

2023 Unified Planning Work Program (UPWP)

Approved by the TPB
on December 13, 2022



(Page intentionally blank)

Electronic copies of this document are available online at www.wampo.org. Hard copy versions will be provided upon request. For more information, please contact:

Wichita Area Metropolitan Planning Organization
271 W 3rd St, Suite 208, Wichita, KS 67202
Office: (316) 779-1313 | Fax: (316) 779-1311

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

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

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made by calling (316) 779-1313.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit www.wampo.org/title-vi or call (316) 779-1313.

TABLE OF CONTENTS

INTRODUCTION	5
<i>Purpose</i>	6
<i>Our Role</i>	6
<i>Vision</i>	6
<i>Mission</i>	6
<i>Membership & Oversight Structure</i>	7
<i>Decision-Making Structure</i>	8
<i>Representation and Voting</i>	8
<i>Staff</i>	8
PLANNING ISSUES IN THE REGION	8
<i>MTP/Work Program Integration</i>	9
<i>Transportation System Optimization</i>	9
<i>Multimodal Opportunities</i>	10
<i>Freight System Enhancement</i>	10
<i>Data Collection, Analysis, and Modeling</i>	10
<i>Planning Element Coordination</i>	11
PLANNING PRODUCTS	11
2023 ANTICIPATED PRIORITIES & ACTIVITIES	12
TASK 1: MANAGEMENT, CLERICAL, & ADMINISTRATION	14
<i>Sub-Task 1.1 – Operations, Management, Clerical & Administration</i>	14
<i>Sub-Task 1.2 – Budget and Financial Monitoring Systems and Preparation of 2024 UPWP</i>	16
<i>Sub-Task 1.3 – TPB, TAC, and Executive Committee Support</i>	16
<i>Sub-Task 1.4 – Professional Development, Education & Training</i>	17
TASK 2: LONG RANGE PLANNING	17
<i>Sub-Task 2.1 – Overall Development of the MTP</i>	18
<i>Sub-Task 2.2 – Equity & Diversity</i>	19
<i>Sub-Task 2.3 – Consultant Services: Comprehensive Safety Action Plan</i>	19
<i>Sub-Task 2.4 – Consultant Services: Economic Development Report</i>	20
<i>Sub-Task 2.5 – Consultant Services: MTP 2050 Planning Assistance</i>	20
TASK 3: MULTIMODAL PLANNING	20

Sub-Task 3.1 – Bicycle & Pedestrian Planning21
Sub-Task 3.2 – Consultant Services: Regional Active Transportation Plan22
Sub-Task 3.3 – Transit & Paratransit Planning22
Sub-Task 3.4 – Consultant Services: Regional Transit Feasibility Study.....23
Sub-Task 3.5 – Bicycle & Pedestrian Counting Equipment Purchase24

TASK 4: COMMUNITY ENGAGEMENT24
Sub-Task 4.1 – Public Participation.....25
Sub-Task 4.2 – Inter-Agency Coordination26

TASK 5: SHORT RANGE PLANNING.....26
Sub-Task 5.1 – Suballocated Funding Program Management.....26
Sub-Task 5.2 – Transportation Improvement Program (TIP) Management27

TASK 6: TRANSPORTATION DATA & MODELING27
Sub-Task 6.1 – Performance Measures28
Sub-Task 6.2 – Travel Demand Model28
Sub-Task 6.3 – Transportation Data.....29
Sub-Task 6.4 – Transportation Systems Management and Operations30

REVENUES AND EXPENDITURES.....30
2023 Anticipated Revenues32
2023 Anticipated Expenditures.....32
2023 Unified Planning Work Program Budget33

APPENDIX A – 2022 UPWP ACCOMPLISHMENTS.....34

APPENDIX B – PLANNING TASKS & MTP/PLANNING FACTOR ALIGNMENT35

APPENDIX C – SUB-TASK 1.1 OPERATING EXPENSES LINE ITEMS36

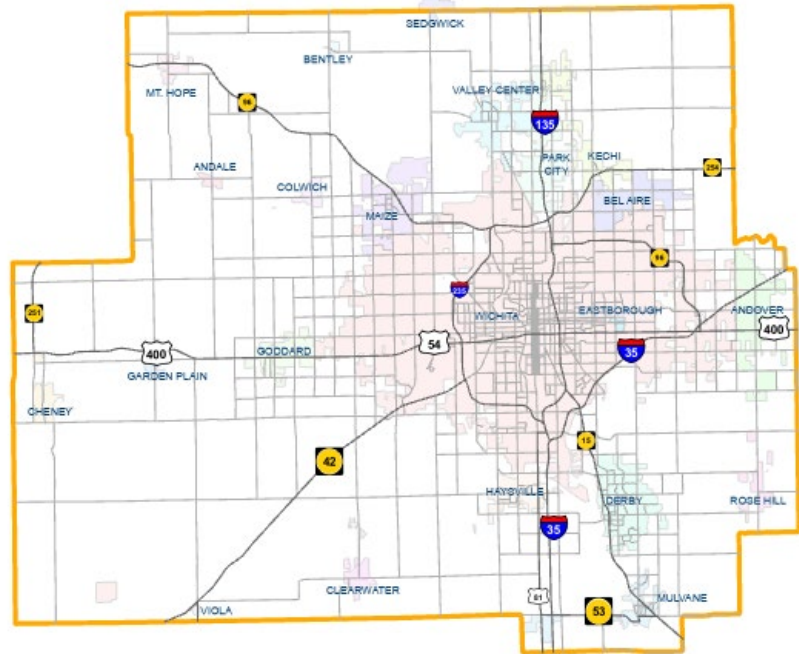
APPENDIX D – 2023 WAMPO MEETING SCHEDULE37

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;
- 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 Garden Plain	City of Rose Hill
City of Andover	City of Goddard	City of Sedgwick
City of Bel Aire	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	Bugler County
City of Derby	City of Mulvane	Sedgwick County
City of Eastborough	City of Park City	Sumner County

The Kansas Department of Transportation (KDOT) is also a voting member on both the Transportation Policy Body and the Technical Advisory Committee.

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:

- The Transportation Policy Body (TPB)
- The TPB Executive Committee
- 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 14 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 2023 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future. View the MTP at www.wampo.org/metropolitan-transportation-plan.

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 2023 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 2023 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 2023. 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. To accomplish these tasks related to data collection and maintenance, the 2023 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 2023 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 2023 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 PRODUCTS

Plans need to be updated on a regular schedule to ensure they are accurate. Table 1 shows the status of the WAMPO's Planning Products. WAMPO conducts other planning processes besides the federally required processes including the development of a Safety Plan, Freight Plan, or Active Transportation Plan. However, these plans are not required and are not shown on the Table.

Table 1: Planning Products Status

	2023				2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Metropolitan Transportation Plan (MTP)																				
<i>Update required June 2025</i>																				
<i>Last approved in June 2020.</i>																				
Transportation Improvement Program (TIP)																				
<i>Approved biennially in October</i>																				
<i>The FFY23-FFY26 TIP was approved on August 9, 2022.</i>																				
Unified Planning Work Program (UPWP)																				
<i>Approved annually in November</i>																				
<i>The 2023 UPWP will be approved on November 9, 2022.</i>																				
Congestion Management Process (CMP)																				
<i>Update required June 2025</i>																				
<i>Last approved in June 2020 as part of the MTP.</i>																				
Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)																				
<i>Update required June 2023</i>																				
<i>The last plan was approved in 2018.</i>																				
Title VI of the Civil Rights Act of 1964 (Title VI)																				
<i>Update required July 2025</i>																				
<i>The 2022 update was approved on July 12, 2022.</i>																				
Limited English Proficiency Plan (LEP)																				
<i>Update required July 2025</i>																				
<i>The 2022 update was approved on July 12, 2022.</i>																				
Public Participation Plan (PPP)																				
<i>Update required December 2027</i>																				
<i>The last plan was approved in 2017. A new plan will be approved by December 2022.</i>																				

Rev. 9/30/22

2023 ANTICIPATED PRIORITIES & ACTIVITIES

- Development of the 2050 MTP to replace REIMAGINED MOVE 2040 by June of 2025 including an update to the travel demand model & congestion management program (TIP project 40-514) and the MTP 2050 planning assistance consultant project.
- Administration of the FFY2023-FFY2026 TIP.
- Transit activities including developing a transit committee to assist with the update of the Coordinated Public Transit Human Services Transportation Plan last updated in 2018, assisting Wichita Transit with their Network System Redesign project (TIP project 40-509), and completing a fiscally constrained regional transit study following

the 2018 Connecting Communities Plan (as a companion product to the Wichita Transit Network System Redesign project).

- Coordinating with our partners to implement REIMAGINED MOVE 2040 by developing a Comprehensive Safety Action Plan, Economic Development Report, Regional Active Transportation Plan, obtaining bicycle and pedestrian count data, developing a revised Greater Wichita Bike Map (as a product of the Regional Active Transportation Plan), and Safe Routes to School planning (TIP project - P-23-03).
- Preparing for and assessing potential Bipartisan Infrastructure Law (BIL) grant opportunities (for example: Safe Streets and Roads for All, Railroad Crossing Elimination, Reconnecting Communities, etc) and developing necessary documentation to support grant applications including developing an Electric Vehicle Network Plan with our partners.
- Updating our Intelligent Transportation Systems Architecture, which was last updated in 2006.
- Completing various required tasks, such as a Federal Certification Review (completed every four years) and an annual single audit.
- Hiring staff to assist WAMPO in supporting our member jurisdictions.

Appendix B correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the DOT Planning Emphasis Areas, the Safe Transportation Options Set-aside requirement in BIL, and MPO requirements.

TASK 1: MANAGEMENT, CLERICAL, & ADMINISTRATION

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

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
1.0	Management & Administration	\$ 515,250
1.1	Operations, Management, Clerical & Administration	\$ 393,250
	Salaries and Benefits	\$ 100,000
	Total Operating Expenses	\$ 293,250
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 70,000
1.3	TPB, TAC, & EC Support (salaries & benefits)	\$ 10,000
1.4	Professional Development, Educ./Training	\$ 42,000
	Salaries and Benefits	\$ 10,000
	Outside Training Consultants/Guest Speakers	\$ 2,000
	Staff Travel & Training	\$ 30,000

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

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 393,250

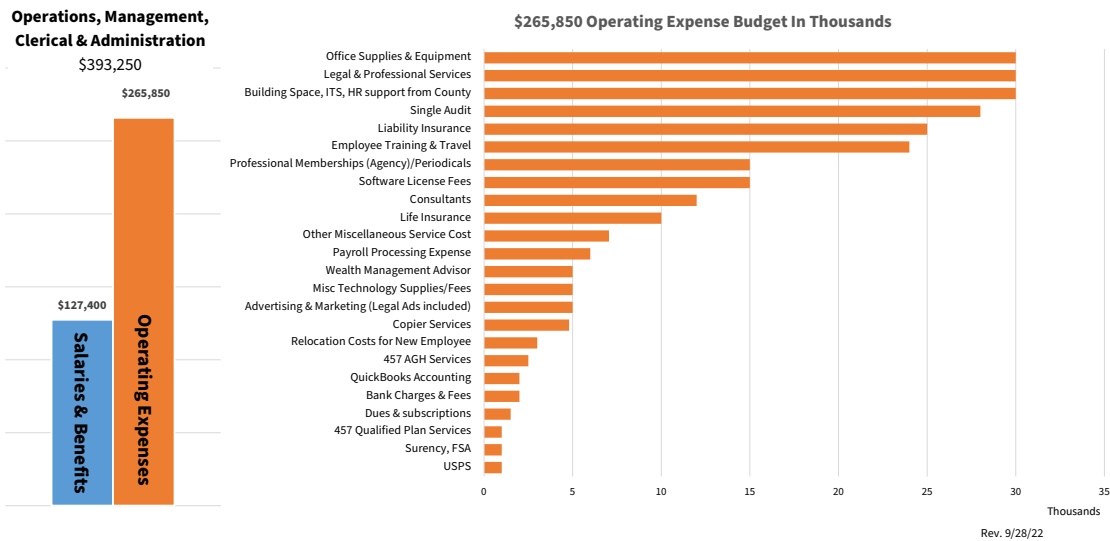
WAMPO has been efficiently and effectively managed and administered in compliance with local, state, and federal regulations since being designated as the regional MPO. The region's transportation planning tasks will continue to develop with support from activities included in operations, management,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

- Acquisition of equipment, supplies, and services for the office.
- Administer WAMPO's policies and procedures in compliance with local, state, and federal regulations.
- Develop, maintain, and implement the agency's administration and personnel policies and procedures.
- Internal staff meetings and meetings with KDOT.

- Make travel arrangements and process travel paperwork.
- Monitor federal and state legislation related to transportation planning issues.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Preparing for and participating in the Federal Certification Review process.
- Process payroll in coordination with the payroll administrator.
- Provide overall agency leadership and management.
- Staff the reception area.

Products

- Complete and submit monthly activity and reimbursement reports to KDOT.
- WAMPO staff will prepare for and participate in the Federal Certification Review process submitted any necessary documentation to OneDot prior to and after the review.



View the individual amounts for each of the line items in the Operating Expense budget in Appendix C.

Sub-Task 1.2 – Budget and Financial Monitoring Systems and Preparation of 2024 UPWP

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 70,000

WAMPO staff will continuously monitor the 2023 UPWP to ensure it is adequate to cover WAMPO’s operating and consultant-based expenditures. WAMPO staff will also develop the 2024 UPWP and have an audit firm conduct an audit.

Products

- WAMPO staff will work with the audit firm to ensure accurate detail for the annual 2022 audit in the 4th quarter of 2023. The consultant will develop a Single Audit.
- Draft, finalize, and adopt the 2024 UPWP and maintain the 2023 UPWP as necessary.

Sub-Task 1.3 – TPB, TAC, and Executive Committee Support

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

WAMPO staff will make presentations to the Transportation Policy Body (TPB), the Technical Advisory Committee (TAC), and the Executive Committee (EC). Staff will work with TPB, TAC, the Executive Committee 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.

Products

- Routinely prepare and distribute meeting agendas, minutes, website updates, and supporting documents for the TPB, TAC, and Executive Committee. (Modal specific committees will be coded to their applicable mode.)

Sub-Task 1.4 – Professional Development, Education & Training

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 42,000

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, American Planning Association, Association of Pedestrian and Bicycle Professionals, Institute of Transportation Engineers, National Association of Regional Councils, Transportation Research Board, scenario-planning, and smart-region-planning seminars.

TASK 2: LONG RANGE PLANNING

Objective: Maintain and update the long-range MTP 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. The MTP update is due June 2025.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
2.0	Long-Range Planning	\$ 575,000
2.1	Overall Development of MTP (salaries & benefits)	\$ 100,000
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000
2.3	Consultant Services: Safety Plan	\$ 300,000
2.4	Consultant Services: Economic Development Study*	\$ 60,000
2.5	Consultant Services: MTP 2050 Planning Assistance*	\$ 100,000

Sub-Task 2.1 – Overall Development of the MTP

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	January 2023 - December 2023	\$ 100,000

WAMPO initiated the development of the MTP 2050 Plan in August 2020. Many aspects of WAMPO’s work will lead into the development of the new MTP. This includes safety planning, investigating the nexus between transportation and economic development, the future of transportation technologies, and data development. WAMPO has 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 (June 2025).

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 2022 and the designation of Critical Urban Freight Corridors (CUFC) in the WAMPO region from 2022, WAMPO staff will monitor developments in trip patterns and truck freight traffic in 2023 to judge whether updates to functional classes or CUFCs are required.

- Maintain and implement *REIMAGINED MOVE 2040* by continuing discussions around goals, policies, strategies, and priorities. Any necessary amendments or administrative revisions will be made.
- Research potential revenue sources for projects including grant opportunities.
- Support the Safety & Health Committee and Freight Committee.

Products

- Develop GIS data and databases and monitor demographic, land-use, shopping, freight loads, and other trends for their impact on our region.
- Develop the 2050 MTP by June of 2025.
- Maintain and distribute the 2022 Federal Roadway Functional Classification Map by conducting revisions as necessary.
- Conduct the MTP Call for Projects in 2023-2024.

- Update the data in the Safety and Finance REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.
- Begin the development of an Economic Development Appendix in 2023/2024, and complete the Regional Connections Appendix, which was started in the summer of 2022 in 2023.
- Begin to develop an Electric Vehicle Network Plan with our partners. It is anticipated this will carry over into 2024.

Sub-Task 2.2 – Equity & Diversity

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Ongoing	\$ 15,000

WAMPO staff is developing regional data on all types of populations within the region, including minority populations and low-income populations. This data will be used to develop all activities in both urban and rural transportation planning, being mindful of equality equity and accessibility for all and opportunities for all. Urban and rural equity is also important in transportation planning.

- Our transportation infrastructure welcomes all users without any bias towards any population groups.

Products

- Develop, as part of an ongoing process, equity data for planning processes and document how the planning processes are striving for equity and inclusion of diversity.

Sub-Task 2.3 – Consultant Services: Comprehensive Safety Action Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	November 2022 - December 2023	\$ 300,000

Staff released an RFP for a Comprehensive Safety Action Plan on July 22, 2022. A consultant was hired in the fall of 2022. Staff will work with the consultant to develop the plan in 2023. The RFP also includes assisting WAMPO applying for a Safe Streets and Roads for All grant in 2023.

Sub-Task 2.4 – Consultant Services: Economic Development Report

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	November 2022 - December 2025	\$ 60,000

Staff released an RFP for an Economic Development report in the fall of 2022. The study will develop economic indicators for the region, cost-benefit analysis for transportation projects, and develop demographic and socioeconomic data. The report will be completed in 2023, but the on-call contract will go through 2025 with up to \$60,000 allocated per year.

Sub-Task 2.5 – Consultant Services: MTP 2050 Planning Assistance

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	January 2023 - June 2025	\$ 100,000

Staff will release an RFP in early 2023 to hire consultants to assist WAMPO staff in the preparation of the next WAMPO Metropolitan Transportation Plan, which will have a horizon year of 2050 and is due to be completed in 2025. WAMPO staff and consultants would assist member jurisdictions with making planning level conceptual cost estimates, Consultants would also assist WAMPO staff with preparing the overall MTP document and its appendices.

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.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG	Wichita Transit	
			FTA 5310	FTA 5307
3.0	Multimodal Planning	\$ 650,000	\$ 25,000	\$ 80,000
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000	\$ -	\$ -
3.2	Consultant Services: Active Transportation Plan*	\$ 200,000	\$ -	\$ -
3.3	Transit and Paratransit Planning (salaries & benefits)	\$ 25,000	\$ 25,000	\$ -
	Wichita Transit Planning Activities	\$ -	\$ -	\$ 80,000
3.4	Consultant Services: Regional Transit Feasibility Study*	\$ 300,000	\$ -	\$ -
3.5	Bicycle & Pedestrian Counting Equipment Purchase	\$ 100,000	\$ -	\$ -

*Please note that the FTA 5310 budgeted amount of \$25,000 covers July 1, 2021 to June 31, 2023. This process is set up through the MOU that is signed every two years. WAMPO sends

the hours staff spends on the 5310 selection process/awards as an invoice to Wichita Transit. This invoice includes documentation of the staff hours.

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 25,000

WAMPO will incorporate bicycle-pedestrian planning into the 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:

- Make presentations about bicycle and pedestrian issues at public, stakeholder, TAC, and TPB meetings as needed.
- Provide analysis concerning improved pedestrian safety.
- Staying current on bicycle and pedestrian planning issues.
- Support the Active Transportation Committee.
- Support the Wichita Bicycle Master Plan work and the development of the Regional Active Transportation Plan.

Products

- Carry out the annual regional bicycle-pedestrian count and associated reporting. Task includes volunteer recruitment, coordinating project logistics, and reporting (April – November).
- Identifying locations for automatic counters and useful “big data” locations in 2023. (However, evaluating site locations for new counters will be an ongoing process each year.) Purchases of the necessary technology and/or “big data” will be purchased through sub-task 3.5. This will be an ongoing process with subsequent upkeep costs (service fees, new batteries etc). Ideally the original purchase will take place in 2023.
- Update the data in the Bicycle and Pedestrian REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Sub-Task 3.2 – Consultant Services: Regional Active Transportation Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 200,000

Staff is assisting the City of Wichita to complete their Bicycle Master Plan. The Regional Active Transportation Plan will be a companion plan completed as the Bicycle Master Plan concludes. Staff will release an RFP to hire a consultant to complete this regional bicycle and pedestrian plan that will tie in with the Wichita Bicycle Master Plan (which is scheduled to be completed in September 2023). WAMPO will wait to release the RFP until the Wichita Bicycle Master Plan is coming to its conclusion to ensure there aren't any conflicts.

Sub-Task 3.3 – Transit & Paratransit Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO & Wichita Transit	Ongoing	\$ 25,000

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:

- The FTA 5310: Enhanced Mobility for Seniors and People with Disabilities program Call for Projects and selection process occurred in 2022, but work may carry over into 2023.
- Develop a committee comprised of regional transit to help staff update the Coordinated Public Transit Human Services Transportation Plan in 2023. This committee could become a standing WAMPO committee.
- Coordinate with planning partners regarding transit planning activities including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Assist in the Wichita Transit Network Redesign Plan. Wichita Transit will be leading this, but WAMPO staff will provide support.
- 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.

Products

- Conclude the 5310 Call for Projects and Selection Process if it carries over to 2023.
- Update of the Coordinated Public Transit Human Services Transportation Plan in the 2nd quarter of 2023.
- Form a committee to assist in the development of the Coordinated Public Transit Human Services Transportation Plan and have regular communication after the plan is completed.
- Update the data in the Transit/Paratransit REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Wichita Transit Program Activities:

- Network Redesign Study
- Amenities planning to determine what amenities can be added or removed from stops based on usage and accessibility.
- Route level planning to make plans for detours, minor route adjustments for routes to run more efficiently, pilot developments, etc.
- Establish, track, and report performance measures targets
- Participate in the WAMPO planning process, including updating the TIP and UPWP
- Wichita Transit staff will continue to participate in annual ongoing planning activities (short-range planning, grant development, maintenance planning and reporting, and other activities)
- Community education and public engagement-Wichita Transit continues to provide travel training to individuals and groups interested in learning how to use the fixed route system. Transit Orientation is provided to social services agency staff to better assist their clients needing or currently using paratransit services or the fixed route system.

Sub-Task 3.4 – Consultant Services: Regional Transit Feasibility Study

Lead Agency	Timeframe	Budgeted Amount
WAMPO & Wichita Transit	January 2023 - December 2023	\$ 300,000

Staff will release an RFP at the beginning of 2023 to hire a consultant to conduct a Regional Transit Feasibility Study. This study would involve coordinating with transit agencies within the region. The study will evaluate the steps for developing a regional transit authority, the

costs associated with expanding regional service, and examine why transit operates the way it does in the Wichita area. It will be a fiscally constrained follow up to the 2018 Connecting Communities: Wichita Area Transit Feasibility Study and act as a companion study to the Wichita Transit Network System Redesign.

Sub-Task 3.5 – Bicycle & Pedestrian Counting Equipment Purchase

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Ongoing	\$ 100,000

Staff will conduct Bicycle & Pedestrian Planning through sub-task 3.1. \$100,000 is programmed in this task to purchase automated bicycle/pedestrian count data through automatic counters or “big data” data purchases. WAMPO staff has begun to review potential options for equipment and “big data”. Staff will have a discussion with KDOT to potentially coordinate this purchase.

Products

- Purchase of bike/ped count equipment or big data. This will be an ongoing process with subsequent upkeep costs (service fees, new batteries etc). Ideally the original purchase will take place in 2023.
-

TASK 4: COMMUNITY ENGAGEMENT

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

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
4.0	Community Engagement	\$ 30,000
4.1	Public Participation (salaries & benefits)	\$ 25,000
4.2	Inter Agency Coordination (salaries & benefits)	\$ 5,000

Sub-Task 4.1 – Public Participation

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 25,000

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

- WAMPO updated the Public Participation Plan in the Fall of 2022. Implementation of the PPP will occur in 2023. The MTP development will involve implementing the PPP.
- 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.
- WAMPO’s Title VI and Limited English Proficiency Plans updates were approved on July 12, 2022. Staff will implement the two plans in 2023.

Products

- Maintain and implement the 2022 Public Participation Plan.
- Develop quarterly newsletters.
- Begin updating the information in the Public Engagement REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 5,000

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 PLANNING

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

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
5.0	Short Range Programming	\$ 60,000
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000
5.2	Transportation Improvement Program (salaries & benefits)	\$ 50,000

Sub-Task 5.1 – Suballocated Funding Program Management

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 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.

Products

- Develop and monitor policies and methodologies for suballocated project selection.
- Develop a prioritized list of suballocated funded projects for the MTP/TIP.

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

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 50,000

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.

Products

- TIP Amendments, approximately four per year
- Annual federal reporting documents:
 - Annual Listing of Obligated Projects (ALOP) in the 4th quarter.
 - Submit information to KDOT for their Transportation Alternatives report in the 4th quarter.

TASK 6: TRANSPORTATION DATA & MODELING

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

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
6.0	Transportation Data and Modeling Task Budget	\$ 180,000
6.1	Performance Measures (salaries & benefits)	\$ 20,000
6.2	Travel Demand Model (salaries & benefits)	\$ 80,000
6.3	Transportation Data (salaries & benefits)	\$ 70,000
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000

Sub-Task 6.1 – Performance Measures

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 20,000

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.

Products

- Staff will implement Transportation Performance Management (TPM) by developing transportation system performance measures based on safety, infrastructure condition, reliability, and congestion.
- Update the System Performance Report Appendix from REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Sub-Task 6.2 – Travel Demand Model

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

WAMPO staff hired a consulting firm to update, calibrate, and validate the regional transportation model, as well as develop the Congestion Management Program (CPM) the Fall of 2022. This contract will continue in 2023. WAMPO staff will work with the consulting firm to complete the tasks listed in the TDM RFP scope of work (TIP project 40-514; funded with CRRSAA funds).

WAMPO staff will work with the consultant to respond to requests for model data from member jurisdictions and others. WAMPO staff will incorporate projects selected as part of the new MTP into the model and generate analyses supporting the MTP.

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. Further, staff will update the data in the Travel Demand Model REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Products

- Respond to TDM data requests.
- Develop the Congestion Management Program by December 2023.
- Validate and calibrate Travel Demand Forecasting Model by December 2024.

Sub-Task 6.3 – Transportation Data

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 70,000

Data is 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. This may include developing GIS data sets for sidewalks, ramps, street signs, wayfinding signs, bus stops, transit infrastructure, and other transportation infrastructure. Data may be evaluated for vulnerable populations including children, the elderly, and people with disabilities.

Staff will review the REIMAGINED MOVE 2040 plan and appendices to determine data that needs to be updated for the 2050 MTP. This data will have periodical maintenance and updates to be able to develop trends, which will be used in planning work. This includes data in the following REIMAGINED MOVE 2040 appendices: freight, environment, environmental justice, and projects.

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.

Products

- Staff will develop a centralized data hub for transportation-related data.

Sub-Task 6.4 – Transportation Systems Management and Operations

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

Staff will investigate 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 or improving interactive mapping capabilities. WAMPO will also continue to conduct data collection and analysis related to Performance Measure requirements.

The Wichita Area Regional ITS Architecture was approved in November 2006. A great deal of ITS implementation work has occurred since 2006, so the Architecture plan is due for an update.

Products

- Staff will update the Regional ITS Architecture in the 3rd and 4th quarters.
- Update the data in the Technology REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

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 2023 UPWP.

Local Match Sources

WAMPO's primary funding sources are Consolidated Planning Grant (CPG) funds, membership dues, and Transportation Improvement Program (TIP) fees. CPG funds are made available to WAMPO from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for transportation planning purposes, as outlined in the annual Unified Planning Work Program (UPWP), with the requirement that a 20% local match be provided.

WAMPO's 20% local match requirement is met through membership dues (\$50,000 per year) and TIP fees. On March 8, 2022, the Transportation Policy Body approved setting a 3% TIP fee for FFY2023 and then resetting the fee to 2.4% per year through FFY2032. This means the agencies that have a WAMPO-suballocated funded project in the applicable fiscal year pay the percentage-based fee. TIP fees are invoiced over the summer and are due to WAMPO by August 31 prior to the federal fiscal year of the project. For example, a FFY2023 project would need to have its TIP fees paid by August 31, 2022, as the 2023 Federal Fiscal Year starts on October 1, 2022. WAMPO has approximately \$10-14 million a year in sub-allocated funding.

It is anticipated the 2.4% TIP fee would generate a minimum of \$240,000 per year. This funding is combined with the membership dues to provide the 20% local match required to utilize federal funds for WAMPO's transportation planning processes.

2023 Anticipated Revenues

WAMPO	Federal CPG Grant			
	CPG	Federal Funding	Local Match	Total
	Anticipated Carryover From 2021	\$346,562	\$86,641	\$433,203
	Anticipated Carryover From 2022	\$700,000	\$175,000	\$875,000
	2023 Estimate	\$1,549,893	\$387,473	\$1,937,366
	Total	\$2,596,455	\$649,114	\$3,245,569
WAMPO	FTA Section 5310			
		Federal Funding	Local Match	Total
	FTA 5310 Administrative Funding Shared by WT	\$25,000	\$0	\$25,000
	Total WAMPO Funding Programs	\$2,621,455	\$649,114	\$3,270,569
Wichita Transit	FTA Section 5307			
		Federal Funding	Local Match	Total
	FTA 5307 Program Regional Transportation Planning Activities	\$80,000		\$80,000
Total Wichita Transit Planning	\$80,000		\$80,000	
Total Regional Transportation Planning Funding		\$2,701,455	\$649,114	\$3,350,569

Rev. 9/28/2022

2023 Anticipated Expenditures

WAMPO	Federal CPG Grant			
	CPG	Federal Funding	Local Match	Total
	WAMPO staff transportation planning tasks	\$840,200	\$210,050	\$1,050,250
	Consultant expenses planned	\$768,000	\$192,000	\$960,000
	Total	\$1,608,200	\$402,050	\$2,010,250
WAMPO	FTA Section 5310			
		Federal Funding	Local Match	Total
	FTA 5310 Administrative Funding Shared by WT	\$25,000		\$25,000
	Total WAMPO Funding Programs	\$1,633,200	\$402,050	\$2,035,250
Wichita Transit	FTA Section 5307			
		Federal Funding	Local Match	Total
	FTA 5307 Program Regional Transportation Planning Activities	\$80,000		\$80,000
Total Wichita Transit Planning	\$80,000		\$80,000	
Total Regional Transportation Planning Anticipated		\$1,713,200	\$402,050	\$2,115,250
Total Anticipated Unprogrammed Funding		\$988,255	\$247,064	\$1,235,319

Rev. 9/28/2022

2023 Unified Planning Work Program Budget

UPWP Task/ Sub-task	DESCRIPTION	CPG + Local Match	Wichita Transit	
			FTA 5310	FTA 5307
	Total Expenses	\$ 2,010,250	\$ 25,000	\$ 80,000
	Transportation Planning Consultants Work	\$ 960,000		
	WAMPO Staff & Operating	\$ 1,050,250	\$ 25,000	
1.0	Management & Administration	\$ 515,250		
	Operations, Management, Clerical & Administration	\$ 393,250		
1.1	Salaries and Benefits	\$ 100,000		
	Total Operating Expenses	\$ 293,250		
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 70,000		
1.3	TPB, TAC, & EC Support (salaries & benefits)	\$ 10,000		
	Professional Development, Educ./Training	\$ 42,000		
1.4	Salaries and Benefits	\$ 10,000		
	Outside Training Consultants/Guest Speakers	\$ 2,000		
	Staff Travel & Training	\$ 30,000		
2.0	Long-Range Planning	\$ 575,000		
2.1	Overall Development of MTP (salaries & benefits)	\$ 100,000		
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000		
2.3	Consultant Services: Safety Plan	\$ 300,000		
2.4	Consultant Services: Economic Development Study*	\$ 60,000		
2.5	Consultant Services: MTP 2050 Planning Assistance*	\$ 100,000		
3.0	Multimodal Planning	\$ 650,000	\$ 25,000	\$ 80,000
3.1	Bicycle & Pedestrian Planning (salaries & benefits)	\$ 25,000		
3.2	Consultant Services: Active Transportation Plan*	\$ 200,000		
3.3	Transit & Paratransit Planning (salaries & benefits)	\$ 25,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 80,000
3.4	Consultant Services: Regional Transit Feasibility Study*	\$ 300,000		
3.5	Bicycle & Pedestrian Counting Equipment Purchase	\$ 100,000		
4.0	Community Engagement	\$ 30,000		
4.1	Public Participation (salaries & benefits)	\$ 25,000		
4.2	Inter Agency Coordination (salaries & benefits)	\$ 5,000		
5.0	Short Range Programming	\$ 60,000		
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000		
5.2	Transportation Improvement Program (salaries & benefits)	\$ 50,000		
6.0	Transportation Data and Modeling Task Budget	\$ 180,000		
6.1	Performance Measures (salaries & benefits)	\$ 20,000		
6.2	Travel Demand Model (salaries & benefits)	\$ 80,000		
6.3	Transportation Data (salaries & benefits)	\$ 70,000		
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000		

* This sub-task may change throughout the year and may occur in 2024.

APPENDIX A – 2022 UPWP ACCOMPLISHMENTS

Task 1 – Management, Clerical, and Administration
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.
Hired MPO staff as needs occurred.
Changed staffing roles to better coordinate work efforts and coordinate budget with work product completion.
Task 2 – Long Range Planning
Held Active Transportation Committee and Safety & Health Committee quarterly meetings to begin developing information to feed into the new MTP.
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.
Task 3 – Multimodal Planning
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 and Safety & Health Committee.
Task 4 – Community Engagement
Updated the WAMPO website.
Developed periodic newsletters and published press releases and public notices.
Continued to monitor compliance with the previously adopted Public Participation Plan and developed a new Public Participation Plan.
Published periodic reports on performance measurement.
WAMPO staff participated in several community functions, including being panel members for several community information events.
Task 5 – Short Range Planning
Investigated options for programming WAMPO year-end funding balances.
Completed the biannual Transportation Improvement Program update.
The Project Selection Committee assisted with funding decisions for the FFY2023-2026 TIP.
Task 6 – Transportation Data & Modeling
Started the process for developing data warehouses and protocols for accessing data.
Updated the commuter travel patterns report.
Continued to update the existing travel demand model and utilize data in planning efforts. Further, began the process to update the travel demand model for the new MTP.
Initiated data-accuracy coordination via committees. Progressed on tasks related to the Safety/Health Committee and Active Transportation Committee.

APPENDIX B – PLANNING TASKS & MTP/PLANNING FACTOR ALIGNMENT

The following table correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the DOT Planning Emphasis Areas, the Safe Transportation Options Set-aside requirement in BIL (requires each MPO use ≥2.5% funds on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, and the MPO requirements.

	Area	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
Long-Range Metropolitan Transportation Plan Goals	Choice & Connectivity	X	X	X	X	X	X
	Economic Vitality	X	X	X	X	X	X
	Freight Movement	X	X		X	X	X
	Improving Air Quality	X	X	X		X	X
	Infrastructure Condition	X	X			X	X
	Quality of Place	X	X	X	X	X	X
	Safety	X	X	X	X	X	X
	System Reliability & Bottlenecks	X	X	X	X	X	X
	Investment Strategy	X	X	X	X	X	X
Planning Factors in Federal Code (1)	Increase safety of the system	X	X	X	X	X	X
	Increase accessibility & mobility	X	X	X		X	X
	Enhance integration & connectivity	X	X	X	X	X	X
	Promote conservation of resources	X	X	X		X	X
	Promote efficiency	X	X	X		X	X
	Emphasize preservation of the system	X	X		X	X	X
	Improve resiliency, reliability & coordinate land use	X	X	X	X	X	X
	Decrease outmigration of prime wage earners	X	X	X	X	X	X
	Monitor demographic, land use & development trends	X	X				X
	Determine Smart growth criteria	X	X	X	X	X	X
Safe Transportation Options Set-aside (3)		X	X		X		
DOT Planning Emphasis Areas (2)	Tackling the Climate Crisis - Transition to Clean Energy, Resilient Future		X				X
	Equity and Justice40 in Transportation Planning		X		X		
	Complete Streets		X	X		X	
	Public Involvement		X		X		
	Strategic Highway Network (STRAHNET)/US Dept. of Defense (DOD) Coordination		X				
	Federal Land Management Agency (FLMA) Coordination		X				
	Planning and Environmental Linkages (PEL)		X				
	Data in Transportation Planning		X	X	X	X	X
MPO Requirements	Metropolitan Transportation Plan	X	X		X		X
	Transportation Improvement Program	X				X	
	Public Participation Plan	X			X		
	Congestion Management Process	X					X
	Award Federal Funding	X				X	
	Decision Making Structure	X	X	X	X	X	X

1 - Management and Operations in Metropolitan Transportation Planning, Title 23 U.S.C. Sec. 134., https://ops.fhwa.dot.gov/plan4ops/policy_reg/map_21.htm

2 - 2021 Planning Emphasis Areas, DOT, 12/30/21, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

3 - Bipartisan Infrastructure Law, Set-aside for Increasing Safe and Accessible Transportation Options, Section 11206, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

APPENDIX C – SUB-TASK 1.1 OPERATING EXPENSES LINE ITEMS**\$ 265,850 Operating Expense Budget**

UPWP Task/ Sub-task	Expense	Budget
1.1	USPS	\$ 1,000
1.1	Surency, FSA	\$ 1,000
1.1	457 Qualified Plan Services	\$ 1,000
1.1	Dues & subscriptions	\$ 1,500
1.1	Bank Charges & Fees	\$ 2,000
1.1	QuickBooks Accounting	\$ 2,000
1.1	457 AGH Services	\$ 2,500
1.1	Relocation Costs for New Employee	\$ 3,000
1.1	Copier Services	\$ 4,800
1.1	Advertising & Marketing (Legal Ads included)	\$ 5,000
1.1	Misc Technology Supplies/Fees	\$ 5,000
1.1	Wealth Management Advisor	\$ 5,000
1.1	Payroll Processing Expense	\$ 6,000
1.1	Other Miscellaneous Service Cost	\$ 7,050
1.1	Life Insurance	\$ 10,000
1.1	Consultants	\$ 12,000
1.1	Software License Fees	\$ 15,000
1.1	Professional Memberships (Agency)/Periodicals	\$ 15,000
1.1	Employee Training & Travel	\$ 24,000
1.1	Liability Insurance	\$ 25,000
1.1	Single Audit	\$ 28,000
1.1	Building Space, ITS, HR support from County	\$ 30,000
1.1	Legal & Professional Services	\$ 30,000
1.1	Office Supplies & Equipment	\$ 30,000
Total Operating Expenses		\$ 265,850

Rev. 9/28/22

APPENDIX D – 2023 WAMPO MEETING SCHEDULE



2023 Meetings

Meeting Location: ZOOM or 271 W 3rd St, Suite 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 10		JANUARY 23	
FEBRUARY 14		FEBRUARY 27	
MARCH 14		MARCH 27	
APRIL 11		APRIL 24	
MAY 9		MAY 22	
JUNE 13		JUNE 26	
JULY 11		JULY 24	
AUGUST 8		AUGUST 28	
SEPTEMBER 12		SEPTEMBER 25	
OCTOBER 10		OCTOBER 23	
NOVEMBER 14		NOVEMBER 27	
DECEMBER 12		NO TAC MEETING	