a whole. These reports can be found on our website at <https://www.wampo.org/commuter-flows>. Information for each city may include:

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





## **Agenda Item 5B: Discussion/Updates** **Demographics & Socioeconomics of the WAMPO Region**

Peter Mohr, Principal Engineer  
Chad Parasa, Executive Director

### **Executive Summary**

Through the collaborative efforts of WAMPO staff and the Center for Economic Development and Business Research (CEDBR), an in-depth analysis of the region's demographics and socioeconomics has been undertaken, resulting in the development of forecasts. Recognizing that population and economic factors significantly influence demand on transportation infrastructure, these analyses are critical for informed planning of future transportation projects.

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### **Background**

WAMPO staff, in collaboration with consultants at the Center for Business Research and Development (CEDBR), have conducted an in-depth analysis of the region's demographics and socioeconomics, resulting in the development of forecasts. These analyses and forecasts are essential for transportation planning as they help predict future travel demand and patterns, enabling the development of more thoughtful and equitable transportation systems.

The reports generated by CEDBR include demographic and socioeconomic reports and forecasts for all 22 municipalities in the WAMPO region and the region itself. CEDBR also measured several critical economic indicators, detailed labor mobility within the region, and analyzed the WAMPO region's housing supply. These reports can be found on our website (<https://www.wampo.org/reports>) and include the following:

- » WAMPO Demographic and Socioeconomic reports (WAMPO region and all 22 municipalities)
- » Government Vitality Index report
- » Business Dynamism Index report
- » Healthy, Wealthy, and Wise Index report
- » Labor Mobility report
- » Housing report

As part of its mission to serve and inform its stakeholders, WAMPO staff are developing a series of reports based on these analyses. However, given the breadth and detail of information, the reports will be delivered in a series of presentations. This presentation will discuss the demographics and socioeconomics of the WAMPO region and a selection of its municipalities.



## **Agenda Item 5C: Discussion/Updates**

### **Urban Area Boundary Update**

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

## **Executive Summary**

Every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. At the January 22, 2024, TAC meeting and February 13, 2024, TPB meeting, WAMPO staff intend to recommend the approval of an updated UAB that does not include the extension out to Rose Hill.

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## **Background**

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

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

The 2020 Wichita Census Urban Area is mostly contained by the old WAMPO UAB (which was last adjusted in 2015), but there are a few locations where the 2020 Census Urban Area extends beyond the current UAB, meaning the UAB must be altered. Therefore, WAMPO staff drafted a proposed new UAB, consulted with KDOT staff and the WAMPO TAC and TPB on its appropriateness, and made changes in response to their comments. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024.



## **Agenda Item 5C: Discussion/Updates**

### **Urban Area Boundary Update**

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

## **Updated Urban Area Boundary**

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

In light of the above, at the January 22, 2024, TAC meeting and February 13, 2024, TPB meeting, WAMPO staff intend to recommend the approval of an updated UAB that does not include the extension out to Rose Hill (see third and fourth attachments, including the interactive map).

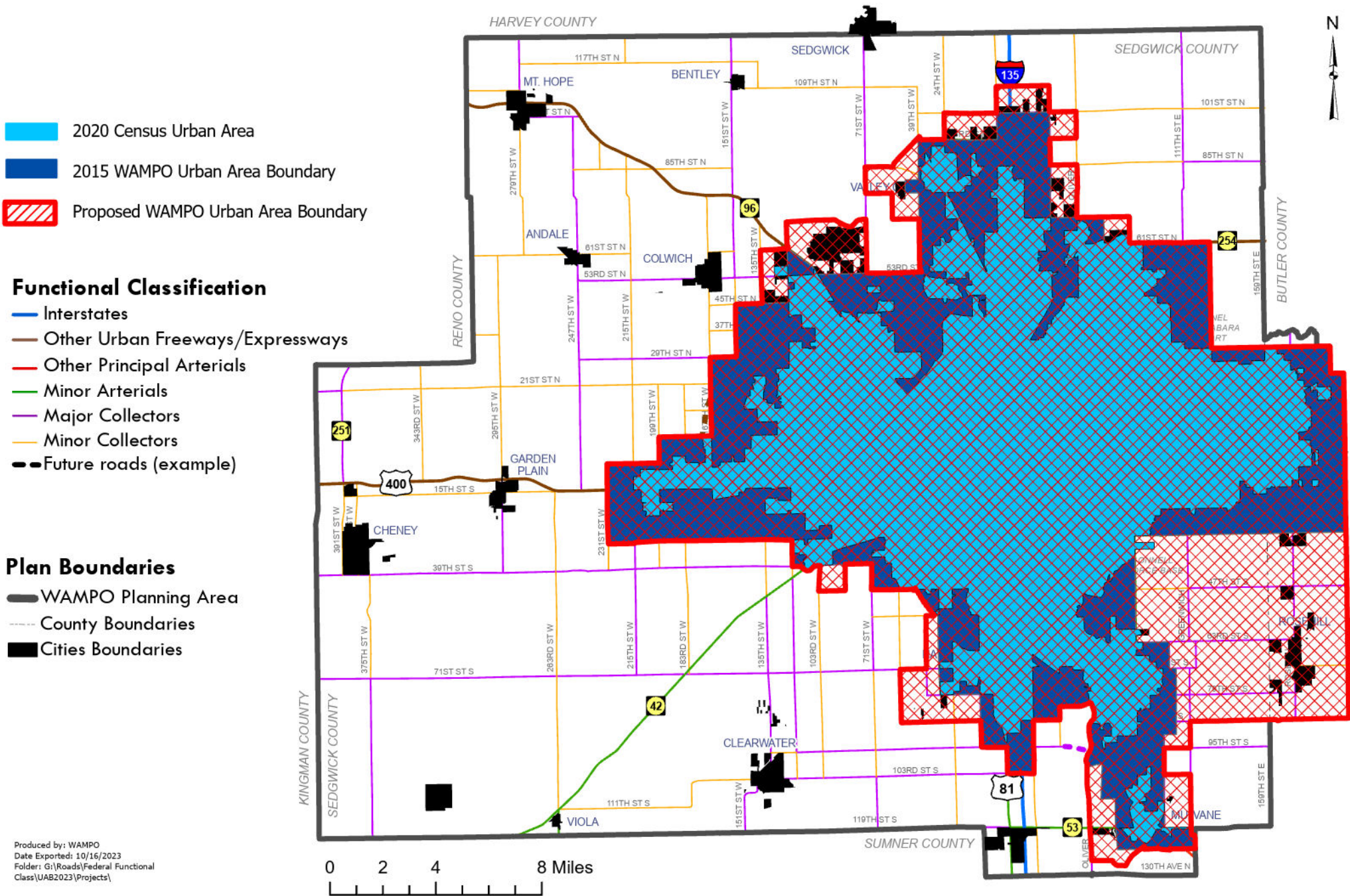
## **Next Steps**

- » January 22, 2023: TAC makes a recommendation to TPB on the updated proposed UAB
- » February 13, 2023: TPB vote on approval of updated UAB
- » WAMPO submits updated UAB to KDOT
- » KDOT submits updated UAB to the FHWA

## **Attachments**

- » **2023 WAMPO Proposed Urban Area Boundary Map (approved by TPB on 11/14/2023 with the understanding it would be revisited in the first quarter of 2024)**
- » **WAMPO Population Density Map for Comparison**
- » **2024 WAMPO Proposed Urban Area Boundary Map - [https://bit.ly/Proposed\\_UAB\\_Jan2024](https://bit.ly/Proposed_UAB_Jan2024)**
- » **2024 WAMPO Proposed Urban Area Boundary Metes-And-Bounds Description**





# 2023 WAMPO Proposed Urban Area Boundary

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

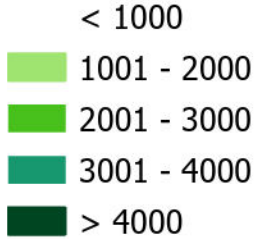




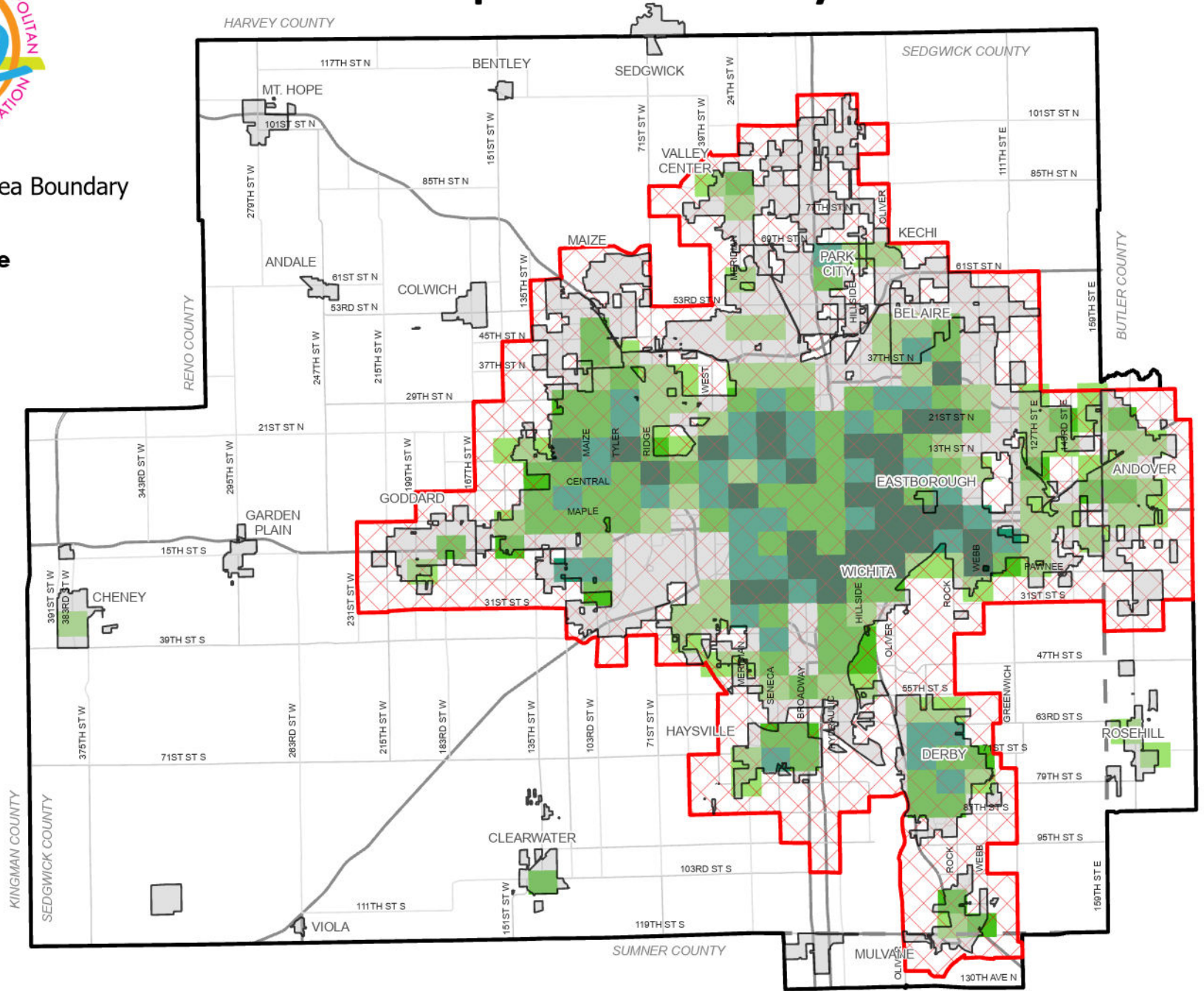
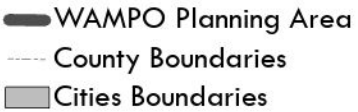
# 2020 WAMPO Population Density

 Proposed Urban Area Boundary

## People Per Square Mile

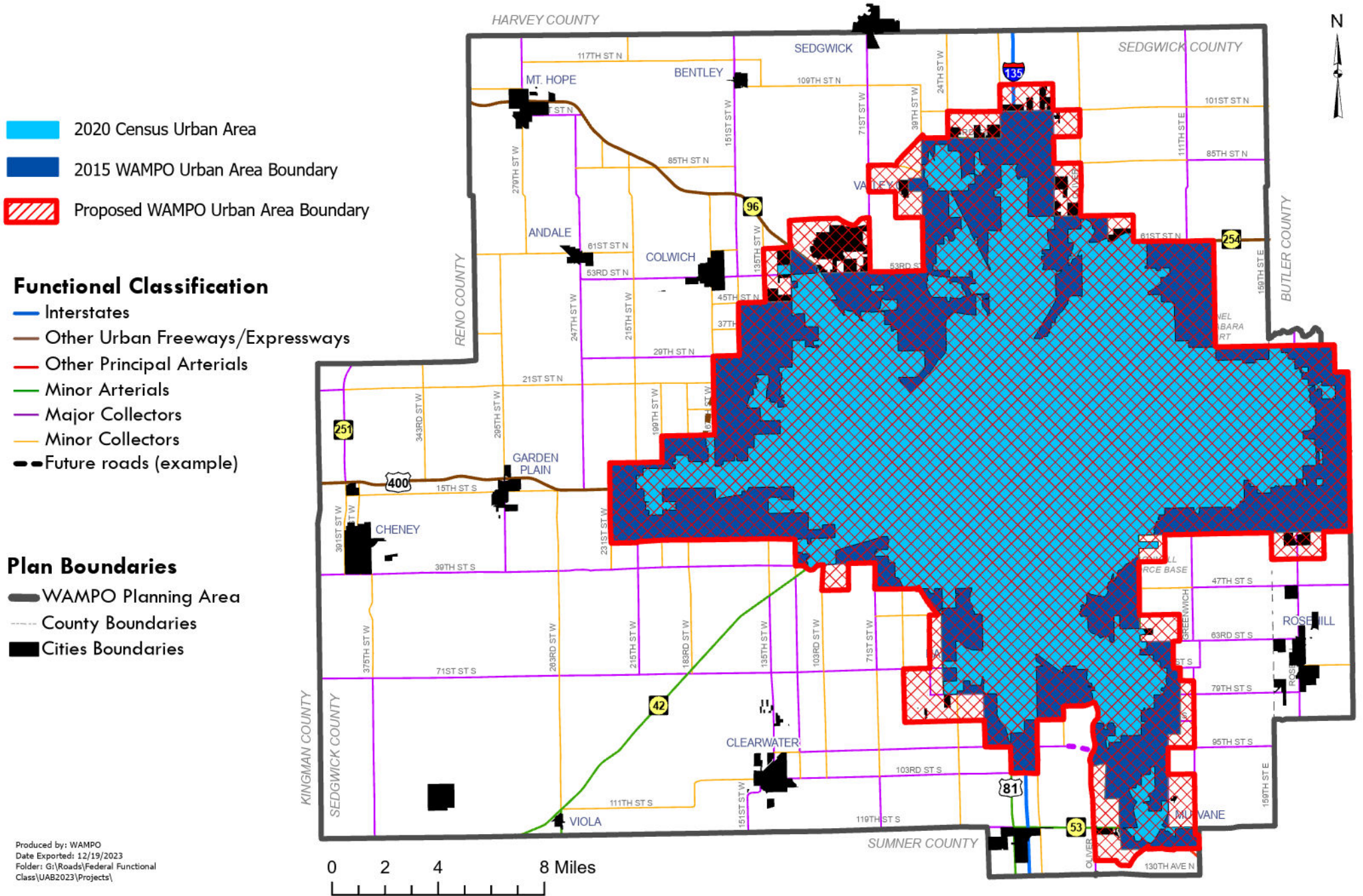


## Plan Boundaries



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





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 Date Exported: 12/19/2023  
 Folder: G:\Roads\Federal Functional  
 Class\UAB2023\Projects\



# 2024 WAMPO Proposed Urban Area Boundary



# WAMPO URBAN AREA BOUNDARY

## Overview

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

## Detailed Description

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



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

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

## Notes

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



# WAMPO-REGION POPULATION TRENDS, 1900-2020

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

\*Unincorporated portion inside of 2021 WAMPO boundary

\*\*Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

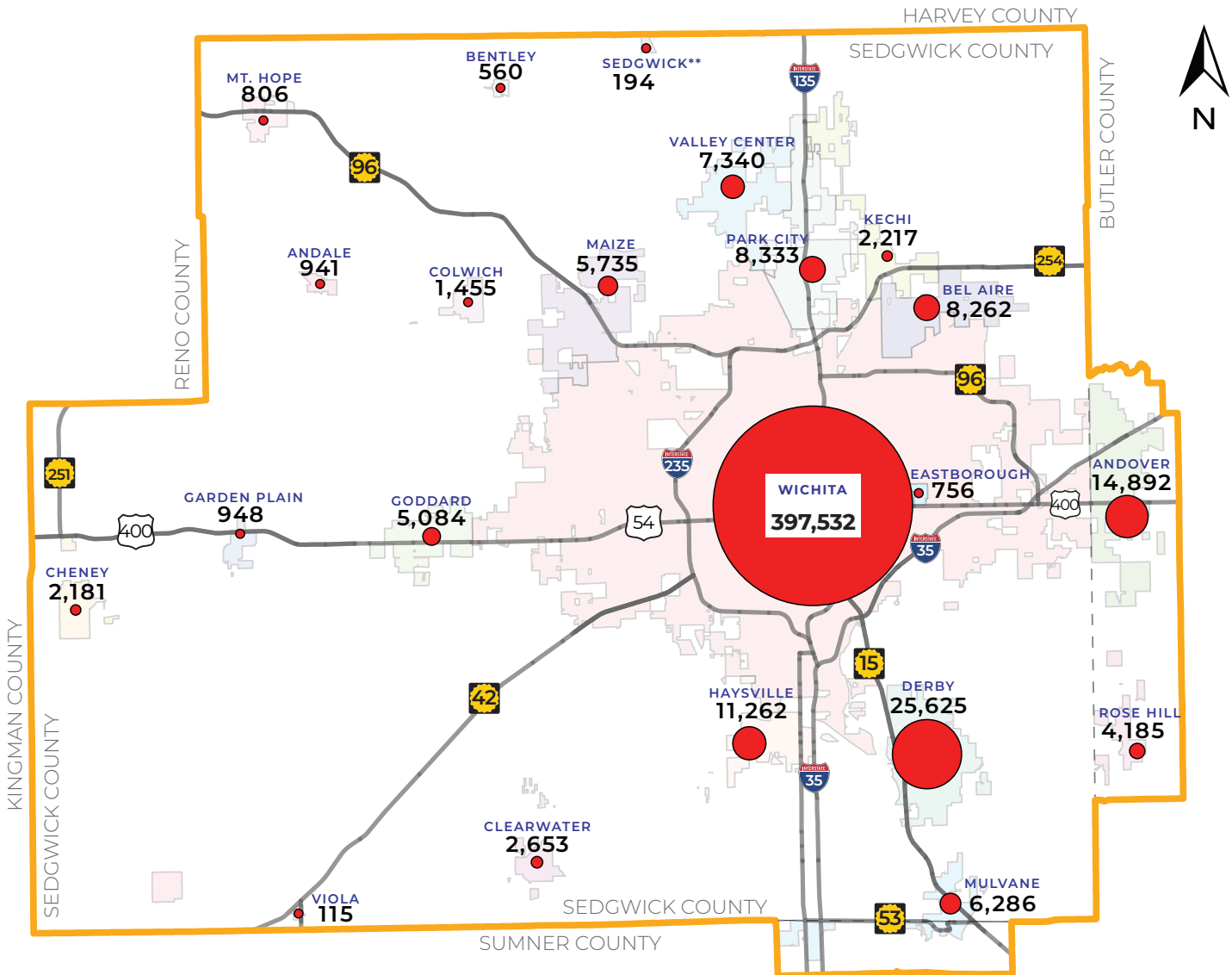
## Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



# WAMPO REGION 2020 POPULATION



**WAMPO Region Total Population: 547,230**

**Unincorporated Population: 39,868**

\*\*Portion of population within WAMPO boundary

Source: 2020 US Decennial Census



# WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

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

## Point of Contact

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



# 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 - performance measures

## Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Select the preferred scenario based on PAC input
- Public Engagement Round 3 - candidate project list review
- Project Selection Committee meetings/project prioritization
- 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
- Public Comment Period - 30 days - Public Engagement Round 4 (3/8/24 - 4/7/24)

## 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







# WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

2024 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Wichita	Becky Tuttle, <i>Chair</i>	btuttle@wichita.gov		
City of Wichita			Brandon Johnson	bjohnson@wichita.gov
City of Wichita	Maggie Ballard	mballard@wichita.gov		
City of Wichita	Michael Hoheisel	mhoheisel@wichita.gov	Robert Layton	rlayton@wichita.gov
Sedgwick County	David Dennis, <i>Ex Officio</i>	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		
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 Usery	bussery@clearwaterks.org	Courtney Zollinger	czollinger@clearwaterks.org
Butler County	Dan Woydziak, <i>Vice Chair</i>	dwoydzia@bucoks.com		
City of Rose Hill	Gary Weaver	gweaver@cityofrosehill.com	Warren Porter	wporter@cityofrosehill.com
City of Derby	Nick Engle	nickleward3@derbyweb.com	Jack Hezlep	jhezlep@gmail.com
City of Bel Aire	Jim Benage	jbenage@belaireks.gov	Anne Stephens	astephens@belaireks.gov
City of Mulvane	Nancy Farber-Mottola	nmottola@mulvane.us	Joel Pile	jpile@mulvane.us
City of Maize	Pat Stivers	pstivers@cityofmaize.org	Nick Gregory	ngregory@maizeks.gov
City of Valley Center	Ronald Colbert	frdmeag@aol.com	Rodney Eggleston	reggleston@valleycenterks.org
City of Haysville	Russ Kessler, <i>TAC Chair</i>	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			Micah Scoggan	mcsoggan@goddardks.gov
<b>Executive Committee</b>				
City of Wichita	Becky Tuttle, <i>Chair</i>	btuttle@wichita.gov		
Butler County	Dan Woydziak, <i>Vice Chair</i>	dwoydzia@bucoks.com		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
City of Haysville	Russ Kessler, <i>TAC Chair</i>	rkessler@haysville-ks.com		
Sedgwick County	David Dennis, <i>Ex Officio</i>	david.dennis@sedgwick.gov		
Kansas Department of Transportation (KDOT)				
	<i>At large member, to be appointed by TPB Chair</i>			
<b>Non-Voting Members &amp; Alternates</b>				
Kansas Department of Transportation	Matt Messina	matthew.messina@ks.gov		
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 Public Outreach Planner	Dani Lasher	danielle.lasher@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering and Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering and Data Analyst	Marcela Quintanilla	marcela.quintanilla@wampo.org		
WAMPO Administrative Assistant	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Principal Engineer	Peter Mohr	peter.mohr@wampo.org		

Quorum is 13 based on voting members

Rev. 01/03/2024

## 2024 WAMPO MEETING SCHEDULE

*Meeting Location: ZOOM or 271 W 3rd St, Room 203, Wichita, KS 67202, unless otherwise stated*

*Meeting times and dates are subject to change at the committee Chair's discretion.*

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



\*ICT Safe was formerly the Safety and Health Committee

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