



Technical Advisory Committee (TAC) Meeting Notice

Monday, May 20, 2024, @ 10:00 AM

In-Person

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

Virtual

Click the link below for
online meeting access.

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III. Public Comments Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	12
IV. Action	
A. FFY2025-FFY2028 TIP: Project Selection Committee (PSC) WAMPO-Suballocated Funding Recommendations – Peter Mohr, WAMPO <i>From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored, candidate projects that were considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to award FFY2025-FFY2028 WAMPO-suballocated funding. The TAC is now asked to make a formal recommendation to the TPB on whether to approve the PSC-recommended FFY2025-FFY2028 funding awards.</i>	13 to 18
B. FFY2023-FFY2026 Transportation Improvement Program Amendment #8 – Peter Mohr, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #8 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. This amendment would enact some, but not all, of the Project Selection Committee's (PSC's) WAMPO-suballocated funding recommendations from the previous action item, provided the TPB approves those recommendations. The Public Comment period for Amendment #8 opened on May 3, 2024, and will run through May 17, 2024. No public comments have been received to date.</i>	19 to 22

V. Discussion/Updates		
A. <u>Safety Updates</u> – Kim Neufeld and Markey Jonas, WAMPO <i>The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. This presentation will provide an update on recent safety-related trainings and initiatives, including a Road Safety Assessment Training, KDOT Transportation Safety Conference, ICT Safe: A Regional Transportation Coalition meeting, and the WAMPO/KDOT Behavioral Safety Grant opportunity.</i>		23 to 24
B. <u>Population Projections</u> – Jeremy Hill, CEDBR <i>WAMPO, in collaboration with Wichita State University’s Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050 that utilized projections calculated by/for WAMPO’s individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing population projections based on a new methodology. TAC and TPB feedback on these projections is sought before they are submitted for formal approval.</i>		25 to 26
C. <u>K-96 Improvements Project Update</u> – Duane Flug, KDOT <i>The K-96 Improvements Project aims to upgrade the K-96 corridor between I-135 and I-35. The project team will provide an update and present design details.</i>		
VI. Other Business		
VII. Adjournment		
VIII. WAMPO Reference Material		
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Chad Parasa, TPB Secretary

May 15, 2024



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, April 22, 2024, @ 10:00 AM

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

Meeting Duration: 59 minutes

Voting Members in Attendance		
Russ Kessler, <i>TAC Chair</i> Raven Alexander, <i>Wichita Transit</i> Marcy Aycock, <i>REAP</i> Jack Brown, <i>Public Health</i> Brent Clark, <i>Freight Movement</i> Craig Crosse, <i>Regional Pathways</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i>	Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i>	Alternates Tonja Howard, <i>Wichita Transit (non-voting)</i> Emily Jensen, <i>CTD #9 (voting)</i>
Other Attendees		
Lauren Bulcroft, <i>WAMPO</i> Lonnie Burklund, <i>JEO</i> Dylan Cossaart, <i>WAMPO</i> Chaitanya Dodda, <i>WAMPO</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Jeremy Hill, <i>CEDBR</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Ethan Kershaw, <i>Wichita</i> Brett Letkowski, <i>TranSystems</i> Mike Malone, <i>JEO</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Neufeld, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Marcela Quintanilla, <i>WAMPO</i> Paul Ricotta, <i>Caliper</i> Riley Schmitz, <i>Wichita</i> Kyle Thomas, <i>WAMPO</i> James Wagner, <i>Wichita</i>

1. Chair Russ Kessler called the meeting to order at 10:01 AM.

2. Regular Business

A. Approval of April 22, 2024, Agenda

Discussion: None.

Action: Approve the April 22, 2024, agenda, as proposed. (13-0)¹

Motion: Brent Clark

Second: Lynn Packer

B. Approval of March 25, 2024, Meeting Minutes

Discussion: None.

Action: Approve the March 25, 2024, meeting minutes, as proposed. (13-0)

Motion: Brent Clark

¹ Three (3) voting TAC members did not arrive until after the votes to approve the April 2024 agenda and March 2024 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Second: Danielle Gabor

C. Director's Report

i. Bimonthly TIP Project Statuses

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for April 2024 was shared.

April 2024 TIP Project Statuses - <https://bit.ly/April2024-TIP-Project-Statuses>

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

Mr. Mohr explained that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects are being considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding. Projected available funding amounts were presented, along with a list of the projects submitted for consideration. Maps of each project location and an interactive map that contains project details are available for review and public comment at <https://www.wampo.org/mtp2050>.

Discussion:

Shawn Mellies asked if WAMPO anticipates any projects not being included in the MTP. Mr. Mohr explained that not all projects will be placed on the fiscally constrained project list for WAMPO-suballocated funds because the combined costs of all the proposed projects are greater than the projected WAMPO-suballocated federal funding through 2050. Projects not included on the fiscally constrained list for WAMPO-suballocated funds will still be included in MTP 2050 in an illustrative list and will be eligible for other Federal funding programs.

Allison Smith asked if WAMPO had revenue projections for all funding sources (local revenue, state revenue, WAMPO-suballocated Federal funds, and non-suballocated Federal funds), indicating that the PSC should review expected revenues from all sources prior to project selection. Mr. Mohr and Chad Parasa, WAMPO, said that staff have been working on the revenue projections and will share them with the PSC before projects are selected for MTP 2050.

Craig Crossette asked why the project with the WAMPO I.D. 40-511 is not listed in the table of projects for MTP consideration. Nick Flanders, WAMPO, explained that it is the "Maple Street Pathway" project, which was submitted by Sedgwick County to be carried over unchanged; it is not listed because it is not requesting any additional funding beyond what it has already been awarded in the FFY2023-FFY2026 TIP.

iii. **Safe Streets and Roads for All (SS4A) Grant Updates**

Kim Neufeld, WAMPO, explained that in December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000. WAMPO staff are working with the FHWA to start the process of using those funds and working with awarded jurisdictions to identify eligible demonstration projects.

Having completed the prerequisite adoption of a Comprehensive Safety Action Plan (CSAP), WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution of strategies in the CSAP, which may involve major safety-related infrastructure improvements. WAMPO staff will prepare an application for the 2024 round of implementation-grant funding, the deadline for which is May 16, 2024. For the 2025 round of SS4A implementation-grant funding, WAMPO will issue a Request for Proposals (RFP) for a consultant to assist with preparing an application. WAMPO member jurisdictions are encouraged to provide WAMPO staff with projects that they would like included in the implementation-grant applications.

Discussion:

Lynn Packer asked about a listed April 2024 deadline for the implementation-grant application process and whether member jurisdictions could still provide WAMPO staff with projects for the 2024 application after that date. Ms. Neufeld responded that the April 2024 deadline was for WAMPO to submit a form on the basis of which a determination would be made of whether the adopted CSAP meets all requirements for SS4A implementation-grant funding, as opposed to a deadline for providing project information. WAMPO has not yet heard back from the Federal government on whether the CSAP meets all requirements.

iv. **Automatic Bicycle/Pedestrian Counters Update**

Dora Gallo, WAMPO, shared that, since 2012, WAMPO has conducted manual bicycle and pedestrian counts, facing challenges like volunteer shortages and adverse weather. To improve data collection, WAMPO is procuring advanced bicycle- and pedestrian-counting camera systems through a Request for Proposals (RFP) that was open from February 14, 2024, through March 15, 2024. Automated, camera-based counts will enhance accuracy and efficiency. Currently, WAMPO is in the vendor-awarding phase of procurement, ensuring chosen partners meet strict requirements for accuracy, data integration, and scalability, reflecting WAMPO's commitment to enhancing transportation data collection.

v. **Upcoming Requests for Proposals (RFPs)**

Mr. Mohr announced that WAMPO is preparing to issue several Requests for Proposals (RFPs) for consultants to assist with the region's Intelligent Transportation Systems (ITS) architecture, Travel Demand Model (TDM) update phase 2, Safe Routes to School (SRTS) planning assistance, and a Safe Streets and Roads for All (SS4A) 2025 implementation-grant application. Active Requests for Proposals will be posted online at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to wampo@wampo.org.

vi. FFY2023-FFY2026 TIP Amendment 8 Public Comment Period 05/03/2024-05/17/2024

Mr. Mohr discussed the Public Comment period for Amendment 8 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The 15-day Public Comment period will be held from May 3, 2024, through May 19, 2024. TIP Amendment 8 will be brought to the Technical Advisory Committee (TAC) for a recommendation on May 20, 2024, and to the Transportation Policy Body (TPB) for approval on June 11, 2024. The FFY2023-FFY2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

3. Public Comments

None.

4. Action

A. Congestion Management Process (CMP)

Mike Malone, JEO, introduced one of the subtasks of the Travel Demand Model update project, the development of a Congestion Management Process (CMP), sharing that CMPs are Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO is actively collaborating with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life of residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

Lonnie Burklund, JEO, provided a detailed review of the CMP and its development, a comprehensive effort involving various stakeholders and coordination with the development of Metropolitan Transportation Plan 2050 (MTP 2050). The CMP serves as a guiding framework to manage congestion systematically, relying on accurate and up-to-date data to evaluate projects' impacts on congestion. The process involves defining the network, analyzing survey responses, and establishing performance measures aligned with regional objectives. The presentation emphasized the importance of strategies like traffic flow optimization, signal timing enhancements, and public transportation improvements to reduce congestion and improve overall mobility in the WAMPO region. The CMP aims to create a cyclical process of programming, evaluation, and implementation to continually improve congestion management efforts and inform future planning. The TAC's recommendation on the CMP will be brought to the TPB for formal action on May 14, 2024.

Congestion Management Process – <https://bit.ly/CongestionManagementProcess>

Discussion:

Craig Crossette asked if congestion in suburban parts of the region was included in the analysis. Mr. Mohr and Mr. Parasa shared that the entire WAMPO region was evaluated, but the congestion hotspots identified are primarily within Wichita.

Action: Recommend the TPB approve the Congestion Management Process, as presented. (16-0)

Motion: Brent Clark

Second: Paul Gunzelman

5. Discussion/Updates

A. Travel Demand Model (TDM) Update

Mr. Malone shared that WAMPO maintains a Travel Demand Model (TDM) for the region. The TDM forecasts travel demand and predicts future performance of the transportation network. To aid in the development of MTP 2050, WAMPO is working with consulting firm JEO and subcontractor Caliper to update the TDM and train WAMPO staff on its numerous functions and features.

Paul Ricotta, Caliper, explained what goes into a Travel Demand Model update and gave details on the software used, factors taken into account, data sources, and the approaches that were implemented. The TDM is used on a regional scale and helps with the development of the long-range Metropolitan Transportation Plan (MTP), the short-range Transportation Improvement Program (TIP), and the Congestion Management Process (CMP), which is used during metropolitan transportation planning for managing congestion with accurate, up-to-date information on system performance. The model has undergone final calibrations, WAMPO staff have been trained to use the completed model, and there will be ongoing model upkeep and usage training.

Mr. Burklund presented details about the use of a TDM for Environmental Justice (EJ) analyses, calculating equity and accessibility measures. EJ analyses help ensure that transportation projects will not have disproportionate negative impacts on disadvantaged communities.

Mr. Malone gave examples of TDM data requests and shared big-picture and comparative analysis tasks that the TDM can complete, including post-processing and certified traffic counts.

B. MTP 2050 Public Engagement Round 2 Results Repost

Markey Jonas, WAMPO, presented a summary of MTP 2050 Public Engagement Round 2, which was conducted from December 2023 through February 2024. During Round 2, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, adding clarity to ensure specific and clear input on transportation issues, and expanding the survey to include questions pertaining to local performance measures. WAMPO staff utilized several strategies to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. The second MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, and advertised through social media posts on a wide range of platforms. WAMPO staff attended numerous events throughout the region where they informed members of the public about WAMPO and the long-range transportation planning process.

The Metropolitan Transportation Plan 2050 (MTP 2050) Public Engagement Round 2 survey consisted of ten (10) questions about transportation statistics and attitudes toward the current transportation network, plus five (5) demographic questions. Staff also facilitated an activity at popup/tabling events in which attendees could mark on a map of the WAMPO region locations where they had transportation safety or congestion concerns. Ms. Jonas honed in on three (3) of the survey questions that provide a condensed snapshot of the overall survey results, which reveal themes of how the current transportation system is used and of a regional desire to shift towards increased usage of alternative modes of transportation over the next 25 years. The full MTP 2050 Public Engagement Round 2 Summary includes a description of WAMPO staff's efforts, details about popup/tabling events that were held, and charts/figures summarizing the results of each survey question. MTP 2050 Public Engagement Round 1 and Round 2 Summaries are available at <https://www.wampo.org/mtp2050> and will be incorporated into MTP 2050 in an appendix.

The MTP 2050 Public Engagement Round 2 results report will be presented to the TPB on May 14, 2024. A third round of public engagement focused on modes of travel is tentatively scheduled for Spring/Summer 2024.

C. Population Projections

Jeremy Hill, CEDBR, explained that, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), WAMPO recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants have worked together to develop a new methodology for creating projections, the details of which were presented. The new methodology will be applied to project WAMPO-region population growth and the draft projections will be presented to TAC and TPB for feedback before seeking approval.

Discussion:

Marcy Aycock, REAP, thanked Jeremy Hill for this work, sharing excitement to have these projections available.

6. Committee & Partnership Updates

None.

7. Other Business

None.

8. Meeting adjourned at 11:00 AM

The next regular meeting will be held on Monday, May 20, 2024, at 10:00 AM.



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

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO has issued or is preparing to issue several Requests for Proposals (RFPs) for consultants to help with the following projects: Developing an Intelligent Transportation Systems (ITS) architecture for the region; phase-2 updating of the Travel Demand Model (TDM); Safe Routes to School (SRTS) planning assistance; and preparing an application for a Safe Streets and Roads for All (SS4A) implementation grant in 2025.

Background

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

Intelligent Transportation Systems (ITS) Architecture

The purpose of developing a regional Intelligent Transportation Systems (ITS) architecture is to illustrate and document the integration of ITS across the regional transportation network, so that the planning and deployment thereof can take place in an organized and coordinated fashion. A consultant will be hired to assist in the development of an updated ITS regional architecture and to complete a comprehensive assessment and inventory of the current architecture. The RFP was issued on May 2, 2024, and the proposal deadline is May 24, 2024.

Travel Demand Model (TDM) Update Phase 2

Because of the complexity of WAMPO's Travel Demand Model, which simulates current and future transportation scenarios, ongoing technical assistance is crucial for maintaining it and ensuring its effectiveness and accuracy. This project will secure expert technical support from a consultant to keep the model up-to-date, train WAMPO staff on its use, provide on-call technical support, generate model outputs as needed, and recommend improvements. The RFP was issued on May 9, 2024, and the proposal deadline is June 7, 2024.

Safe Routes to School (SRTS) Planning Assistance

The Safe Routes to School (SRTS) program is a national initiative designed to enhance the safety and accessibility of walking and biking for students traveling to and from K-12 schools. WAMPO is seeking a consultant to assist in the development of SRTS plans for all schools/school districts in the region. A draft RFP is currently under review by WAMPO's partners at KDOT.

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

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

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



Executive Summary

This report provides an update on WAMPO-region public transit operations for the quarter. It covers key performance indicators, such as ridership.

Background

The quarterly transit-operations update to the WAMPO TAC and TPB offers a comprehensive overview of key performance indicators, including ridership statistics. Across various transit services in the WAMPO region, fluctuations in ridership are evident, underscoring the dynamic nature of public transportation (see below).

Ridership is a pivotal benchmark for evaluating the efficacy of transit operations and identifying areas in need of attention or enhancement. Understanding the diverse patterns of ridership among different transit services enables stakeholders to devise tailored strategies to optimize service delivery and enhance overall passenger satisfaction. The substantial variance in ridership figures underscores the multifaceted factors influencing public transit usage, ranging from demographic shifts to service accessibility and economic dynamics. As transit agencies continue to navigate evolving societal needs and preferences, leveraging insights from ridership data remains instrumental to fostering sustainable and responsive transit systems that cater to the diverse needs of communities.

Ridership

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

Transit Provider	Annual Ridership					
	2018	2019	2020	2021	2022	2023
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541	1,269,050
Derby Dash	11,013	10,394	7,098	9,289	8,142	7,799
Haysville Hustle	-	-	31	2,192	3,316	2,993
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352	9,564
Butler County Transit	18,422	19,307	17,107	18,681	16,677	18,710

Regional Transit Implementation Plan

PUBLIC MEETING
WEDNESDAY | JUNE 5

CHOOSE ANY MEETING

MEETING 1

10 - 11:30 am

Pathway Church

18800 W. Kellogg Drive | Goddard, KS

MEETING 2

2 - 3:00 pm

VIRTUAL

<https://tinyurl.com/WAMPO>



MEETING 3

5:30 - 7 pm

Bel Aire City Hall

7651 E. Central Park Avenue | Bel Aire, KS



WE NEED YOUR INPUT

The Wichita Area Metropolitan Planning Organization (WAMPO) is studying the need for more service and what opportunities are appropriate to:

- Better connect suburban and outlying communities with Wichita, particularly for work trips.
- Provide more service within and between communities outside Wichita.
- Provide service to growing employment areas outside Wichita.

Come look at the information prepared and share your ideas on how to foster a connected, thriving community.

Find more information
about the project:
wampo.org/regional-transit



Sign up for
updates:
tinyurl.com/WAMPOSTAYINTOUCH





Agenda Item 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, TAC Chair

Background

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

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



Agenda Item 4A: Action

FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

WAMPO-Suballocated Funding Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored, candidate projects that were considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to award FFY2025-FFY2028 WAMPO-suballocated funding. The TAC is now asked to make a formal recommendation to the TPB on whether to approve the PSC-recommended FFY2025-FFY2028 funding awards.

Background

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

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

WAMPO staff provided information on the submitted projects, including their calculated scores and ranks and the results of the review by KDOT, to the members of the Project Selection Committee (PSC) for consideration. The PSC held meetings on which of these projects to recommend for FFY2025-FFY2028 WAMPO-suballocated funding on April 4, April 26, and May 3, 2024.



Agenda Item 4A: Action

FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

WAMPO-Suballocated Funding Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Available FFY2025-FFY2028 TIP WAMPO-Suballocated Funding

FFY	TA	CMAQ	CRP	STBG	TOTAL
2025	\$0	\$163,212	\$1,464,541	\$1,454,645	\$3,082,398
2026	\$0	\$0	\$1,367,689	\$339,643	\$1,707,332
2027	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050
2028	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050

These anticipated available WAMPO-suballocated funds during FFY2025-FFY2028 are based on the assumption that the FFY2024 Obligation Limitations for each funding program will hold steady through FFY2028. From those Obligation Limitations, funds already programmed to projects through FFY2026 (in the FFY2023-FFY2026 TIP) have been subtracted. Since this table was last presented to the TAC, there was a deobligation of \$238,274.88 of STBG funds that is now reflected above.

PSC Recommendations on FFY2025-FFY2028 WAMPO-Suballocated Funding

The projects the PSC has recommended for WAMPO-suballocated funding include several new FFY2027-FFY2028 projects, as well as funding increases for several projects that already have some WAMPO-suballocated funding in the FFY2023-FFY2026 TIP, but are currently at less than the maximum of 80% Federal funding.

Project Selection Committee (PSC) Recommended New/Increased Funding: FFY2025-FFY2028 Projects

WAMPO I.D.	Lead Agency	Project Title	FFY(s)	Funding Program(s)	Amt. Added	New % Fed. Funding
R-19-17*	Wichita	West St., I-235-MacArthur	2024, 2025	TA, CMAQ, STBG	\$80,001	80.00%
40-510*	Wichita	17th St N, I-135 to Hillside	2025	TA, STBG	\$72,413	80.00%
40-537*	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	TA, STBG	\$282,019	80.00%
40-056*	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	CMAQ, STBG	\$126,723	80.00%
40-540*	Derby	Rock Road Corridor Improvements	2026	TA, STBG	\$1,121,082	80.00%
40-522*	Wichita	Redbud Path, Woodlawn to K-96	2025, 2026, 2027, 2028	TA, CMAQ, CRP, STBG	\$4,867,966	61.04%
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	2027	TA	\$778,400	80.00%
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	2027	TA	\$673,941	80.00%
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown	2027, 2028	CMAQ	\$2,832,000	80.00%
MB-25-006	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	2028	TA, CRP	\$2,573,600	80.00%
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	2028	CMAQ	\$1,062,672	78.72%
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	2027	STBG	\$1,238,997	68.72%
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)	2027	STBG	\$4,589,020	68.72%
RM-25-022	Park City	85th Street and Broadway Roundabout	2027	STBG	\$581,183	68.72%
40-015	Bel Aire	45th Oliver to Woodlawn	2027, 2028	STBG	\$7,527,266	68.72%
RM-25-038	Wichita	127th St E, 13th to Douglas	2028	STBG	\$5,960,547	68.72%
Total					\$34,367,830	

*Project already has some WAMPO-suballocated funding (less than 80% Federal maximum)

Fiscal Considerations

These funding recommendations would use up all of the remaining anticipated available FFY2025-FFY2028 WAMPO-suballocated Federal funding. They would also bring all but one of the FFY2025-FFY2026 projects currently programmed to receive WAMPO-suballocated funding in the TIP up to the maximum of 80% Federal funding (see table above); the exception is the Wichita project “Redbud Path, Woodlawn to K-96”.

During the project-selection process, the PSC requested and received from the sponsors of certain candidate FFY2027-FFY2028 projects revised estimates of those projects’ qualifying costs, which were used to calculate the values in the column “New % Fed. Funding” in the above table.



Agenda Item 4A: Action

FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

WAMPO-Suballocated Funding Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

PSC Recommendation

Recommend the TPB approve the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028, as presented.

Action Options

- » Recommend the TPB **approve** the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028, **as presented**.
- » Recommend the TPB **not approve** the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028.
- » Recommend the TPB **approve** the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028, **with specific changes**.

Next Steps

- » May 20, 2024 (immediately after the TAC votes on this current Action Item):
 - TAC recommendation on FFY2023-FFY2026 TIP Amendment 8, including programming into the TIP FFY2025-FFY2026 WAMPO-suballocated funding awards from the PSC's recommendations (see above). The scheduled Public Comment period for this TIP amendment began when the PSC had decided on some but not all of its FFY2025-FFY2028 recommendations, so not all of those recommendations are reflected in Amendment 8; the rest of the PSC's FFY2025-FFY2028 WAMPO-suballocated funding recommendations, if approved by the TPB, will be reflected in the FFY2025-FFY2028 TIP when it is adopted (see below).
- » June 11, 2024:
 - TPB Action Item 1: Vote on awards of expected FFY2025-FFY2028 WAMPO-suballocated funds that are not yet programmed in the FFY2023-FFY2026 TIP.
 - TPB Action Item 2: Vote on FFY2023-FFY2026 TIP Amendment 8, including programming into the TIP FFY2025-FFY2026 WAMPO-suballocated funding awards referenced in the first action item.
- » May-June 2024: State/Federal review of draft FFY2025-FFY2028 TIP.
- » June-July 2024: 30-day Public Comment period for FFY2025-FFY2028 TIP.
- » July 22, 2024: TAC recommendation on FFY2025-FFY2028 TIP.
- » August 13, 2024: TPB vote on FFY2025-FFY2028 TIP.

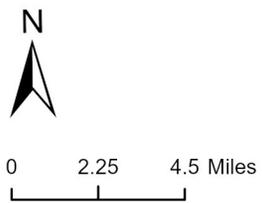
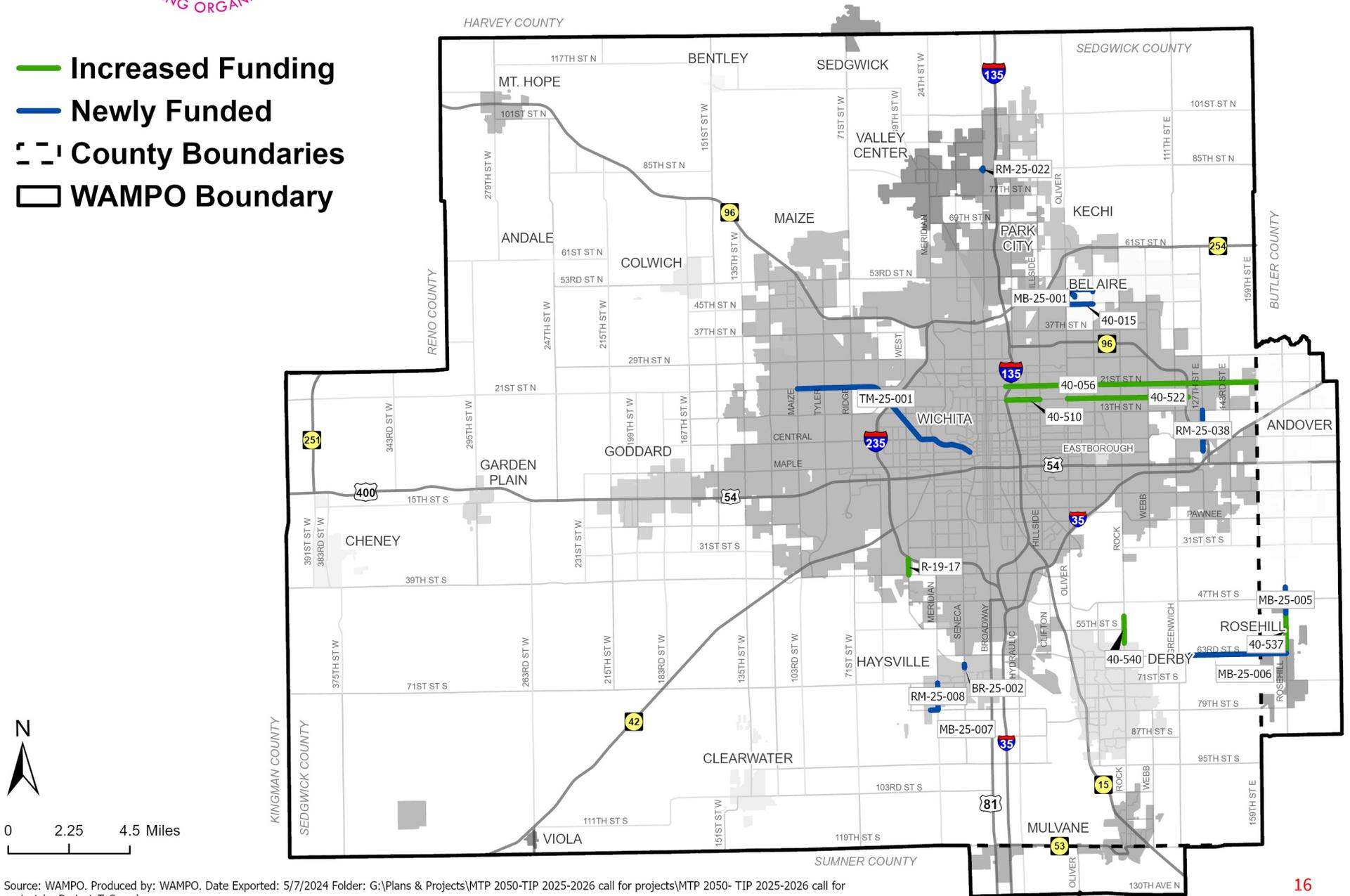
Attachments

- » **Map of PSC-Recommended Projects for New or Increased FFY2025-FFY2028 WAMPO-Suballocated Funding**
- » **Map and Table of Candidate Projects for New WAMPO-Suballocated Funding in FFY2027-FFY2028**



PSC Recommendations: New/Increased WAMPO-Suballocated Funding for FFY2025-FFY2028 Projects

- Increased Funding
- Newly Funded
- County Boundaries
- WAMPO Boundary

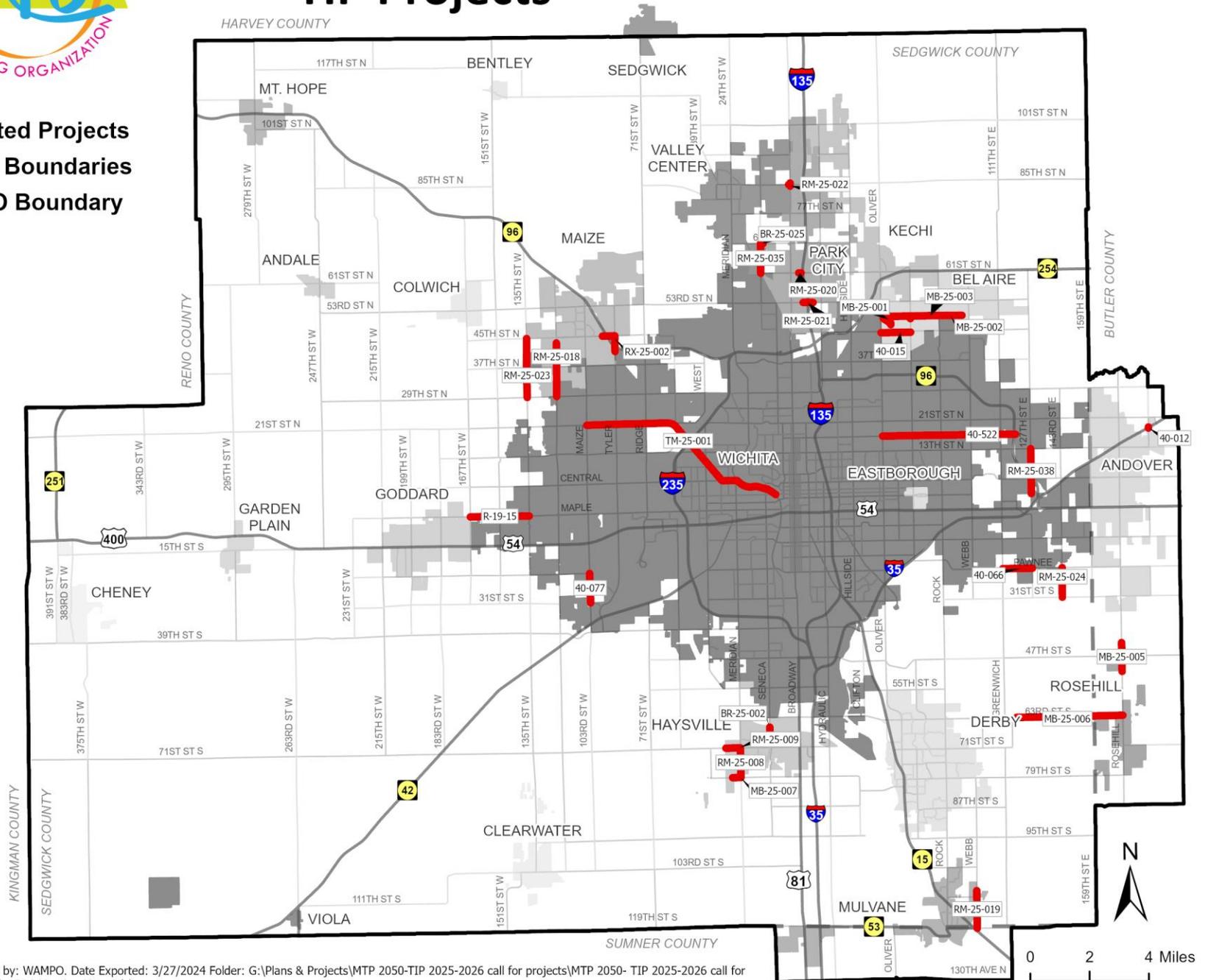


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Submitted FFYs 2025 - 2028 TIP Projects

- Submitted Projects
- County Boundaries
- WAMPO Boundary



Source: WAMPO. Produced by: WAMPO. Date Exported: 3/27/2024 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050- TIP 2025-2026 call for projects\z_ProjectsToScore\z_PSC Meeting Materials\

CANDIDATE PROJECTS FOR FFY2027-FFY2028 WAMPO-SUBALLOCATED FUNDING										
WAMPO I.D.	Lead Agency	Project Title	Eligible Funding Programs*				Requested Year	Max. Federal Award**	Project Type***	Project Score
			TA	CMAQ	CRP	STBG				
40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA				STBG	2026	\$3,706,259	BR	63.00
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2027	\$1,414,768	BR	53.50
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South				STBG	2027	\$1,442,355	BR	52.50
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown		CMAQ	CRP	STBG	2027	\$2,832,000	TM	80.50
RM-25-038	Wichita	127th St E, 13th to Douglas				STBG	2027	\$6,938,857	RM	62.00
40-066	Wichita	Pawnee, Greenwich to 127th St E				STBG	2028	\$6,248,000	RM	56.50
RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)				STBG	2025	\$4,278,930	RM	56.00
40-015	Bel Aire	45th Oliver to Woodlawn				STBG	2026	\$8,762,723	RM	53.75
R-19-15	Wichita	Maple, 135th St W to 167th St W				STBG	2027	\$13,184,000	RM	53.75
40-077	Wichita	Maize Road, Pawnee to 31st Street South				STBG	2028	\$6,560,000	RM	52.00
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2027	\$6,200,477	RM	50.75
RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street				STBG	2025	\$9,839,737	RM	49.50
RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West				STBG	2028	\$3,933,405	RM	48.00
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)				STBG	2027	\$5,342,221	RM	42.00
RM-25-022	Park City	85th Street and Broadway Roundabout		CMAQ	CRP	STBG	2025	\$676,573	RM	40.50
RM-25-023	Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North				STBG	2027	\$3,400,000	RM	38.50
RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout		CMAQ	CRP	STBG	2025	\$2,276,670	RM	38.25
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South				STBG	2028	\$200,000	RM	36.75
RM-25-035	Valley Center	Seneca from 61st to 69th				STBG	2027	\$2,305,434	RM	36.00
RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)				STBG	2026	\$22,107,551	RX	66.50
40-522	Wichita	Redbud Path, Woodlawn to K-96	TA	CMAQ	CRP	STBG	2025	\$7,073,981	MB	77.25
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	TA	CMAQ	CRP	STBG	2026	\$778,401	MB	75.25
MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	TA	CMAQ	CRP	STBG	BUTLER: 2028 SEDGWICK: 2029-2032	\$2,573,600	MB	73.75
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	TA	CMAQ	CRP	STBG	2027	\$673,942	MB	70.25
MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	TA	CMAQ	CRP	STBG	2028	\$651,097	MB	67.75
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	TA	CMAQ	CRP	STBG	2026	\$1,080,000	MB	63.50
MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	TA	CMAQ	CRP	STBG	2027	\$651,097	MB	60.75

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

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

***Project Types (each with its own scoring criteria) are coded as follows:

- BR-----> Bridge Project
- TM-----> Traffic Management Technology Project
- RM-----> Roadway Reconstruction/Modernization Project
- RX-----> Roadway Expansion Project (adding through lanes to existing roadway)
- RN-----> New Roadway Project (where there was not a roadway previously)
- MB-----> Multiuse Trail or Bicycle Facility Project
- PF-----> Pedestrian Facility Project
- SR-----> Safe Routes to School Infrastructure Project
- TR-----> Public Transit Project



Agenda Item 4B: Action **FFY2023-FFY2026 Transportation Improvement Program Amendment #8**

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #8 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. Among other things, this amendment would enact some, but not all, of the Project Selection Committee's (PSC's) WAMPO-suballocated funding recommendations from the previous action item, provided the TPB approves those recommendations. The Public Comment period for Amendment #8 opened on May 3, 2024, and will run through May 17, 2024. No public comments have been received to date.

Background

Amendment #8 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the eighth scheduled amendment for this TIP, **adding eight (8) new projects** and **modifying seven (7) projects**. The below-linked Amendment #8 summary also provides notice of **administrative adjustments to two (2) projects**, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #8 opened on May 3, 2024, and will run through May 17, 2024. No public comments have been received to date. The FFY2023-FFY2026 TIP took effect on October 1, 2022, and may be found at www.wampo.org/transportation-improvement-program. The TAC is now asked to provide a recommendation on the proposed project additions/modifications.

Among other things, this amendment would enact some, but not all, of the Project Selection Committee's (PSC's) WAMPO-suballocated funding recommendations on which the TAC was asked to make a recommendation in the previous action item, provided the TPB approves those recommendations at their June 11, 2024, meeting, immediately before voting on FFY2023-FFY2026 TIP Amendment #8. The PSC recommendations enacted through FFY2023-FFY2026 TIP Amendment #8 consist of FFY2025-FFY2026 project funding on which the PSC had reached a decision prior to the start of the Public Comment period for Amendment #8.

Fiscal Considerations

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



Agenda Item 4B: Action

FFY2023-FFY2026 Transportation Improvement Program Amendment #8

Peter Mohr, Manager of Transportation Engineering and Data

WAMPO ID	Lead Agency	Project Title	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
40-540	City of Derby	Rock Road Corridor Improvements	(\$1,121,082)	\$0	\$1,121,082	\$0
40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	(\$126,723)	\$0	\$126,723	\$0
40-510	City of Wichita	17th St N, I-135 to Hillside	(\$72,413)	\$0	\$72,413	\$0
40-522	City of Wichita	Redbud Path from Woodlawn to K-96	\$4,081,765	\$0	\$2,869,216	\$6,950,981
R-19-17	City of Wichita	West St., I-235-MacArthur	(\$80,001)	\$0	\$80,001	\$0
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	(\$282,019)	\$0	\$282,019	\$0
B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$0	\$674,300	\$1,328,300	\$2,002,600
R-24-01	KDOT	City of Goddard: US-54 and 183rd Street [New Project]	\$0	\$1,010,000	\$0	\$1,010,000
RR-24-01	KDOT	Rail Line Rehabilitation along the K&O Railroad [New Project]	\$0	\$803,300	\$0	\$803,300
RR-24-02	KDOT	KO Railroad & Harry Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-03	KDOT	KO Railroad & Southwest Boulevard in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-04	KDOT	KO Railroad & May Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-05	KDOT	KO Railroad & 31st Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-06	KDOT	KO Railroad & Tracy Avenue in Clearwater [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-07	KDOT	KO Railroad & St. Clair Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
BP-23-02*	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$0	\$0	\$0	\$0
40-511*	Sedgwick County	Maple Street Pathway	\$0	\$0	\$0	\$0
Total			\$2,399,527	\$2,487,600	\$8,885,754	\$13,772,881

* Administrative Adjustment

Among other changes, contingent on the TAC’s and TPB’s action on the PSC’s recommendations, Amendment #8 adds WAMPO-suballocated Surface Transportation Block Grant (STBG), Congestion Management and Air Quality (CMAQ), and/or Carbon Reduction Program (CRP) funds to six (6) projects, drawing from year-end balances that had been projected for those funding programs in FFY2025 and FFY2026. Meanwhile, the two (2) administrative adjustments accompanying Amendment #8 change the mixture of Transportation Alternatives (TA) and CRP funding on the Sedgwick County project “Maple Street Pathway” (to eliminate a projected deficit of TA funds at the end of FFY2026) and move the construction of the CRP-funded Bel Aire project “53rd Street, Oliver to Woodlawn Multi-Use Path” back from FFY2024 to FFY2025, without changing the overall amount of WAMPO-suballocated Federal funding on either project:

Changes in WAMPO-Suballocated Federal Funding

Sponsor	Project Title	STBG	CMAQ	TA	TA-STBG	CRP	TOTAL
City of Derby	Rock Road Corridor Improvements	\$1,121,082	--	--	--	--	\$1,121,082
City of Wichita	Wichita Intelligent Transportation System - E 21st St N	--	\$126,723	--	--	--	\$126,723
City of Wichita	17th St N, I-135 to Hillside	\$72,413	--	--	--	--	\$72,413
City of Wichita	Redbud Path from Woodlawn to K-96	\$497	\$36,489	--	--	\$2,832,230	\$2,869,216
City of Wichita	West St., I-235-MacArthur	\$80,001	--	--	--	--	\$80,001
Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$282,019	--	--	--	--	\$282,019
City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path*	--	--	--	--	--	--
Sedgwick County	Maple Street Pathway*	--	--	-\$32,849	--	\$32,849	--
Total		\$1,556,012	\$163,212	-\$32,849	\$0	\$2,865,079	\$4,551,454

* Administrative Adjustment



Agenda Item 4B: Action **FFY2023-FFY2026 Transportation Improvement Program Amendment #8**

Peter Mohr, Manager of Transportation Engineering and Data

Staff Recommendation

Recommend the TPB approve FFY2023-FFY2026 TIP Amendment #8, as presented.

Action Options

- » Recommend the TPB **approve** FFY2023-FFY2026 TIP Amendment #8, **as presented**.
- » Recommend the TPB **not approve** FFY2023-FFY2026 TIP Amendment #8.
- » Recommend the TPB **approve** FFY2023-FFY2026 TIP Amendment #8, **with specific changes**.

Next Steps

- » June 11, 2024:
 - TPB Action Item 1: Vote on awards of expected FFY2025-FFY2028 WAMPO-suballocated funds that are not yet programmed in the FFY2023-FFY2026 TIP.
 - TPB Action Item 2: Vote on FFY2023-FFY2026 TIP Amendment 8, including programming into the TIP FFY2025-FFY2026 WAMPO-suballocated funding awards referenced in the first action item.
- » The approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in July 2024.

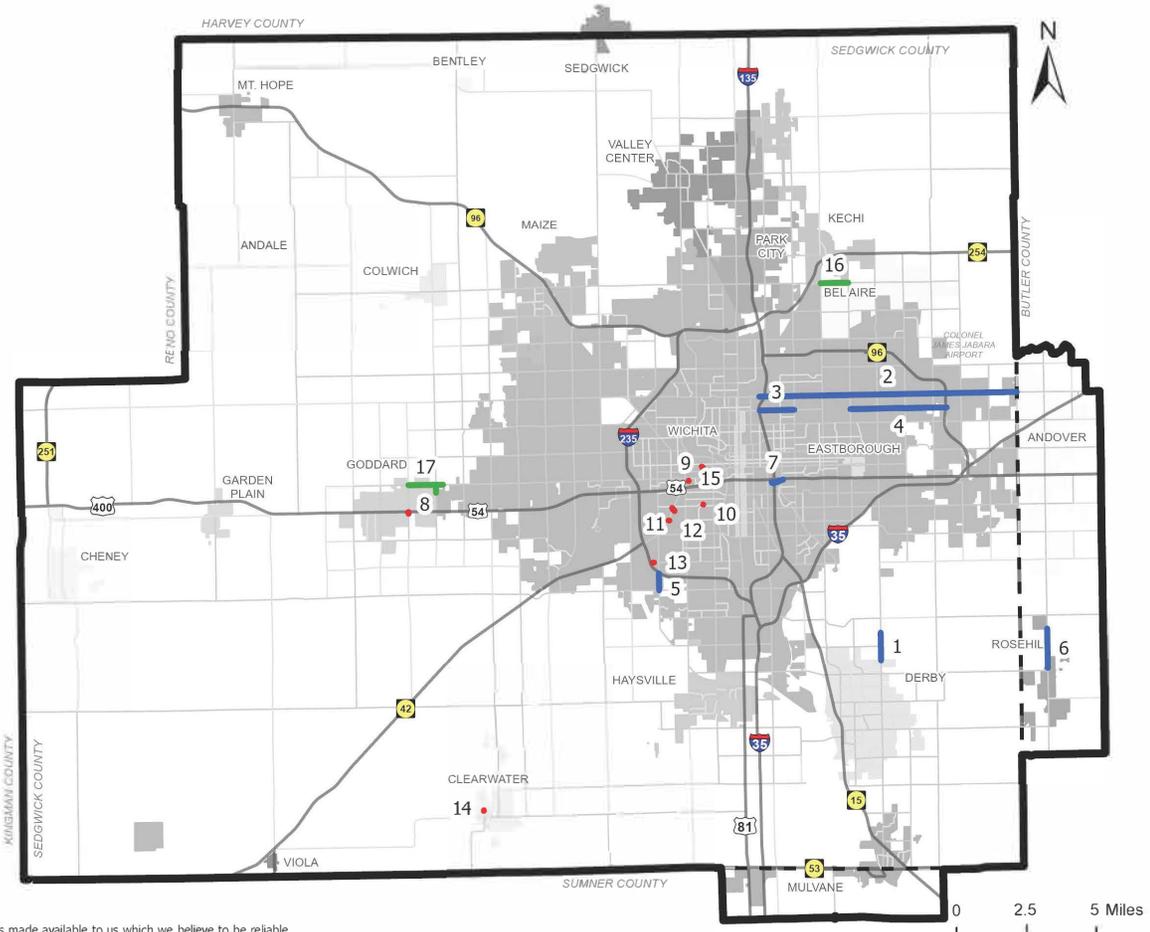
Attachments

- » **Map and Table of FFY2023-FFY2026 TIP Amendment #8 Projects**
- » **FFY2023-FFY2026 TIP Amendment #8 Summary** – <https://bit.ly/TIP-Amendment-8-Summary>



2023-2026 Transportation Improvement Program Amendment 8 Projects

- Amendment 8 New Projects
- Amendment 8 Amended Projects
- Administrative Adjustment 7.1 Projects
- County Boundaries
- WAMPO Planning Boundary



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 5/8/2024
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 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Lead Agency	Project Title	Total Project Cost
1	City of Derby	Rock Road Corridor Improvements	\$6,703,812
2	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$5,500,000
3	City of Wichita	17th St N, I-135 to Hillside	\$3,300,000
4	City of Wichita	Redbud Path from Woodlawn to K-96	\$14,185,000
5	City of Wichita	West St., I-235-MacArthur	\$6,192,694
6	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$13,047,000
7	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$2,897,700
8	KDOT	City of Goddard: US-54 and 183rd Street	\$1,010,000
9	KDOT	Rail Line Rehabilitation along the K&O Railroad	\$803,300
10	KDOT	KO Railroad & Harry Street in Wichita	\$501,000
11	KDOT	KO Railroad & Southwest Boulevard in Wichita	\$501,000
12	KDOT	KO Railroad & May Street in Wichita	\$501,000
13	KDOT	KO Railroad & 31st Street in Wichita	\$501,000
14	KDOT	KO Railroad & Tracy Avenue in Clearwater	\$501,000
15	KDOT	KO Railroad & St. Clair Street in Wichita	\$501,000
16	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$404,628
17	Sedgwick County	Maple Street Pathway	\$1,975,000



Agenda Item 5A: Discussion/Updates

WAMPO Safety Updates

Kim Neufeld, Multimodal Transportation Safety Planner
Markey Jonas, Administrative & Public Outreach Coordinator

Executive Summary

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. This presentation will provide an update on recent safety-related trainings and initiatives, including a Road Safety Assessment Training, KDOT Transportation Safety Conference, ICT Safe: A Regional Transportation Coalition meeting, and the WAMPO/KDOT Behavioral Safety Grant opportunity.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. With the understanding that safe roads and safe speeds are critical elements in the provision of a safe transportation system, WAMPO employs safety as an important criterion in the evaluation and selection of roadway, traffic management, bicycle, and pedestrian projects for funding. Proposed initiatives undergo a comprehensive evaluation, with the potential to address noted safety problems or improve overall safety metrics influencing their overall score and thereby the likeliness of being selected for funding. This unwavering focus on safety underscores WAMPO's commitment to cultivate a transportation environment where safety is intrinsic, ensuring each journey concludes as intended.

Road Safety Assessment/Audit (RSA) Training

One of the ongoing strategies identified in the WAMPO Comprehensive Safety Action Plan (CSAP) is the completion of at least two (2) Road Safety Assessments/Audits (RSAs) each year. On April 10, 2024, members of WAMPO staff attended a bicycle and pedestrian-focused RSA training facilitated by the Kansas Local Technical Assistance Program (LTAP) and hosted at the WAMPO offices. Kansas LTAP receives support from the Federal Highway Administration (FHWA), the Kansas Department of Transportation (KDOT), and the University of Kansas, to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and knowledge at local governments through training, technical assistance and technology transfer. The RSA training afforded WAMPO staff and partners the knowledge and resources necessary to conduct and assist jurisdictions with these assessments in the WAMPO region.

KDOT Transportation Safety Conference

Members of WAMPO staff attended the 29th Annual KDOT Transportation Safety Conference in Topeka on April 16 and April 17, 2024. The conference provided valuable information presented by keynote speakers, curated breakout sessions covering a range of transportation safety topics, and featured several networking breaks that allowed attendees to meet and talk with speakers, colleagues, and exhibitors. WAMPO staff also had an opportunity to present on the CSAP and WAMPO's Safe Streets and Roads for All (SS4A) grant experience. Notable takeaways include the importance of framing traffic safety as public health and the use of key resources such as the [Drive to Zero Crash Data Dashboard](#) and the upcoming release of KDOT's Vulnerable Road User (VRU) Safety Assessment tool, which is set to launch on May 16, 2024.



Agenda Item 5A: Discussion/Updates

WAMPO Safety Updates

Kim Neufeld, Multimodal Transportation Safety Planner
Markey Jonas, Administrative & Public Outreach Coordinator

ICT Safe: A Regional Transportation Coalition May 1, 2024, Meeting

ICT Safe: A Regional Transportation Coalition held its quarterly meeting on May 1, 2024. The mission of ICT Safe is to reduce transportation-related fatalities and serious injuries in the WAMPO region by implementing the Comprehensive Safety Action Plan (CSAP). It includes a diverse range of stakeholders involved in education, engineering, enforcement, and emergency response, and has several smaller entities under the overarching ICT Safe umbrella. The May 1, 2024, meeting agenda included introductions from all attendees, an update from the Wichita Sports Commission and the Fans with a Plan campaign, a CSAP progress report, a presentation about the services provided by the DUI Victims Center of Kansas, and an announcement about the Behavioral Safety Grant opportunity. The next meeting will be held virtually on August 7, 2024, at 9:30 AM. For more information about the Coalition, please visit www.wampo.org/ict-safe.

WAMPO/KDOT Behavioral Safety Grant Opportunity

The Behavioral Safety Office of the Kansas Department of Transportation (KDOT) and WAMPO are jointly conducting a Call for Projects for Behavioral Safety Grants in the WAMPO region. These are reimbursement grants. Funding for the grants comes from the National Highway Traffic Safety Administration (NHTSA) and will be administered by KDOT. The total amount available for all projects in 2024 is \$50,000. Grant applications need to address the concerns of ICT Safe, the Drive to Zero Coalition, the WAMPO Comprehensive Safety Action Plan (CSAP), and/or the Kansas Strategic Highway Safety Plan. Projects should fall under the Safer People element of the USDOT Safe System Approach and all grants under this program must focus on improving road-user behavior; construction projects are not eligible expenses. The application deadline is June 30, 2024. Grant guidelines, rubric, and application are available at www.wampo.org/safety.

Attachments

- » **Comprehensive Safety Action Plan (CSAP)** - <https://bit.ly/WAMPO-CSAP>
- » **Behavioral Safety Grant Application** - www.wampo.org/safety



Executive Summary

WAMPO, in collaboration with Wichita State University’s Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050 that utilized projections calculated by/for WAMPO’s individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing population projections based on a new methodology. TAC and TPB feedback on these projections is sought before they are submitted for formal approval.

Background

Population projections are an integral part of long-range transportation planning. Understanding the trajectory of a region's population is critical in forecasting future demands on the transportation system. Accordingly, WAMPO, in collaboration with consultants at Wichita State University’s Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050 that utilized projections calculated by/for WAMPO’s individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing projections based on a new methodology to both capture the growth trends of individual jurisdictions and maintain a reasonable level of overall population growth in the WAMPO region.

New Methodology

With their extensive experience in developing population projections, CEDBR developed alternative projections utilizing a standard population age-cohort survival model with detailed migration calculations. These projections were then bounded by a regional total-population constraint.

Basis of New Projections: The Population Age-Cohort Survival Model

The population age cohort survival model is a standard model for population growth, it allows the existing structure of households to age within the community. This is the basis of CEDBR’s statewide model for Kansas. The model has the following four main components to characterize growth:

- Aging population
- Death
- Fertility
- Migration



Incorporating a Detailed Migration-Rate Calculation

To more accurately reflect recent growth trends in the WAMPO region, CEDBR has recommended and implemented an updated methodology for calculating the migration component of the population-age cohort model. This revised approach will allow municipalities to contribute historical building permits, integrating local insights into this metric. The factors considered for migration in this new methodology include:

- **Community Net Migration Trend (60% or 80% of the final migration rate*):** Utilize American Community Survey (ACS) data to determine the greater of 5- or 10-year annualized migration rates for each community.
- **Building Permits (0% or 20% of the final migration rate*):** Factor in residential and multi-family building permits, based on a 5-year annualized average, contingent on data provided by each city.
- **Economic Growth (20% of the final migration rate):** Create long-term employment forecast rates for the Wichita region across various sectors, applying ACS 5-year employment estimates for each city.

*Not all jurisdictions may choose to submit building-permit information. Where they do, building-permit information will account for 20% of the final migration rate and net migration trends from the ACS will account for 60%. Where they do not, building-permit information will necessarily account for 0% of the migration rate and ACS net-migration trends will account for 80%.

Constraint

Incorporating a regional constraint on total population growth based on the region's previously forecasted population figures is a critical aspect of ensuring the accuracy and relevance of the demographic forecasting methodology. This approach grounds these projections in a realistic framework, aligning individual community forecasts with overarching regional expectations and preventing discrepancies that could lead to misallocation of resources or planning infrastructure and services for a larger future population than actually comes about.

As of writing, the updated WAMPO population projections are currently in development, with a draft set of projections anticipated to be presented at the May 20, 2024, TAC meeting for initial review. Following this meeting, further feedback will be solicited and considered before final projections are submitted for formal TAC recommendation and TPB approval. Once approved, they will be integrated into the long-range Metropolitan Transportation Plan 2050 (MTP 2050).

Next Steps

- » Present draft population projections to TAC and TPB for feedback and review
- » Submit final draft projections, with feedback taken into consideration, for a TAC recommendation and TPB approval.
- » Incorporate the final projections into MTP 2050.



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

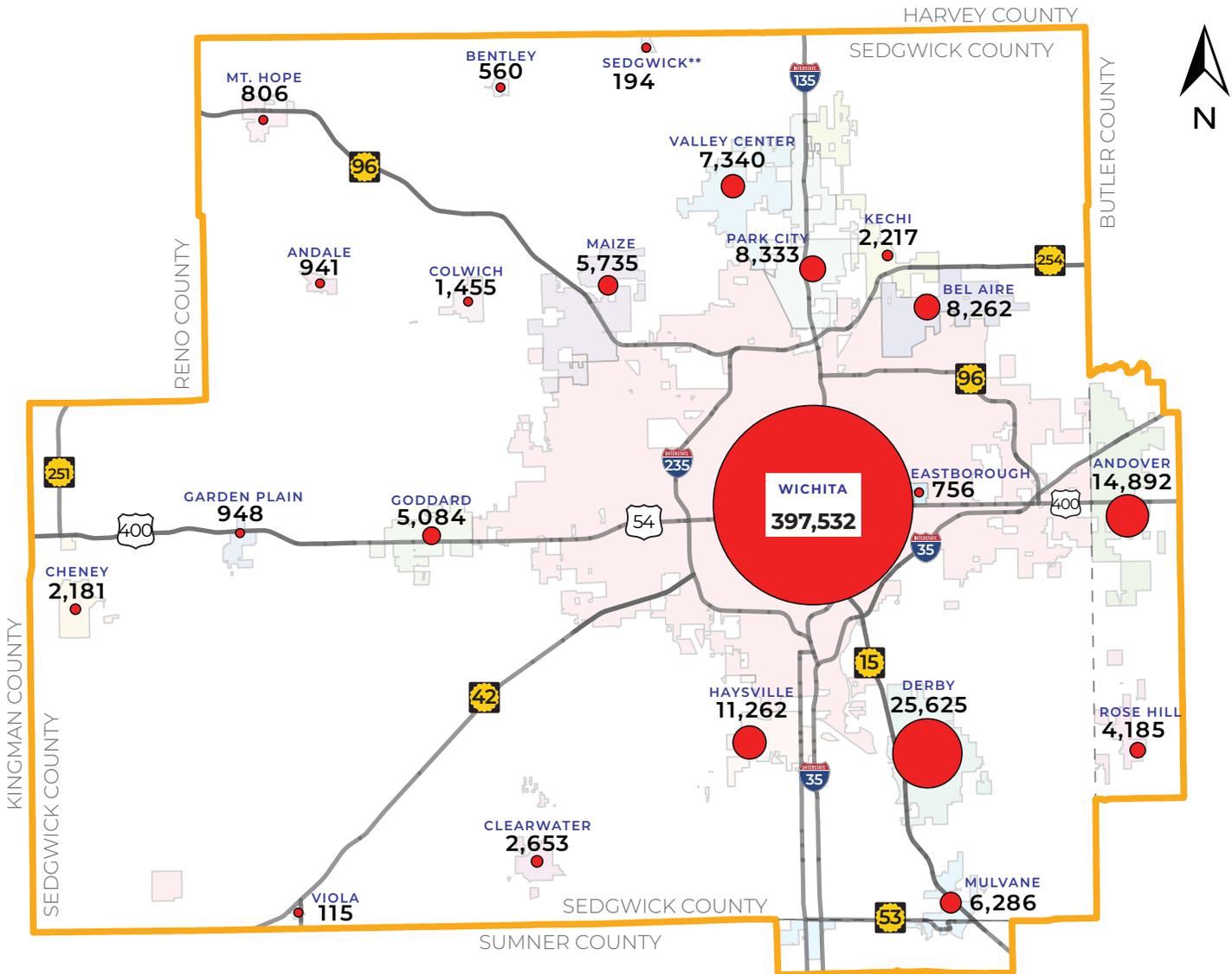
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

Transit Provider	Annual Ridership					
	2018	2019	2020	2021	2022	2023
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541	1,269,050
Derby Dash	11,013	10,394	7,098	9,289	8,142	7,799
Haysville Hustle	-	-	31	2,192	3,316	2,993
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352	9,564
Butler County Transit	18,422	19,307	17,107	18,681	16,677	18,710

Point of Contact

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

Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document & style guide
- Develop the Plan Advisory Committee
- Develop an existing conditions report
- Create MTP 2050 outline, format, and move existing MTP 2040 appendices into the new outline

Phase 2: Where do we want to go?

- Public Engagement Round 1 - determining the vision, goals, objectives
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 9/15/23 - 1/5/24
- Develop alternate scenarios (TDM and population)
- Gather the expected revenues and expenditures information for the fiscal constraint analysis

Phase 3: Did we get it right?

- Public Engagement Round 1 - results report
- Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review

Above Completed

- Project Selection Committee meetings/project prioritization
- Public Engagement Round 3
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
- Draft the Plan (Plan Advisory Committee and State/Federal Review plan)
- Adjust Plan Based on PAC and State/Federal Review
- 30-Day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

- Review Public Comments for Plan Incorporation
- TAC Recommendation for Approval - April 28, 2025
- TPB Approval Consideration - public hearing - May 13, 2025
- Public Engagement Round 5 - roadshow about approved plan



May 2024



WAMPO TRANSPORTATION ACRONYM GLOSSARY

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ACS	American Community Survey	MSA	Metropolitan Statistical Area
ADA	Americans with Disabilities Act	MTP	Metropolitan Transportation Plan
ALOP	Annual List of Obligated Projects	NAAQS	National Ambient Air Quality Standards
AMPO	Association of Metropolitan Planning Organizations	NEVI	National Electric Vehicle Infrastructure Funding Program
APA	American Planning Association	NHPP	National Highway Performance Program
ASCE	American Society of Civil Engineers	NHS	National Highway System
ATC	Active Transportation Committee	NHTSA	National Highway Traffic Safety Administration
ATIIP	Active Transportation Infrastructure Improvement Program	NOFO	Notice of Funding opportunity
BIL	Bipartisan Infrastructure Law	PAC	Plan Advisory Committee
CDT	Coordinated Transit District	PE	Preliminary Engineering
CMAQ	Congestion Mitigation and Air Quality	PM	Performance Measure
CMP	Congestion Management Process	PPP	Public Participation Plan
CPG	Consolidated Planning Grant	PSC	Project Selection Committee
CRP	Carbon Reduction Program	REAP	Regional Economic Area Partnership
CSAP	Comprehensive Safety Action Plan	RFP	Request for Proposals
CUFC	Critical Urban Freight Corridor	ROW	Right of Way
DBE	Disadvantaged Business Enterprise	RSA	Road Safety Assessment/Audit
DOT	Department of Transportation	SCAC	Sedgwick County Association of Cities
EIS	Environmental Impact Statement	SRTS	Safe Routes to School
EJ	Environmental Justice	SS4A	Safe Streets and Roads for All Grant Program
EPA	Environmental Protection Agency	SSA	Safe System Approach
EV	Electric Vehicle	STBG	Surface Transportation Block Grant
FC	Functional Classification	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 01 - September 30)	TA	Transportation Alternatives
FHWA	Federal Highway Administration	TAC	Technical Advisory Committee
FTA	Federal Transit Administration	TAM	Transit Asset Management
GIS	Geographic Information System	TAZ	Traffic Analysis Zone
HIP	Highway Infrastructure Program	TDM	Travel Demand Model
HSIP	Highway Safety Improvement Program	TIP	Transportation Improvement Program
IKE	Kansas Eisenhower Legacy Program	TMA	Transportation Management Area
ITE	Institute of Transportation Engineers	TPB	Transportation Policy Body
ITS	Intelligent Transportation System	UAB	Urban Area Boundary
KDOT	Kansas Department of Transportation	UCTC	United Community Transit Coalition
KHP	Kansas Highway Patrol	UPWP	Unified Planning Work Program
KTA	Kansas Turnpike Authority	VMT	Vehicle Miles Traveled
LEP	Limited English Proficiency	VRU	Vulnerable Road User
L RTP	Long Range Transportation Plan (same as MTP)	WAMPO	Wichita Area Metropolitan Planning Organization
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WT	Wichita Transit

2024 TAC Representatives and Contact Information

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

**Current quorum is 11 based on appointed positions*

Rev. 05/10/2024

2024 WAMPO MEETING SCHEDULE

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

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



*ICT Safe was formerly the Safety and Health Committee

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