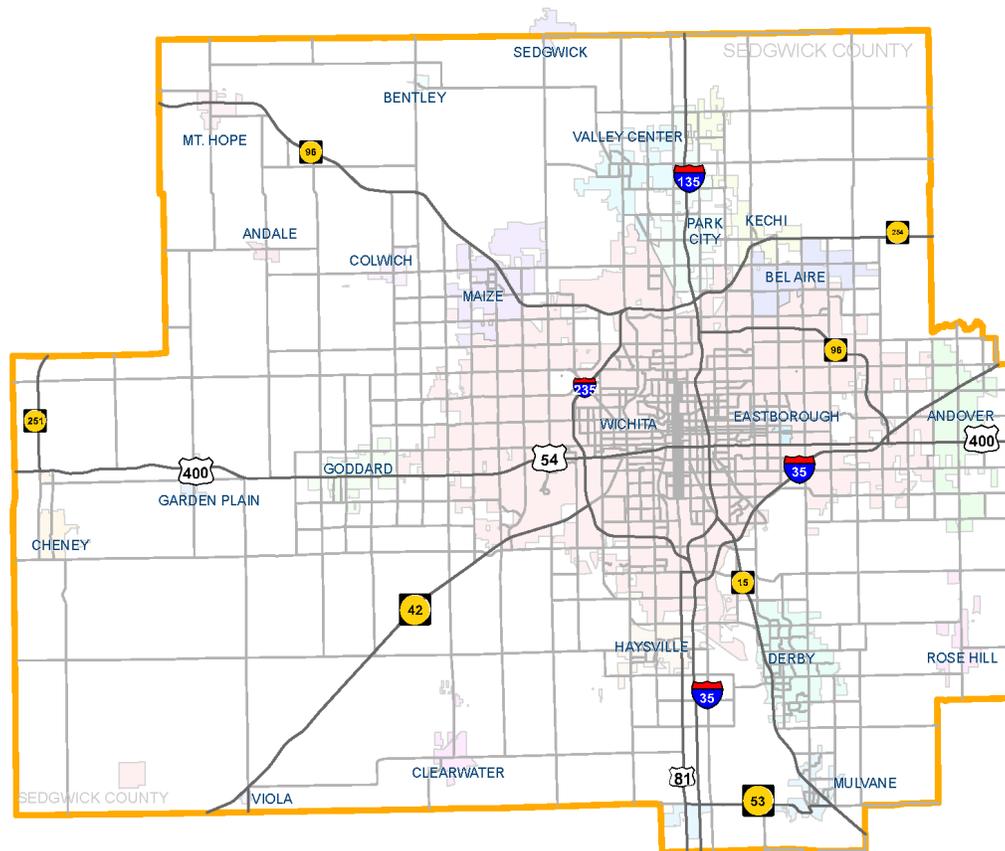


**2022
UPWP**

Unified Planning Work Program

Wichita Area Metropolitan Planning Organization (WAMPO)



Wichita Area Metropolitan Planning Organization

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2022 Unified Planning Work Program

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WAMPO Transportation Policy Board (TPB) Approval History:

November 9, 2021

Amendment I – August 9, 2022

Introduction

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

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

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

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

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

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

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

Purpose

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

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

Our Role

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

Vision

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

Mission

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

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

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

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

Membership & Oversight Structure

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

City of Andale	City of Eastborough	City of Park City
City of Andover	City of Garden Plain	City of Rose Hill
City of Bel Aire	City of Goddard	City of Sedgwick
City of Bentley	City of Haysville	City of Valley Center
City of Cheney	City of Kechi	City of Viola
City of Clearwater	City of Maize	City of Wichita
City of Colwich	City of Mount Hope	Butler County
City of Derby	City of Mulvane	Sedgwick County
		Sumner County

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

Decision-Making Structure

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

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

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

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

Representation and Voting

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

Staff

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

Planning Issues in the Region

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

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

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

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

MTP/Work Program Integration

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

Transportation System Optimization

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

Multimodal Opportunities

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

Freight System Enhancement

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

Data Collection, Analysis, and Modeling

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

Planning Element Coordination

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

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

Planning Activities

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

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

Task I: Management, Clerical, & Administration

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

2021 Major Accomplishments

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

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

Sub-Task I.1 – Operations, Management, Clerical & Administration

Lead Agency: WAMPO

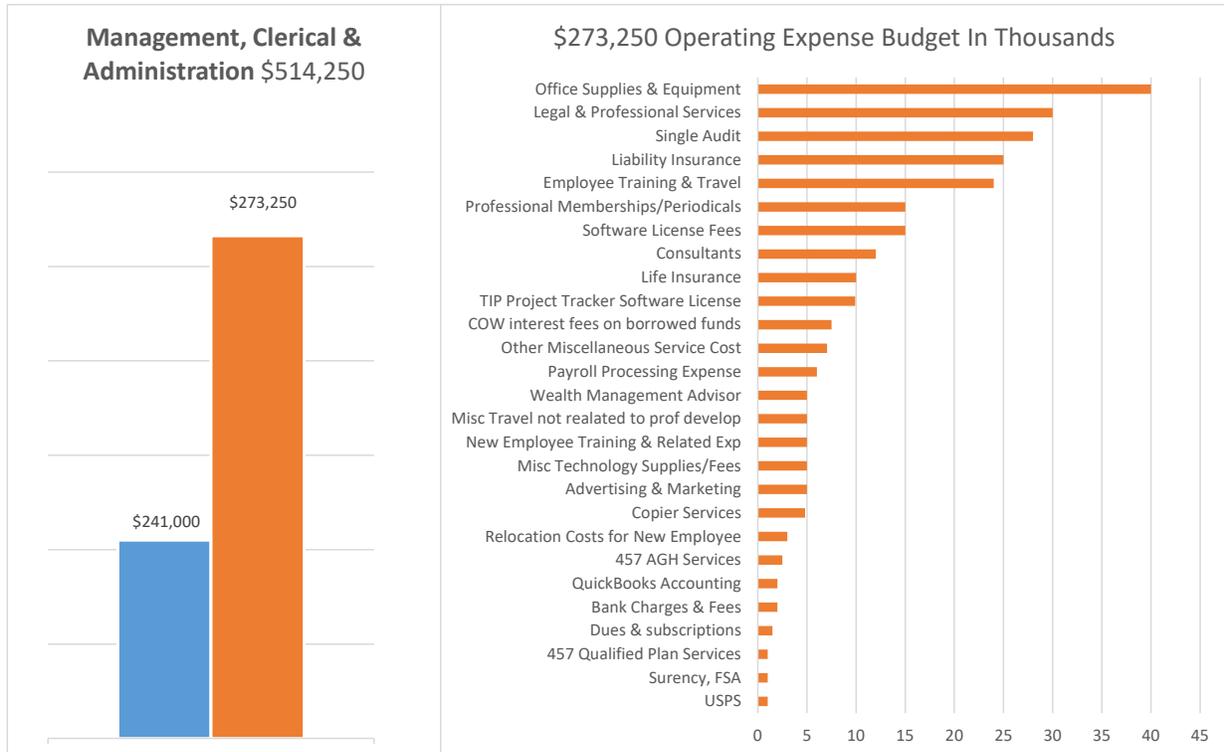
Timeframe: Ongoing

Budgeted Amount: \$514,250

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

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

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



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

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$50,000

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

Sub-Task 1.3 – TPB and TAC Support

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$40,000

WAMPO staff will make presentations to TPB and TAC. Staff will work with TPB and TAC in reporting budget changes and needs. Staff will coordinate TPB and TAC meetings with board/committee members, stakeholders, and presenters and prepare reports and information for them.

Sub-Task 1.4 – Professional Development, Education & Training

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$37,000

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

Task 2: Long-Range Planning

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

2021 Major Accomplishments

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

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

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

Sub-Task 2.1 – Overall Development of the MTP

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$120,000

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

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

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

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

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

Sub-Task 2.2 – Equity & Diversity

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$15,000

WAMPO staff will develop regional data on all types of populations within the region, including minority populations and low-income populations. Safety of all is important in transportation planning. Data trends will be illustrated for child, elderly, and disabled populations. School and bus-stop location data will be analyzed. Staff will entertain discussions

and explore if a committee is needed to seek input on how to attain equity and diversity in all planning. Staff will document findings on how to develop a planning process that strives for attaining equity and inclusion of diversity. Transportation infrastructure welcomes all users of transportation facilities without any bias towards any population groups. Staff will also update WAMPO's Title VI program.

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

Sub-Task 2.3 – Consultant Services: Safety Plan

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: March 2022 - December 2022

Budgeted Amount: \$300,000

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

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

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

Sub-Task 2.4 – Consultant Services: Economic Development Study

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: Last quarter of the year 2022 through 2023

Budgeted Amount: \$100,000

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

- Identify regional experts on economic development.

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

Funding for staff activities for the Economic Development study is included in Sub-task 2.1.
 *NOTE: This sub-task may change throughout the year and may continue into the year 2023 based on coordination between partner members and agencies.

Task 3: Multimodal Planning

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

2021 Major Accomplishments

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

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

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

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

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$25,000

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

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

Sub-Task 3.2 – Consultant Services: Active Transportation Plan

Lead Agency: WAMPO

Timeframe: Year 2022

Budgeted Amount: \$100,000

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

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

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

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

Sub-Task 3.3 – Transit and Paratransit Planning

Lead Agency: WAMPO & Wichita Transit

Timeframe: Ongoing

Budgeted Amount: \$64,000

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

WAMPO Program Activities:

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

Wichita Transit Program Activities:

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

Task 4: Community Engagement

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

2021 Major Accomplishments:

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

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

Sub-Task 4.1 – Public Participation

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$30,000

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

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

communications.

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

Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

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

Task 5: Short Range Programming

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

2021 Major Accomplishments:

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

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

Sub-Task 5.1 - Suballocated Funding Program Management

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

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

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

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$44,000

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

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

Task 6: Transportation Data & Modeling

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

2021 Major Accomplishments

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

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

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

Sub-Task 6.1 – Performance Measures

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$42,850

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

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

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

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

Sub-Task 6.2 – Travel Demand Model

Lead Agency: WAMPO
Timeframe: Ongoing
Budgeted Amount Salaries and Benefits: \$50,000
Budgeted Amount Consulting: \$45,000

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

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

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

Sub-Task 6.3 –Transportation Data

Lead Agency: WAMPO
Timeframe: Ongoing
Budgeted Amount: \$80,000

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

Sub-Task 6.4 – Transportation Systems Management and Operations

Lead Agency: WAMPO
Timeframe: Ongoing
Budgeted Amount: \$10,000

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

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

Budget and Cost Allocation Plan

Revenues and Expenditures

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

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

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

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

2022 Anticipated Revenues

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

2022 Anticipated Expenditures

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

2022 Unified Planning Work Program Budget

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

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

2022 WAMPO Meeting Schedules



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

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