



## Transportation Advisory Committee (TAC) meeting notice

Monday, January 25, 2021 at 10:00 am

ONLINE LINK: <https://global.gotomeeting.com/join/443084645>

Please call us at 316.779.1321 at least 48 hours in advance if you require special accommodations to participate in this meeting.  
We make every effort to meet reasonable requests.

### Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

	Page Numbers (in this packet)
<b>1. Welcome</b>	
<b>2. Regular Business</b>	
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B. <a href="#">Approval of November 23, 2020 Minutes</a>	Pages 2 to 4
C. Director's Report	
i. <a href="#">Committee updates</a>	Pages 5 to 6
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Nicholas Flanders, WAMPO	
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Chad Parasa, WAMPO	
<b>5. Committee Reports/Updates</b>	
A. Regional Freight Committee update, Karyn Page	
B. Safety & Health Committee update, Elizabeth Ablah	
C. Active Transportation Committee, Alan Kailer & Jack Brown	
<b>6. Other Business</b>	
<b>7. Adjournment</b>	

Chad Parasa, TAC Secretary  
January 19, 2021

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## Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary  
Monday, November 23, 2020  
Online via GoToMeeting

**Meeting Duration:** 1 hour and 13 minutes

### Members in Attendance:

Troy Tabor, TAC Chair  
Jim Weber, Sedgwick County  
Jolene Graham, Economist  
Les Mangus, Butler/Sumner Rep  
Ronald Colbert, SCAC  
Jack Brown, Regional Pathways  
Rene Hart, KDOT  
Chad Parasa, WAMPO

Don Snyder, KDOT  
Shawn Mellies, City of Wichita  
Gary Janzen, City of Wichita  
Dan Squires, SCAC  
Raven Alexander, Wichita Transit  
Annette Graham, Coordinated Transit  
District #9  
Laura Rainwater, REAP

Mike Armour, City of Wichita  
Tonja Howard, Wichita Transit  
Elizabeth Ablah, Public Health  
Zach McHatton, SCAC

### Other Attendees:

Patricia Sykes, WAMPO  
Michelle Styles, WAMPO  
Nick Flanders, WAMPO  
Amanda Aguila-Gonzalez, WAMPO  
Alan Kailer, Bike Walk Wichita

Karyn Page, Kansas Global Trade  
Services  
Eva Steinman, FTA  
Cathy Monroe, FTA  
Brett Letkowski, TranSystems  
James Wagner, City of Wichita

Matt Messina, KDOT  
Jon Moore, KDOT  
Stephan Banks, Urban Land Use  
Planning  
Jane Byrnes, Public

## 1. Mr. Tabor called the meeting to order at 10:01 AM

## 2. Regular Business

### A. Approval of November 23, 2020 Agenda

**Discussion:** None

**Action:** Moved to approve agenda as presented. Motion passed (19-0).

**Motion:** R. Alexander

**Second:** J. Weber

### B. Approval of October 26, 2020 Minutes

**Discussion:** None

**Action:** Moved to approve minutes as presented. Motion passed (19-0).

**Motion:** R. Colbert

**Second:** J. Weber

### C. Director's Report

#### i. Committee Updates –

Mr. Parasa presented schedule of upcoming committee meetings for both Safety/Health Committee as well as Active Transportation Committee. The next Active Transportation Committee meeting is December 9<sup>th</sup> at 9:30am. The next Safety and Health Committee Meeting is February 3<sup>rd</sup> at 9:30am. C. Parasa requested WAMPO employee, Michelle Styles, to update the committee on changes made to the 5310 Project. M. Styles noted she would be the main contact for the program going forward and that the application period has been extended to January 29<sup>th</sup>. More information regarding the 5310 project will be sent out at a further date. Mr. Kailer briefly spoke mentioned that the Active Transportation Committee is looking to add members and have more regional representation.

### 3. New Business Items

A. **Action: Transit Safety Performance Measures Targets adoption**

Jon Moore with KDOT presented the Transit Safety Agency Plan. The FTA requires all 5207 recipients publish a transit safety agency plan. Recipients may either publish their own or participate in a state sponsored plan. All plans have been completed and approved by their respective boards, ahead of the end of Dec 2020 deadline. The final step is to go through a MPL approval process. The board has been asked to review all targets after presentation and talk to Mr. Moore if there is any questions. T. Tabor asked for a motion to approve the safety plan and send it to the policy board for further review.

**Action:** Move to adopt the Transit Safety Performance Measures Targets as presented.

**Motion:** D. Squires

**Second:** R. Colbert

**Motion Passed (19-0)**

B. **Action: 2021 – 2024 TIP (Transportation Improvement Program) Amendment**

Nick Flanders with WAMPO presented the amendment changes to the 2021 – 2024 TIP. There is a total of 20 projects, 13 administrative adjustments that do not require approval and 7 changes that are large enough that do require approval. This amendment change includes (3) new projects and (4) project modifications. Financial impact is estimated to be close to 11 million. Mr. Janzen asked WAMPO on how project sponsoring agencies would be notified on any changes made to current TIP projects. Mr. Parasa noted that a new spreadsheet project tracker was in development and available to public to view upcoming projects.

**Action:** Move to adopt the Transit Safety Performance Measures Targets as presented.

**Motion:** J. Weber

**Second:** R. Alexander

**Motion Passed (19-0)**

C. **Update: 2020 Report on Pedestrians and Bike Counts**

Amanda Aguila-Gonzalez with WAMPO presented the 2020 Bicycle and Pedestrian Count. This is the ninth count that WAMPO has put on, with the goal being to collect data that's representative of the biking and pedestrian activity. This year there wear counts taken from 35 sites with WAMPO's sample areas and included over 60 volunteers. Data showed an increase in pedestrian and bike traffic at sites as well as an increase in volunteers at took count. The 2021 Bicycles and Pedestrian Count has already been scheduled for September 23<sup>rd</sup> and 25<sup>th</sup>.

#### **4. Committee Reports/Updates**

##### **A. Regional Freight Committee update, Karyn Page**

Ms. Page gave a quick update on the Freight Committee. The committee recently requested an update on Trans flow facilities, including definition, and what it's used for the different types and the benefits. Next meeting will be on January 13<sup>th</sup>.

##### **B. Safety & Health Committee update, Elizabeth Ablah**

Mrs. Ablah gave a brief update on the Safety & Health Committee. E. Ablah stated that the committee recently discussed the air quality of the Wichita community. The committee will continue discussing this topic and others at their next meeting scheduled for February 3<sup>rd</sup>.

##### **C. Active Transportation Committee update, Jack Brown**

Mr. Kailer reminded TAC members to contact him, Jack Brown or Chad Parasa if there was any interest in joining the Active Transportation Committee.

#### **5. Other Business – None**

#### **6. Meeting was adjourned at 11:13 AM**

**Next Meeting will be held January 25, 2021 at 10:00 AM via GoToMeeting:**

**<https://global.gotomeeting.com/join/443084645>**



**Agenda Item 2C: Director's Report**  
**WAMPO Local Matching Funds**  
Chad Parasa, WAMPO

## Background

During January 12, 2021 TPB meeting, there was a discussion on WAMPO Yearly membership fees & TIP fees.

Definitions:

*Total TIP Fees = (TIP Project Total Federal dollars programmed) \* (% of TIP fees)*

## Next Steps

TPB is planning to approve the following on February 9<sup>th</sup> TPB meeting:

	Local matching funds
	3% TIP Fees
Membership dues	<b>\$ 50,000</b>
TIP Fees	<b>\$270,000</b>
<b>TOTAL</b>	<b>\$320,000</b>



## Committee Meetings Schedule

Committees provide a great input in shaping Regional Transportation plan.  
These discussions are valuable to develop a vision for the Future Transportation Planning.

# Committee Meetings

- SAFETY & HEALTH COMMITTEE  
Wednesday February 3, 9:30 AM
- ACTIVE TRANSPORTATION COMMITTEE  
Tuesday March 2, 9:30 AM
- REGIONAL FREIGHT COMMITTEE  
Wednesday March 31, 9:30 AM



**Agenda Item 3:**  
**Public Comment Opportunity**  
Troy Tabor, Transportation Advisory Committee (TAC) Chair

## Background

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

- Comments are limited to two minutes per individual.



**Agenda Item 4A: Action**  
**2021 - 2024 Transportation Improvement Program (TIP), Amendment #2**  
Nick Flanders, GIS Analyst/Transportation Planner

Amendment #2 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the second scheduled amendment for this TIP. The 2021 – 2024 TIP took effect on October 1, 2020.

**Action Options:**

- Recommend the TPB approve the amendment, as proposed.
- Recommend the TPB not approve the amendment.
- Recommend the TPB approve the amendment with specific changes.

**Recommendation:**

- Recommend approval of 2021 - 2024 Transportation Improvement Program (TIP) Amendment #2, as proposed, to the Transportation Policy Body.

**Next Steps:**

- The TAC recommendation will be presented at the Transportation Policy Body meeting on February 9, 2021.
- The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in March 2021.

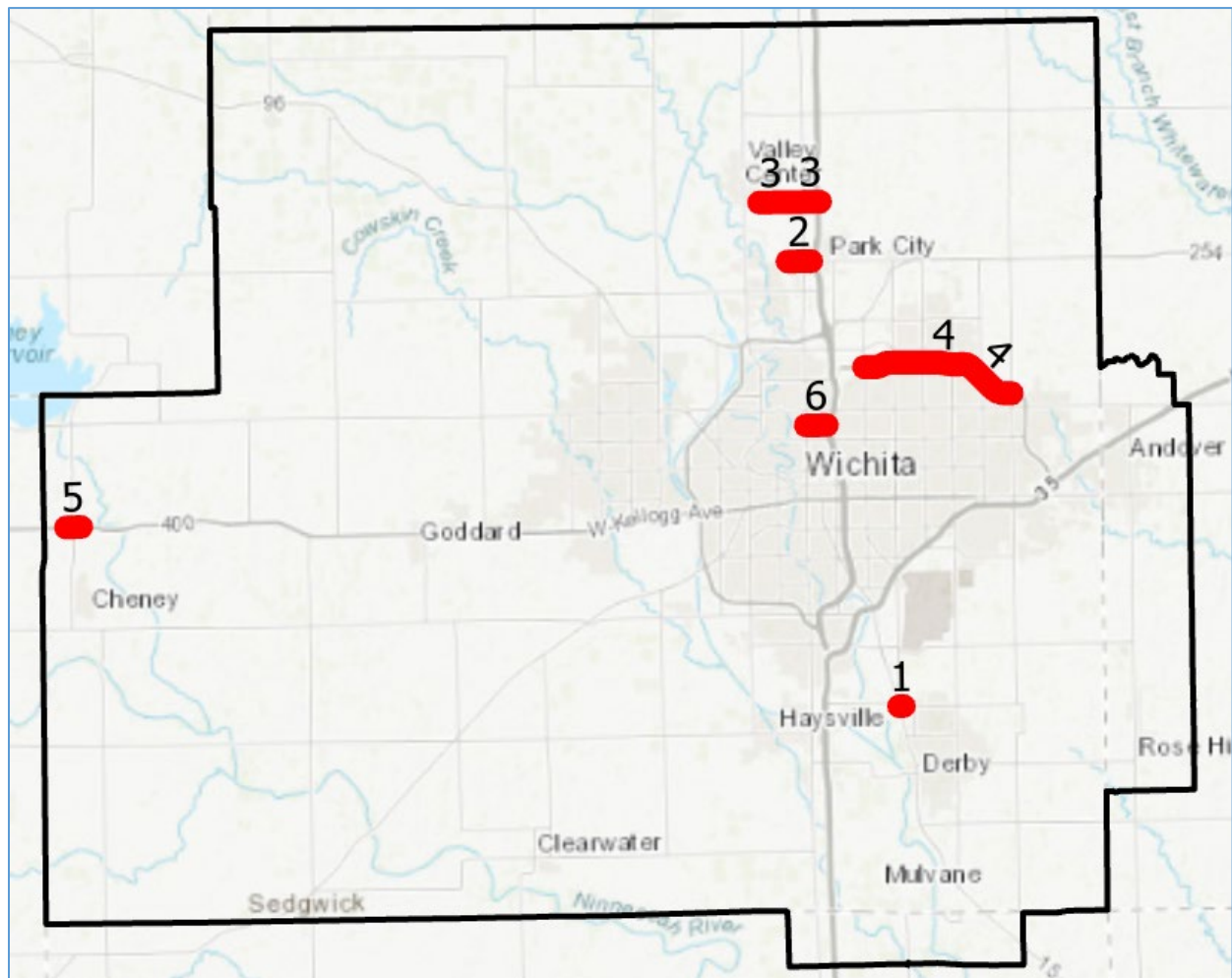
**Attachment:**

- [WAMPO 2021 - 2024 TIP Amendment 2](#)



## Projects in WAMPO 2021-2024 TIP Amendment 2

# on Map	Amendment or Adjustment	Project Name
1	Amendment	Patriot Ave.: WB Right Turn Lane to K15 NB
2	Amendment	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge
3	Amendment	Ford St Economic Development in Valley Center/Park City
4	Amendment	K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane
5	Amendment	Redeck Bridge #113 on US-54 in Sedgwick County
6	Adjustment	17th Street, I-135 to Broadway
N/A	Adjustment	Wichita Transit Replacement Paratransit Vehicles



2021 – 2024

# TRANSPORTATION IMPROVEMENT PLAN

## Amendment #2



**Staff Contact** | Nick Flanders, GIS Analyst/Transportation Planner | [nicholas.flanders@wampo.org](mailto:nicholas.flanders@wampo.org) | 316-779-1315

### Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	31 PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	<b>December 29, 2020 thru January 28, 2021</b>	Electronic Review: <a href="http://www.wampo.org">www.wampo.org</a>  <i>Hard copy documents are available upon request.</i>  271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action.  Please submit comments to: <a href="mailto:nicholas.flanders@wampo.org">nicholas.flanders@wampo.org</a>
Transportation Advisory Committee (TAC) Meeting	<b>Monday, January 25 10:00 AM</b>	271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	<b>Tuesday, February 9 3:00 PM</b>	271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPO's public participation process also satisfies Wichita Transit's public participation requirements for their Program of Projects.

### Background

WAMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 118 projects, totaling \$829,814,775 in estimated cost. The complete project list and additional project information can be found on WAMPO's website at, <https://projecttracker.wampo.org/>.

## Amendment #2 Summary

Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes\* are processed by staff.

Amendment #2 requests for changes were accepted for 7 projects. Of these,

- 5 will require formal action
- 2 were administrative changes\*

\*Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

## Amendment #1 Total Financial Impact: added \$6,994,560

### Formal Action Required

Project Name	Change	Type of Formal Action Change
<b>61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)</b>	Increase STP funding by \$597,418, offset by equal reduction in local funding, keeping total project cost unchanged	Significant modification
<b>Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2021)</b>	Increase STP funding by \$ 289,581, partially offset by reduction in local funding; cost estimate increased \$21,283 (2.26%)	Significant modification
<b>Ford St Economic Development in Valley Center/Park City</b>	Add new KDOT project to the TIP, \$5,047,277	New project
<b>Redeck Bridge #113 on US-54 in Sedgwick County</b>	Add new KDOT project to the TIP, \$1,726,000	New project
<b>K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane</b>	Add new KDOT project to the TIP, \$200,000	New project

Additional project information can be found at, <https://projecttracker.wampo.org/#tabs-2>

### Administrative Changes (do not require formal action)

Project Name	Change
<b>17th Street, I-135 to Broadway (2018, 2019, 2020, 2021)</b>	Moved \$380,000 MPO-STP conversion forward from 2021 to 2020; moved \$260,000 MPO-STP conversion forward from 2022 to 2020.
<b>Wichita Transit Replacement Paratransit Vehicles</b>	Project/funds will be transferred to FTA. Added KDOT Project I.D. #.

Additional project information can be found at, <https://projecttracker.wampo.org/#tabs-2>

## WAMPO-Funded Program

No changes are being proposed for WAMPO-funded projects.

## Partner and Stakeholder Consultation

WAMPO worked extensively with regional planning partners, which include the Kansas Department of Transportation (KDOT) and Wichita Transit, as well as all of our member jurisdictions.

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary projects changes. WAMPO conducted an open Call for Changes to project sponsors, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Transportation Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

## Public Comments

A 30-day public comment period is planned during December 2020-January 2021.

## MTP Consistency

Federal regulations require the TIP to be “consistent with the region’s Metropolitan Transportation Plan, or MTP” meaning that the projects in the TIP must be listed in or otherwise demonstrated as consistent with the MTP.

After accounting for the proposed changes, the TIP is consistent with the *REIMAGINED MOVE 2040* MTP.

## Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained.

2021 - 2024			
PROGRAM	ANTICIPATED REVENUES	PROGRAMMED COSTS	BALANCE
FTA 5307	\$22,400,000	\$22,400,000	\$0
FTA 5310	\$1,778,323	\$1,778,323	\$0
FTA 5339	\$2,030,200	\$2,030,200	\$0
HSIP	\$9,944,614	\$9,944,614	\$0
KDOT-STP	\$3,700,000	\$3,700,000	\$0
MHIF	\$2,352,636	\$2,352,636	\$0
MPO-CMAQ	\$7,997,632	\$6,771,317	\$1,226,315
MPO-STP	\$42,138,736	\$39,873,600	\$2,265,136
MPO-TA	\$3,193,201	\$3,996,963	(\$803,762)
NHPP	\$97,130,337	\$97,130,337	\$0
<b>FEDERAL SUBTOTAL</b>	<b>\$192,665,679</b>	<b>\$189,977,990</b>	<b>\$2,687,689</b>
<b>LOCAL SUBTOTAL</b>	<b>\$117,337,025</b>	<b>\$117,337,025</b>	<b>\$0</b>
<b>STATE SUBTOTAL</b>	<b>\$18,709,248</b>	<b>\$18,709,248</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$328,711,952</b>	<b>\$326,024,263</b>	<b>\$2,687,689</b>

**WAMPO Transportation Improvement Program, 21-02 Amendment  
2021-2025**

**5 Projects Listed**

State TIP ID	B-21-01	TIP	WAMPO 21-02			KDOT ID	KA-6088-01	Total Cost	\$1,726,000
Lead Agency	KDOT	Contact	John Colbertson (785)296-5510					County	Sedgwick County
Project Type	Bridge - Highway	Air Quality				TCM		Construction	2022 start
Project Name	Redeck Bridge #113 on US-54 in Sedgwick County								
Project Limits	US-54: Bridge #113 in Sedgwick County located at Junction K-251/US-54 (Westbound)								
Description	Replace Deck and Rails, Add Shear Studs, Paint Super, Replace Approach Pavement, Steel Repair								
Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	NHPP (AC)	-	\$239,400	-	-	-	-	-	\$239,400
PE	NHPP (ACCP)	-	-	-	\$239,400	-	-	-	\$239,400
PE	NHPP □(ACCP OFFSET)	-	-	-	\$-239,400	-	-	-	\$-239,400
PE	State	-	\$26,600	-	-	-	-	-	\$26,600
	Total Preliminary Engineering	-	\$266,000	-	-	-	-	-	\$266,000
CON	NHPP (AC)	-	-	\$1,061,600	-	-	-	-	\$1,061,600
CON	NHPP (ACCP)	-	-	-	\$1,061,600	-	-	-	\$1,061,600
CON	NHPP □(ACCP OFFSET)	-	-	-	\$-1,061,600	-	-	-	\$-1,061,600
CON	State	-	-	\$265,400	-	-	-	-	\$265,400
	Total Construction	-	-	\$1,327,000	-	-	-	-	\$1,327,000
CE	NHPP (AC)	-	-	\$106,400	-	-	-	-	\$106,400
CE	NHPP (ACCP)	-	-	-	\$106,400	-	-	-	\$106,400
CE	NHPP □(ACCP OFFSET)	-	-	-	\$-106,400	-	-	-	\$-106,400
CE	State	-	-	\$26,600	-	-	-	-	\$26,600
	Total Construction Engineering	-	-	\$133,000	-	-	-	-	\$133,000
	Total Programmed	-	\$266,000	\$1,460,000	-	-	-	-	\$1,726,000

\*Map Has Not Been Marked

**Version History**

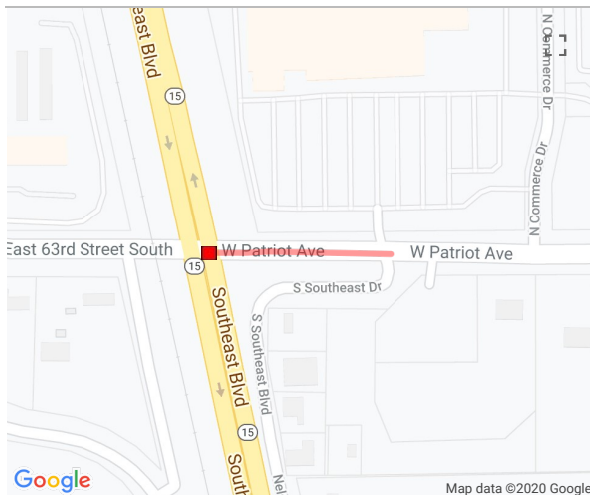
<i>TIP Document</i>	<i>MPO</i>	<i>State</i>	<i>FHWA</i>	<i>FTA</i>
21-02 Amendment 2021-2025	<i>Approval</i> Pending	<i>Approval</i> Pending	<i>Approval</i> Pending	<i>Approval</i> Pending

***Current Change Reason***

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	INT-17-01	<i>TIP</i>	WAMPO 21-02	<i>KDOT ID</i>	087 N0674-01	<i>Total Cost</i>	\$961,233
<i>Lead Agency</i>	City of Derby	<i>Contact</i>	Dan Squires 3167886632			<i>County</i>	Sedgwick County
<i>Project Type</i>	Intersection	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2021 start
<i>Project Name</i>	Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2021)						
<i>Project Limits</i>	North side of Patriot Ave. (63rd St. S.) between Commerce Dr. and Highway K-15						
<i>Description</i>	Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter. Project also includes replacement of signal poles at the intersection of Patriot Ave. (63rd St. S.) and K-15.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$72,357	-	-	-	-	-	-	\$72,357
	<i>Total Preliminary Engineering</i>	\$72,357	-	-	-	-	-	-	\$72,357
ROW	Local	\$9,500	-	-	-	-	-	-	\$9,500
	<i>Total Right of Way</i>	\$9,500	-	-	-	-	-	-	\$9,500
CON	Local	-	\$115,494	-	-	-	-	-	\$115,494
CON	MPO-STP	-	\$461,976	-	-	-	-	-	\$461,976
CON	State	-	\$200,000	-	-	-	-	-	\$200,000
	<i>Total Construction</i>	-	\$777,470	-	-	-	-	-	\$777,470
CE	Local	-	\$20,381	-	-	-	-	-	\$20,381
CE	MPO-STP	-	\$81,525	-	-	-	-	-	\$81,525
	<i>Total Construction Engineering</i>	-	\$101,906	-	-	-	-	-	\$101,906
	<i>Total Programmed</i>	<b>\$81,857</b>	<b>\$879,376</b>	-	-	-	-	-	<b>\$961,233</b>



#### Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	02/11/2020	3/5/2020	3/5/2020	N/A
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
19-07.2 Amendment 2019-2023	09/16/2020	N/A	N/A	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

#### Current Change Reason

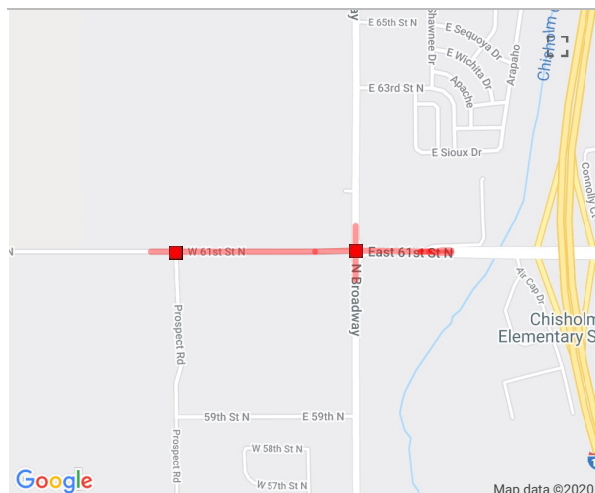
SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

#### Funding Change(s):

Total project cost increased from \$939,950 to \$961,233

<i>State TIP</i> IDR-19-06	<i>TIP</i>	WAMPO 21-02	<i>KDOT ID</i>	087 N0691-01	<i>Total Cost</i>	\$5,375,712
<i>Lead Agency</i>	City of Park City	<i>Contact</i>	Sean Fox (316)744-2026	<i>County</i>	Sedgwick County	
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>	TCM	<i>Construction</i>	2021 start	
<i>Project Name</i>	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)					
<i>Project Limits</i>	61st St N, from Prospect Rd to 300' west of Chisholm Creek Bridge. Bikepath and drainage improvements extend west to the WVCF bridge.					
<i>Description</i>	Reconstruct 61st Street North as an urban three/four lane road with additions of pedestrian and bike pathways, construct a roundabout at the intersection of 61st Street North and Broadway and implement a road diet along Broadway for approximately one half mile north and south of the intersection.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$189,962	-	-	-	-	-	-	\$189,962
	<i>Total Preliminary Engineering</i>	\$189,962	-	-	-	-	-	-	\$189,962
ROW	Local	\$300,000	-	-	-	-	-	-	\$300,000
	<i>Total Right of Way</i>	\$300,000	-	-	-	-	-	-	\$300,000
CON	Local	-	\$1,149,182	-	-	-	-	-	\$1,149,182
CON	MPO-STP	-	\$2,955,818	-	-	-	-	-	\$2,955,818
	<i>Total Construction</i>	-	\$4,105,000	-	-	-	-	-	\$4,105,000
CE	Local	-	\$261,990	-	-	-	-	-	\$261,990
CE	MPO-STP	-	\$353,760	-	-	-	-	-	\$353,760
	<i>Total Construction Engineering</i>	-	\$615,750	-	-	-	-	-	\$615,750
UT	Local	\$165,000	-	-	-	-	-	-	\$165,000
	<i>Total UT</i>	\$165,000	-	-	-	-	-	-	\$165,000
	<i>Total Programmed</i>	<b>\$654,962</b>	<b>\$4,720,750</b>	-	-	-	-	-	<b>\$5,375,712</b>



#### Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-01 Amendment 2021-2025	12/08/2020	Pending	Pending	N/A
21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

#### Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, year-end funding

#### Funding Change(s):

Total project cost stays the same \$5,375,712

<i>State TIP ID</i>	R-21-02	<i>TIP</i>	WAMPO 21-02	<i>KDOT ID</i>	KA-6061-01	<i>Total Cost</i>	\$5,047,277
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Michelle Needham (785)296-1939			<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2022 start
<i>Project Name</i>	Ford St Economic Development in Valley Center/Park City						
<i>Project</i>	Ford Street (West 77th Street North) from bridge over the Wichita Valley Center Floodway (WVCFW) east 2.16 miles to the east I-135 / West 77th Street						
<i>Limits</i>	North junction						
<i>Description</i>	Reconstruction with the addition of a roundabout to address offset intersestion at N Seneca Street, improve access, and widen						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CON	Local	-	-	\$1,514,183	-	-	-	-	\$1,514,183
CON	State	-	-	\$3,533,094	-	-	-	-	\$3,533,094
	<i>Total Construction</i>	-	-	\$5,047,277	-	-	-	-	\$5,047,277
	<i>Total Programmed</i>	-	-	\$5,047,277	-	-	-	-	\$5,047,277

\*Map Has Not Been Marked

#### Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

#### Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



<i>State TIP ID</i>	R-21-03	<i>TIP</i>	WAMPO 21-02	<i>KDOT ID</i>	KA-6099-01	<i>Total Cost</i>	\$200,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593			<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane (2021, 2025)						
<i>Project Limits</i>	K-96: From N Hillside Street east to N Greenwich Road in Wichita						
<i>Description</i>	Discovery Phase for upgrade from 4-Lane to 6-lane freeway section and evaluation of Alternate Delivery Option						

<b>Phase</b>	<b>Fund Source</b>	<b>Prior</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>Future</b>	<b>Total</b>
PE	NHPP (AC)	-	\$160,000	-	-	-	-	-	\$160,000
PE	NHPP (ACCP)	-	-	-	-	-	\$160,000	-	\$160,000
PE	NHPP □(ACCP OFFSET)	-	-	-	-	-	\$-160,000	-	\$-160,000
PE	State	-	\$40,000	-	-	-	-	-	\$40,000
	<i>Total Preliminary Engineering</i>	-	\$200,000	-	-	-	-	-	\$200,000
	<b><i>Total Programmed</i></b>	-	<b>\$200,000</b>	-	-	-	-	-	<b>\$200,000</b>

\*Map Has Not Been Marked

#### Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

#### Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

## 2 Projects Listed

**Current Change Reason**

**SCHEDULE / FUNDING / SCOPE - Change in scheduling of conversions**

*Funding Change(s):*

Total project cost stays the same \$9,602,618

\* ACCP is not part of the Total

<i>State TIP ID</i>	T-19-05	<i>TIP</i>	WAMPO 21-01.1	<i>KDOT ID</i>	087 N0718-01	<i>Total Cost</i>	\$1,866,840		
<i>Lead Agency</i>	Wichita Transit	<i>Contact</i>	Tonja Howard (316)352-4807			<i>County</i>	Sedgwick County		
<i>Project Type</i>	Transit	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A		
<i>Project Name</i>	Wichita Transit Replacement Paratransit Vehicles								
<i>Project Limits</i>	Wichita Urbanized Area								
<i>Description</i>	Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet. This project and its funding will be transferred to the Federal Transit Administration.								
<b>Phase</b>	<b>Fund Source</b>	<b>Prior</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>Future</b>	<b>Total</b>
CAP	Local	-	\$142,341	\$231,027	-	-	-	-	\$373,368
CAP	MPO-STP	-	\$569,365	\$924,107	-	-	-	-	\$1,493,472
	<i>Total CAP</i>	-	\$711,706	\$1,155,134	-	-	-	-	\$1,866,840
	<i>Total Programmed</i>	-	\$711,706	\$1,155,134	-	-	-	-	\$1,866,840

\*Map Has Not Been Marked

Version History							
<i>TIP Document</i>				<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-00	Adoption	2019-2023		10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-02	Amendment	2019-2023		06/11/2019	07/05/2019	07/09/2019	07/09/2019
21-00	Adoption	2021-2025		06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1	Adoption	2021-2025		12/08/2020	N/A	N/A	N/A
21-01.1	Amendment	2021-2025	<i>Pending</i>		N/A	N/A	N/A
<b><i>Current Change Reason</i></b>							
SCHEDULE / FUNDING / SCOPE - Other, FTA transfer							
<i>Funding Change(s):</i>							
Total project cost stays the same \$1,866,840							



## Background

During the month of September 2020 TAC meeting, TAC members agreed that TIP funding discussions are best if lead by TIP Projects Selection Committee (PSC), further PSC members' recommendations will be presented at the upcoming TPB meeting. PSC members met on December 17, 2020. KDOT staff and FHWA staff were also present at this meeting to provide additional input.

At the direction of TPB Chair, Projects Selection Committee (PSC) was formed to discuss Transportation Projects programmed in TIP for the years 2021 through 2024. PSC helped in reviewing TIP projects & funding, during the months of January through March 2020.

Now "WAMPO TIP Funding year-end balance" is available due to de-obligated funds on transportation projects.

The estimated year-end balance funds for the year 2021 was \$ 887,000  
The estimated year-end balance funds for the year 2022 was \$1,324,167

Projects under consideration (attached)

1. North Junction – Build Grant -- City of Wichita (project programmed in the year 2022)
2. 61<sup>st</sup> Street & Broadway – Park City (project programmed in the year 2021)
3. Patriot Ave at K-15 -- Derby (project programmed in the year 2021)

Projects Selection Committee (PSC) members discussed WAMPO sub-allocated funding management document attached. Members of PSC also reviewed projects and its impacts to the region. PSC Members also developed a rationale for allocating and distributing available funds to the programmed projects. Members noted that the North junction project is of regional significance. Also in Park City, Amazon expansion of warehouse development is of regional significance. K-15 corridor in Derby serves various cities and communities in our region. PSC Members sought input from KDOT team members, and WAMPO staff as well.

The outcome of meeting's discussions are as follows:

**Recommendation to the TPB on the "TIP year-end balance funding allocation" as follows:**

Project	Allocation of de-obligated funds	Year project is programmed
North Junction – Build Grant -- City of Wichita	\$1,250,000	2022
61 <sup>st</sup> Street & Broadway – Park City	\$597,418	2021
Patriot Ave at K-15 -- Derby	\$289,582	2021

At the TPB meeting on January 12<sup>th</sup>, the approval of year 2021 allocation of funding took place, however more coordination was recommended with State and FHWA with respect to the North Junction project in 2022.



**Agenda Item 4B: Action**  
**2021 - 2024 TIP sub-allocated funding management**  
Chad Parasa, WAMPO

**Recommendation to the TPB the “sub-allocated funding management process documented” as attached**

**Action Options:**

- Recommend approval of the “sub-allocated funding management process documented”, as proposed
- Not Recommend approval of the “sub-allocated funding management process documented”
- Recommend approval of the “sub-allocated funding management process documented”, with specific changes

**Attachment:**

- [WAMPO “Sub-allocated funding management process document](#)

# WAMPO Sub-allocated Programs Management Procedures

## Introduction

December 2020

### Issue Background

- WAMPO awards approximately \$12 million per year in federal funding to transportation projects across the region. Collectively, these funding programs are called WAMPO funding or WAMPO sub-allocated funding.
- WAMPO's overall planning and programming processes are intended to make sure funds are awarded to the types of projects and programs that are in-line with the outcomes set by the Policy Board as defined in the Metropolitan Transportation Plan (MTP).
- KDOT allows up to 7% of WAMPO's annual funding (up to \$1 million) to carry over to the next year if needed, and this change provides an opportunity for WAMPO to develop a comprehensive approach to fund management.
- This document is intended to clarify WAMPO's funding management procedures. Because this is an on-going program, WAMPO must develop processes and procedures to ensure its managed appropriately, accounting for both changes on both the cost side (e.g., construction materials) and on the funding side (e.g., annual amount)
- This document accounts for de-obligated funding, advance construction, end of year balance, and many other related issues that are part of the larger sub-allocated funding management.

### Highlights

- Allows all WAMPO funded projects to compete for additional funding, if additional need is demonstrated, approximately half way between initial programming and bid letting.
- Accounts for WAMPO's outstanding liability.
- Requests all capital construction projects with more than \$500,000 in WAMPO funding to be set up as "advance construction" starting with projects scheduled to let in 2023
- Plans, Specs and Estimates (PSE) to be submitted to KDOT by May (at the latest) of year of obligation

### Project Cost Estimates and WAMPO Funding Awards

Project concepts enter the WAMPO planning and programming processes up to 10 years before they are implemented, beginning with programming the project into the MTP, as noted in the WAMPO Cost Estimated Guidance at the end of this document. As the ideas and concepts move thru project development process, details about the scope of the project emerge and are refined and eventually finalized.

As projects move from ideas to final design, cost estimates can change greatly due to changes in cost of materials and changes in the project scope. As such, project sponsors are provided opportunities to update cost estimates and request additional funding, should the need be demonstrated. The WAMPO funding amount may not be adjusted after the project is obligated, so it is important to monitor cost estimate changes throughout the project development process and update accordingly.

#### Procedures:

- With each WAMPO funding cycle (every two years), sponsors with projects already in the TIP may compete for additional funding, in competition with other applications for new funding. Each project that is awarded WAMPO funding will have a total of two opportunities to request funding – at initial programming and again approximately half way between the initial programming and bid letting.
  - WAMPO funding can only be used on the project phase associated with it in the TIP. For capital construction projects, this is usually construction and construction engineering costs.
  - The entirety of the WAMPO funding award is in place during the entirety of the project. If the entirety of the WAMPO funding award is not used during the course of the project, it is released back (“de-obligated”) into WAMPO’s funding program, thus creating a surplus of funding that requires obligation by the end of the current fiscal year. See “Outstanding Liability” section below.
  - The WAMPO funding amount that is programmed in the TIP at the time of obligation is capped, meaning that it cannot be increased after obligation.
  - WAMPO’s commitment is for funding on the year(s) programmed in the TIP and cannot guarantee it will be available either before or after that year. The project development process can take up to three years; KDOT Bureau of Local Projects carries out this process. They have developed a comprehensive process and schedule to ensure the project development complies with applicable federal law. Given the importance of staying on schedule, WAMPO requires the Plans, Specs and Estimates (PSE) to be submitted to the KDOT Project Manager by May 1 of the scheduled year of obligation. Should the PSE be submitted after May 1, WAMPO cannot guarantee the funding and it may be reprogrammed to another eligible project.
  - WAMPO assesses a TIP fee on all WAMPO funded projects. Depending on the year of obligation, the TIP fee is between 1% and 2% of the total federal funding award, and is due the month before the start of the federal fiscal year that obligation is expected to take place.

### **Advance Construction (“Split Projects”)**

WAMPO follows the “Advance Construction” or AC approach that was put in place by the Federal Highway Administration (FHWA). This is the amount of funding WAMPO has committed to reimburse to the project sponsor at some point in the future. This approach allows large scale, multi-year projects to move forward without the entirety of the federal funding being in place. WAMPO uses it as a management tool to handle unanticipated increases and decreases in its annual funding amount, adjust project obligation schedules if unanticipated issues arise during project development, and give flexibility in WAMPO’s overall funding program so that we can provide an opportunity for additional funding requests.

Currently, project sponsors that have been certified by KDOT to administer (e.g., bid, and oversee the contractor) their own projects are set up as AC type projects. At this point, City of Wichita and Sedgwick County are the only project sponsors that fall into this category. WAMPO needs to increase the number of projects that are set up as AC to continue to allow this flexibility and cover its outstanding liabilities.

The only difference between AC projects and non-AC projects is that AC projects require the project sponsor to “front” a portion or the entirety of the federal funding portion of the project, and then be reimbursed the federal portion in future programmed years.

Starting with projects programmed to obligate in Federal Fiscal year 2023, WAMPO will request sponsors of capital construction projects that meet the following criteria to set up their projects as AC:

- Awarded > \$500,000 in WAMPO funding
- Administered by KDOT
- Administered by a KDOT-certified “Local Public Authority”(LPA)

## **Outstanding Liability**

WAMPO currently carries “Outstanding Liability.” This represents the amount of funding that WAMPO has committed to previously awarded projects, should it be needed to carry out the project. It results from project bids that come in under the amount programmed in the TIP. After the contract for these projects has been executed, the difference between the amount programmed in the TIP and the contracted amount is released or “de-obligated,” back into WAMPO’s funding account. Should additional funding (e.g., change orders) above the contracted amount be needed during the course of the project, that amount is made available, or “obligated” to the project up to the amount programmed in the TIP. Once the project closes out, WAMPO erases any outstanding liability associated with it.

Procedure: Maintain at least the same amount of AC bank as outstanding liability per funding program per year. This approach would not “take away” funding from any currently funded project, just delay reimbursement to project sponsors.

## **De-Obligated Funds Toolkit**

If none of the outstanding liability is cashed in the funds for each fiscal year will be programmed using the following set of options:

- \$1 million may be rolled over to next fiscal year, if desired
- Existing project cost updates for the current year, if not already obligated
- Advanced construction (split projects)
- Transit and Technology that can be obligated within the same fiscal year
- \*Regionally significant project expenses, if timing will allow – the TAC and TPB can allow this to trump all, if desired



# WAMPO Cost Estimate Guidance

*Updated: September 2019*

As per federal regulations, the entirety of the project cost (not just the WAMPO funding) must be shown in the MTP and in the TIP.

## **MTP: (5 – 10 years prior to letting)**

- Approved projects with planning level cost estimates based on a local government's experience with similar projects Estimate should take into account the following stages of project development for a capital project.
  - Refinement studies
  - Engineering design plans/preliminary engineering
  - Right of way acquisition
  - Utility relocation
  - Construction & construction engineering
  - Railroad coordination
  - Contingency

## **TIP: Use increasingly more refined cost estimates**

### Initial WAMPO Funding Cycle: (4 years prior to letting)

- First opportunity to request WAMPO funding
- Use an engineer's estimate for costs, that includes all of the items listed above
  - Include all costs in the TIP, both the items covered by WAMPO funding (e.g., participating) and the items not covered by WAMPO funding (e.g., non-participating).

### Carry out refinement study (Optional)

- Opportunity to refine cost estimates based on the preferred scope and design among several alternatives.

### Next WAMPO Funding Cycle (2 years prior to letting)

- Opportunity to adjust amount of WAMPO funding requested with updated cost estimate and scope developed during refinement study, existing conditions assessment, or field check.

### Year of Letting

- Adjust the cost estimate shown in the TIP during regular TIP Amendments at two project development milestones:
  - office check cost estimates
  - final check cost estimate.
- The cost estimate shown in the TIP must be within 25% of the cost estimate completed just prior to obligation or FHWA will not allow KDOT to obligate the federal funding and the project will be delayed.



Agenda Item 4C  
**Action: 2021 Unified Planning Work Program (UPWP) - amendment**  
Chad Parasa, Director

## Background

- The Unified Planning Work Program is the primary budgeting document for planning activities for the fiscal year.
- The document represents the planning activities that WAMPO will undertake during the coming fiscal year.

UPWP 2021 was approved by TPB at December 8<sup>th</sup> meeting. KDOT and FHWA subsequently also approved WAMPO 2021 UPWP on December 23, however, some edits to the document were by WAMPO staff as follows:

1. Page 5 will be updated to reflect current staff levels (current level from WAMPO's website is 7 with 3 being vacant)
2. Hosting of KAMPO will be deleted from Page 10
3. The Regional Asset Inventory will be deleted from page 19 and will be included in the 2022 UPWP
4. On page 22 The "Consultant Tasks On MTP" will be changed to \$85,000 to reflect the budget page on 23.

Thus the above edits were made to the revised UPWP 2021 document.

## Options

- Recommend Approval of the Amendment to the 2021 Unified Planning Work Program to the Transportation Policy Body.
- Recommend Approval of the Amendment to the 2021 Unified Planning Work Program to the Transportation Policy Body with specific changes.
- Recommend Denial of the Amendment to the 2021 Unified Planning Work Program to the Transportation Policy Body.

## Recommended action

- Recommend Approval of the Amendment to the 2021 Unified Planning Work Program.

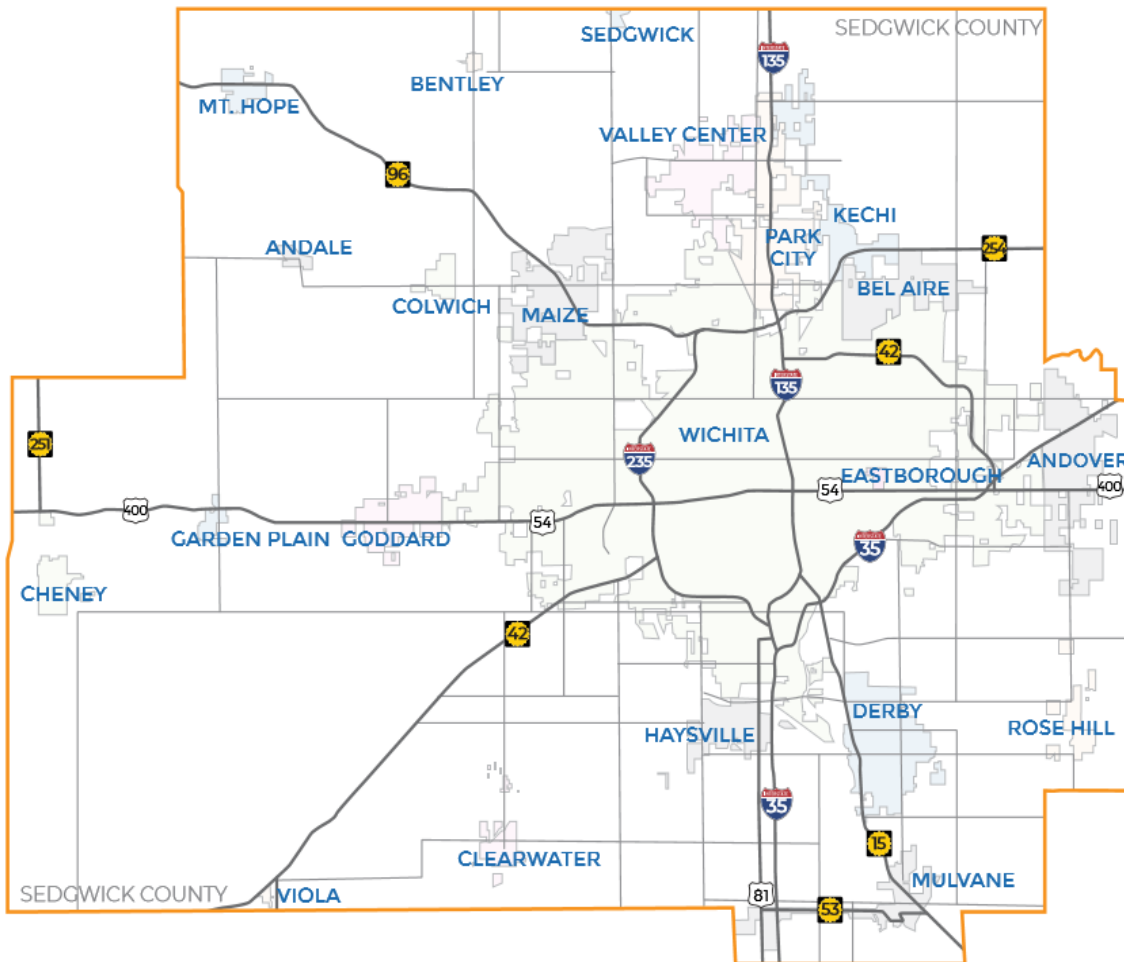
## Attachment

- [2021 Unified Planning Work Program \(UPWP\) - Amendment](#)

**2021  
UPWP**

# Unified Planning Work Program

**Wichita Area Metropolitan Planning Organization (WAMPO)**



**Wichita Area Metropolitan Planning Organization**

271 W. 3<sup>rd</sup> St., Ste 208, Wichita, KS 67202

OFFICE: (316) 779 -1321 WEBSITE: [www.wampo.org](http://www.wampo.org)

# Proposed 2021 Unified Planning Work Program

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## Introduction

Since the Federal-Aid Highway Act of 1962, Metropolitan Planning Organizations (MPO) 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 the 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, selects and approves projects for federal funding based on regional priorities, and develops 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, 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 Transportation Advisory Committee (TAC)

The WAMPO Policy Body 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 board, the TPB chairperson nominates the five-member Executive Committee

The Transportation Advisory Committee 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 by-laws provide for additional voting members for the City of Wichita and Sedgwick County on the Policy Body based on predetermined population thresholds, as determined by the U.S. Census.

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## Staff

The WAMPO staff positions include a full-time Director and 6 data, planning, GIS, and support positions.

## Planning Issues in the Region

Many issues will influence what types of transportation infrastructure and what mode choices will be made. The region is facing some of the largest demographic, land use, shopping choices, and changes in the way people, goods and services are and will be 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 the near and longer-term future planning efforts.

While the region will see substantial changes in the way people, goods and services are moved, communities and counties are still responsible for preserving and maintaining billions of dollars of previous investments in building the current transportation networks.

A balance of preserving the existing system and planning for the changes in the future 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 our system is:

*Do communities want to continue to invest the same way they have always invested? Or should they look at repurposing or even disinvestment in that infrastructure for the changing future?*

## MTP/Work Program Integration

The region's long-range plan, MOVE 2040 was adopted in 2020. WAMPO will work towards implementation of the long-range plan. WAMPO staff plans to visit local jurisdictions in discussing the goals and priorities ranging from everything 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 uncertainty of state and federal funds.

The 2021 UPWP will attempt to show how current trends in such planning elements impact the future transportation and infrastructure systems.

## Transportation System Optimization

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



## **Multimodal Opportunities**

Increasing transit ridership, developing and completing hike and bike trail systems and increasing commuting levels by biking, walking, transit and carpooling is becoming more of a goal in 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 2021 through community engagement, this work will contribute towards the development of next MTP 2045.

## **Freight System Enhancement**

The WAMPO region is looking at anywhere from 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 2021 UPWP continues the development of a Regional Freight committee's work, that will have one of its focuses on how to develop the WAMPO region as a possible location as the "Port of Southcentral Kansas." Good planning could provide locations for Freight Villages that coordinate freight mobility enhancements by reducing negative impacts on streets and roadways that are not designed to accommodate increased weights and frequencies of trips throughout the region. Technology enhancements through improvements to the ITS network will also be a part of the annual planning process. Regional Freight Committee work is planned to progress in 2021 through community engagement, this work will contribute towards the development of next MTP 2045.

## **Data Collection, Analysis and Modeling**

A major focus of this UPWP will be on data collection, how to store the data, and how best to provide access to the data. WAMPO will allocate resources to develop a data management plan, and to collect system data to assist member communities in system maintenance and preservation. We will also correlate the data with performance measures so that member communities will have a better gauge as to 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 policy makers can make more data based 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, 2021 UPWP plans to progress tasks on data analysis and GIS Analysis. These data maintenance will form a solid foundation for TIP and MTP development.

## **Planning Element Coordination**

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With the potential 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 development. Building trends show a growing change in housing types. The City of Wichita alone is seeing more downtown development in the form of over 1,800 new downtown apartments and condominiums. Sole occupant households and the fact that during this longer-term planning period over 80% of households could be childless could have significant impacts on the types and sizes of houses built and occupied. Younger generations are not so inclined to buy houses, but will pay more for upscale rental units. Vehicle ownership is giving way to shared vehicles and subscription services. All of these factors will have effects on transportation infrastructure and how we move people and goods. The UPWP continues the initial phases of what and whom we should be planning for. While preparing for the unknown is stressful, preparing is much more cost effective than reacting after the fact.

The 2021 UPWP also programs resources for enhancing community engagement to find more about what people expect in terms of transportation, what they are willing to pay for, and what the five generations of people in the region think transportation of the future will look like.

## Planning Activities

The following table highlights the connections made between the UPWP major task areas, the long-range plan, the 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	Long-range Transportation Plan						
	Transportation Improvement Plan						
	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

### 2020 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 provide more transparency of accounting with KDOT.
- Completed annual single audit, hired consultant support to accomplish auditing needs. Completed RFP process to hire consultant, in support of auditing needs.
- Hired staff as needs occurred
- Changed staffing roles to better coordinate work efforts and coordinate budget with work product completion.

<b>I.0</b>	<b>Program Administration Task Budget</b>	<b>CPG</b>
	<b>Management, Clerical &amp; Administration</b>	<b>\$ 464,250</b>
<b>I.1</b>	Salaries and Benefits	\$ 245,000
	Total Operating Expenses	<b>\$ 219,250</b>
<b>I.2</b>	<b>Budget &amp; Financial Monitoring System</b> <i>(salaries &amp; benefits)</i>	<b>\$ 50,000</b>
<b>I.3</b>	<b>TPB and TAC Support</b> <i>(salaries &amp; benefits)</i>	<b>\$ 40,000</b>
	<b>Professional Development, Educ./Training</b>	<b>\$ 37,000</b>
<b>I.4</b>	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: On-going

Budgeted Amount: \$464,250

WAMPO has efficiently and effectively managed and administered the WAMPO organization 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 operations, management, clerical and administrative tasks.

- 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.
- Personnel task, such as staff performance evaluations and hiring process.
- 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 2021 UPWP**

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$50,000

WAMPO staff will perform continuous monitoring of the 2021 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 2020 audit. Funding is also set aside for the preparation of the 2021 UPWP.

### **Sub-Task 1.3 – TPB and TAC Support**

Lead Agency: WAMPO

Timeframe: On-going

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.

### **Sub-Task 1.4 – Professional Development, Education & Training**

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$37,000

Staff will attend relevant training classes, and will provide proportional funding to bring speakers to town who will address topics of vital concern for the region. 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. Principal travel and training focus will be attendance at American Metropolitan Planning Organization, Kansas Area Metropolitan Planning Organization, Transportation Research Board, Scenario Planning, and Smart Region Planning seminars.

## Task 2: Long-Range Planning

**Objective:** Maintain and update a long-range transportation plan that reflects the region's vision and goals, is supported with best practices and the latest available data, and is financially constrained. Manage and optimize regionally significant transportation infrastructure and services.

### 2020 Major Accomplishments

- Completed & Adopted in June 2020, the regional MTP also known as the Reimagined MOVE 2040.
- 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.
- Completed development of five planning scenarios that could be used in MTP development.
- Participated with several public and private partners to get better ideas of what's important to the region in terms of infrastructure and planning choices.
- Conducted multiple freight committee meetings
- Participated in a REAP sponsored regional refocus in developing a stronger south-central Kansas voice.
- Participated in a regional transportation work group that has a focus on the highest priority regional transportation projects
- Initiated Safety & Health Committee. Conducted Safety & Health Committee meetings, in coordination with local government entities, university faculty staff and communities.
- Initiated Active Transportation Committee. Conducted Active Transportation Committee meetings, in coordination with local government entities, university faculty staff and communities.
- Hired intern to assist in developing GIS databases for transportation safety data

2.0	Long-Range Planning Task Budget	CPG
	<b>Overall Development of MTP 2050, due in June 2025</b>	<b>\$ 135,000</b>
	Salaries and Benefits	\$ 50,000
<b>2.1</b>	<b>Committees meetings, community input (salaries &amp; benefits)</b>	
<b>2.2</b>	<b>Consulting Services-HDR</b>	<b>\$ 85,000</b>

### Sub-Task 2.1 – Overall Development of the MTP

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: Fall 2020 - December 2021

Budgeted Amount: \$135,000

WAMPO will initiate the development of the MTP 2050 Plan. Mainly development of GIS and databases for the region, with respect to transportation infrastructure and number of users. Development of Databases 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 taking 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 through various committees, such as 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 periods 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 to the region. Infrastructure investments should be closely tied with how the region plans on facing the demographic, land use, shopping, and increased freight loads and frequency impacts. Staff will monitor these changing trends in transportation data.

With the uncertainties 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 in 2019 and the designation of Critical Urban Freight Corridors (CUFC) in the WAMPO region in 2018, WAMPO staff will monitor developments in trip patterns and truck freight traffic to judge whether updates to functional class or CUFCs are required.

### **Sub-Task 2.2 – Consulting Services-HDR**

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2021 - December 2021

Budgeted Amount: \$85,000

WAMPO will extend the contract for one more year, that includes following task and subtask headings, and all the future task orders will be assigned under one of these headings:

1. Project Administration
2. Public Engagement
3. Various Items Directly Related to the Development of the Metropolitan Transportation Plan Update such as:
  - Project selection criteria refinement
  - Project Bucket and Bucket Qualifier refinements
  - Performance Measures refinement
  - Performance Based Planning Coordination
  - Placemaking i.e., Enhanced Coordination of Land Use and Infrastructure
  - Ensuring Environmental Justice and Equity Language Coordination with Adopted Standards/Regulations
  - MTP Plan Communication and Information Gathering Strategies
  - Final MTP Draft Coordination and Refinement

### **3.1 Infrastructure Investment Criteria and Potential Strategies**

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### 3.2 Street and Intersection Typologies and Design Policies

### 4.0 Regional Transit Plan

Primarily tasks related to transportation data & traffic count database updates, are planned for the year 2021, that fall under 'Public Engagement' and 'MTP refinement'.

## 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.

#### 2020 Major Accomplishments

- Updated pedestrian and bike counts
- Community input sought on accuracy of Bicycle Maps and Trails Maps
- Initiated Active Transportation Committee & Safety/Health Committee

#### Ongoing Multimodal Planning Projects

The 2021 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.

3.0	Multimodal Planning	CPG	FTA 5310	FTA 5307
3.1	<b>Bicycle &amp; Pedestrian Planning</b> (salaries & benefits)	\$ 25,000		
3.2	<b>Transit and Paratransit Planning</b> (salaries & benefits)	\$ 14,000	\$ 25,000 *	
	Wichita Transit Planning Activities	\$ -		\$ 40,000

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

### Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency: WAMPO

Timeframe: On-going

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, 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).
- Maintain and oversee the ActiveICT Mobile App



- Make presentations at public, stakeholder, TAC and TPB meetings as needed.
- Stay current on bicycle and pedestrian planning issues.

### **Sub-Task 3.2 – Transit and Paratransit Planning**

Lead Agency: WAMPO & Wichita Transit

Timeframe: On-going

Budgeted Amount: \$14,000

In coordination with Wichita Transit, the Kansas Department of Transportation, private and public transit services, carry out coordinated public transit and paratransit transportation planning activities in the region.

#### **WAMPO Program Activities:**

- Issuing 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
- Convening a project selection committee that will recommend projects to the designated recipient/governing body(s), as required.
- Coordinate with planning partners regarding transit planning activities including attendance at the 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 the Coordinated Transit District #9 (CTD 9), and the 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.

#### **Wichita Transit Program Activities:**

- Amenities Planning
- Route Level Planning
- FAST Act federally required 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)
- Continued Community Education Efforts: *past activities included hiring a senior communications specialist to manage a marketing and educational program. Over 900 individuals have been provided information at public events. Wichita Transit has also increased social media activity, and customer information is being distributed in a consistent manner and new partnerships are being developed.*

## Task 4: Community Engagement

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

### 2020 Major Accomplishments:

- Updated the WAMPO website
- Compiled and distributed periodic newsletters throughout the region
- Continue to monitor compliance with the previously adopted Public Participation Program.
- Published press releases and public notices
- Implemented Coordinated Plan
- Hosted public input meetings concerning Scenario Planning
- Published periodic reports on performance measurement
- Monitored and updated Public Participation Plan
- Conducted community surveys to better determine who we are planning for over the upcoming 20-year planning period.
- 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	<b>Public Participation</b> ( <i>salaries &amp; benefits</i> )	\$ 40,000
	<b>Inter-Agency Coordination</b>	\$ 30,000
4.2	Salaries and Benefits	\$ 30,000

### Sub-Task 4.1 – Public Participation

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$40,000

Engage and involve the general public and stakeholders in the transportation decision-making in the region. Maintain and implement the WAMPO Public Participation Plan (PPP). 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 includes 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 to sponsor, co-sponsor, or develop 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 member community plan objectives
- Assist member jurisdictions in implementing MOVE 2040 Reimagined Plan by developing model policies and best practices, such as Complete Streets Policies or Safety Plans.

#### Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$30,000

WAMPO will explore opportunities to assist and coordinate with regional agencies & partner agencies. Coordination with agencies such as Wichita Transit, Regional Economic Area Partnership (REAP), Wichita Area Chamber of Commerce, Kansas DOT, Wichita State University (WSU), University of Kansas (KU) and any local government entities. This coordination will also increase engagement with communities. This coordination will also 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.

2020 Major Accomplishments:

- Investigated options for programming WAMPO year-end funding balances
- Initiated the bi-annual TIP Project Progress update
- Developed project selection criteria for TIP 2021-2024 update.
- Project selection committee was formed to assist adopting TIP 2021-2024.

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

### **Sub-Task 5.1 - Suballocated Funding Program Management**

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$10,000

Manage WAMPO's suballocated funding programs, which includes 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 Management**

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$44,000

Develop and maintain a fiscally constrained Transportation Improvement Program (TIP) that programs regional transportation system improvement projects that are consistent with WAMPO's current long-range plan and that will be implemented over the next four years. This includes developing and maintaining related documents, this includes replacing WAMPO's Project Tracker database, and all other 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
- 2021 – 2024 TIP amendments
- TIP Amendments, approximately four per year
- TIP Project Progress Updates (June, December)
- Annual federal reporting documents:
  - Annual Listing of Obligated Projects (ALOP)
  - Transportation Alternatives report
  - Congestion Mitigation Air Quality report

## **Task 6: Maintain Programming**

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

### **2020 Major Accomplishments**

- Started the process for developing data warehouses, and protocol for accessing data.
- Developed commuter maps showing where people work and determining the routes they use to get to work.

- Continued to update travel demand model and utilize data in planning efforts
- Initiated data accuracy coordination via committees. Initiated formation of Safety/Health Committee and Active Transportation Committee

6.0	Transportation Data and Modeling Task Budget	CPG	WAMPO Suballocated Funds
6.1	<b>Performance Measures</b> ( <i>salaries &amp; benefits</i> )	\$ 64,500	
	<b>Travel Demand Model</b>	\$ 70,000	
6.2	Salaries and Benefits	\$ 70,000	
	<b>Transportation Data</b>	\$ 100,000	
6.3	Salaries and Benefits	\$ 100,000	
6.4	<b>Transportation Systems Management and Operations</b> ( <i>salaries &amp; benefits</i> )	\$ 30,000	

### Sub-Task 6.1 – Performance Measures

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$64,500

WAMPO staff will monitor the performance of the region on the federally mandated performance measures, as well as the local performance measures adopted as part of the new Metropolitan Transportation Plan.

WAMPO staff will continue to monitor transportation network and system indicators to determine if there are congestion points or if those areas classified as bottlenecks are changing for the better or are getting worse. Based on the 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 will make periodic reports on findings. WAMPO will look to update monitoring criteria should guidelines change or be amended.

In addition, as part of the overall development of the upcoming 2020 Census, 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.

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### **Sub-Task 6.2 – Travel Demand Model**

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$70,000

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. The consultant will complete the minor model update that is currently in process. We will incorporate projects selected as part of the new MTP development into the model and generate analyses supporting the new MTP.

Staff will draft an RFP and begin the procurement process for a new Travel Demand Model Support Services contract, to begin in early 2021, and a major model update to incorporate new census data and a new household travel survey.

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: On-going

Budgeted Amount: \$100,000

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.

### **Sub-Task 6.4 – Transportation Systems Management and Operations**

Lead Agency: WAMPO

Timeframe: On-going

Budgeted Amount: \$30,000

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 about not only changes to the types of vehicles and choice of modes in the future, but will also create a need to repurpose streets and other forms of transport. Based on probable trends and funding uncertainties, 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 determine possible “smart” improvements and potential timing for implementation based on available resources. Elements to be considered could include signalization, developing a regional ITS architecture and improving interactive mapping capabilities. WAMPO will also continue to conduct data collection analysis related to performance measure determination.

## Budget and Cost Allocation Plan

### Revenues and Expenditures

WAMPO’s funds are generated through two primary sources: federal planning funds and member community assessments through dues and fees allocated on obligated projects included in the Transportation Improvement Program. WAMPO receives an annual allocation of federal planning funds, in the form of a federal grant to complete the function of an MPO as defined in 23 CFR.

Federal grants are eligible to cover up to 80 percent of the total costs, requiring the remaining 20 percent to be non-federal matching funds. WAMPO assess each of the member communities’ annual dues to assist in meeting the 20 percent matching totals. Another source of match comes from TIP assessments paid by member communities on the annual allocation of Surface Transportation Planning Grant funds distributed by WAMPO. Each community that receives STP funds pays a TIP Fee equal (in 2021) to 1.6% of funds obligated to the community.

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

The following charts indicate the anticipated revenues, expenditures, and matching fund requirements for the 2021 UPWP.

## 2021 Anticipated Revenues

	Federal CPG	Federal	Local Match	Total
<b>WAMPO</b>	Anticipated Carryover From 2020	\$43,000	\$10,750	\$53,750
	2021 Estimate	\$880,000	\$220,000	\$1,100,000
	<b>CPG Total</b>	<b>\$923,000</b>	<b>\$230,750</b>	<b>\$1,153,750</b>
	<b>FTA Section 5310</b>			
	5310 Administrative (Funding Shared by Wichita Transit)	\$25,000	\$0	\$25,000
	<b>WAMPO Funding Total</b>	<b>\$948,000</b>	<b>\$230,750</b>	<b>\$1,178,750</b>
<b>Wichita Transit</b>	<b>FTA 5307 (Regional Transportation Planning)</b>			
	<b>Total Wichita Transit Planning</b>	<b>\$40,000</b>		<b>\$40,000</b>
<b>Total Regional Funding</b>		<b>\$988,000</b>	<b>\$230,750</b>	<b>\$1,218,750</b>



## 2021 Anticipated Expenditures

	Federal CPG	Federal	Local Match	Total
<b>WAMPO</b>	WAMPO staff transportation planning tasks	\$855,000	\$213,750	\$1,068,750
	Consultants tasks on MTP	\$68,000	\$17,000	\$85,000
	<b>CPG Total</b>	<b>\$923,000</b>	<b>\$230,750</b>	<b>\$1,153,750</b>
	<b>FTA Section 5310</b>			
	5310 Administrative	\$25,000	\$0	\$25,000
	(Funding Shared by Wichita Transit)			
	<b>WAMPO Funding Total</b>	<b>\$948,000</b>	<b>\$230,750</b>	<b>\$1,178,750</b>
<b>Wichita Transit</b>	<b>FTA 5307 (Regional Transportation Planning)</b>			
	<b>Total Wichita Transit Planning</b>	<b>\$40,000</b>		<b>\$40,000</b>
<b>Total Regional Funding</b>		<b>\$988,000</b>	<b>\$230,750</b>	<b>\$1,218,750</b>

## 2021 Unified Planning Work Program Budget

UPWP Task/ Sub-task	DESCRIPTION	CPG	Sub Allocated (STP, CMAQ, TA)	Wichita Transit	
				FTA 5310	FTA 5307
	Total Expenses	\$ 1,153,750		\$ 25,000	\$ 40,000
	Transportation Planning Consultants Work	\$ 85,000			40000
	WAMPO Staff & Operating	\$ 1,068,750		\$ 25,000	
1.0	Management & Administration	\$ 591,250			
	Management, Clerical & Administration	\$ 464,250			
1.1	Salaries and Benefits	\$ 245,000			
	Total Operating Expenses	\$ 219,250			
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	\$ 135,000			
2.1	Overall Development of MTP	\$ 135,000			
	Salaries and Benefits	\$ 50,000			
	Committees meetings, community input (salaries & benefits)				
2.2	Consulting Services-HDR	\$ 85,000			
3.0	Multimodal Planning	\$ 39,000		\$ 25,000	\$ 40,000
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000			
3.2	Transit and Paratransit Planning (salaries & benefits)	\$ 14,000		\$ 25,000	
	Wichita Transit Planning Activities	\$ -			\$ 40,000
4.0	Community Engagement	\$ 70,000			
4.1	Public Participation (salaries & benefits)	\$ 40,000			
	Inter Agency Coordination (salaries & benefits)	\$ 30,000			
4.2					
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	\$ 264,500			
6.1	Performance Measures (salaries & benefits)	\$ 64,500			
6.2	Travel Demand Model (salaries & benefits)	\$ 70,000			
6.3	Transportation Data	\$ 100,000			
	Salaries and Benefits	\$ 100,000			
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 30,000			

## 2021 WAMPO Meeting Schedules



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

<b>Transportation Policy Body</b>	<b>Transportation Advisory Committee</b>
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
January 12, 2021	January 25, 2021
February 9, 2021	February 22, 2021
March 9, 2021	March 22, 2021
April 13, 2021	April 26, 2021
May 11, 2021	May 24, 2021
June 8, 2021	June 28, 2021
July 13, 2021	July 26, 2021
August 9, 2021	August 23, 2021
September 14, 2021	September 27, 2021
October 12, 2021	October 25, 2021
November 9, 2021	November 22, 2021
December 14, 2021	No December Meeting