



Transportation Advisory Committee (TAC) meeting notice

Monday, November 23, 2020 at 10:00 am

ONLINE LINK: <https://global.gotomeeting.com/join/890852397>

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.]

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1. Welcome	
2. Regular Business	
A. Approval of November 23, 2020 Agenda	Pages 1
B. Approval of October 26, 2020 Minutes	Pages 2 to 3
C. Director's Report	
i. Committee updates	
3. Public Comments	
4. New Business	
A. Action: Transit Safety Performance Measures Targets adoption Rene Hart and Jon Moore, KDOT	Pages 5 to 47
B. Action: 2021-2024 TIP (Transportation Improvement Program) Amendment Nicholas Flanders, WAMPO	Pages 48 to 71
C. Update: 2020 Report on Pedestrians and Bike Counts Amanda Aguila-Gonzalez and Nicholas Flanders, WAMPO	Pages 72 to 73
5. Committee Reports/Updates	
A. Regional Freight Committee update, Karyn Page	
B. Safety & Health Committee update, Elizabeth Ablah	
C. Active Transportation Committee, Alan Kailer & Jack Brown	
6. Other Business	
7. Adjournment	

Chad Parasa, TAC Secretary
November 17, 2020

Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary
Monday, October 26, 2020
Online via GoToMeeting

Meeting Duration: 1 hour and 26 minutes

Members in Attendance:

Troy Tabor, TAC Chair
Jim Weber, Sedgwick County
Jolene Graham, Economist
Les Mangus, Butler/Sumner
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
Cory Davis, KDOT

Raven Alexander, Wichita Transit
Annette Graham, Coordinated Transit District #9
Laura Rainwater, REAP
Mike Armour, City of Wichita
Alejandra Arias, Air Quality
Elizabeth Ablah, Public Health

Other Attendees:

Patricia Sykes, WAMPO
Michelle Styles, WAMPO
Nick Flanders, WAMPO
Brad Shores, JEO
Alan Kailer, Bike Walk Wichita
Karyn Page, Kansas Global Trade Services

Eva Steinman, FTA
Jacob Borchers, WSP
Brett Letkowski, TranSystems
James Wagner, City of Wichita
Susie Lovelady, KDOT
Ronald Nuessen,
David Schwartz, KDOT

Matt Messna,
Robert Parnacott,
Jane Byrnes, Public
Deanne Winkelmann, TranSystems
Sara Clark, TranSystems

1. Mr. Tabor called the meeting to order at 10:00 AM

2. Regular Business

A. Approval of October 26, 2020 Agenda

Discussion: None

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

Motion: R. Colbert

Second: L. Rainwater

B. Approval of September 28, 2020 Minutes

Discussion: None

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

Motion: L. Rainwater

Second: J. Brown

C. Director's Report

i. Committee Updates –

Mr. Parasa presented meetings scheduled for both Safety/Health Committee as well as Active Transportation Committee.

3. Public Comment Opportunity

i. None

4. New Business Items

A. 2021 UPWP Amendment

Mr. Parasa presented the estimated budget and planned tasks for the year 2021, documented in UPWP 2021. UPWP 2021 was developed in coordination with KDOT.

Action: Moved to approve the UPWP 2021 with specific changes received from KDOT.

Motion: J. Weber

Second: D. Squires

Motion Passed (19-0)

B. Transportation Performance Management (TPM)

Mr. Schwartz presented

C. Freight Study Status Update – Transload Operations

Ms. Winkelmann presented definition of Transload facility and its operations.

5. Committee Reports/Updates

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

Ms. Page gave a quick update on the Freight Committee. The committee is continuing to work on freight movement. More to come after the next committee meeting that is scheduled on October 28th at 9:30am.

B. **Safety & Health Committee update, Chad Parasa**

Mr. Parasa gave a brief update on the Safety & Health Committee. C. Parasa noted that the committee is looking for presenters that can speak on specific health issues within WAMPO's jurisdictions. Chad also noted that the committee is still hopeful to add additional members to the committee in the coming weeks. The Safety & Health Committee will meet again on Wednesday, Nov 4th.

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

Mr. Brown gave a brief update on the Active Transportation Committee meeting.

6. Other Business – None

7. Meeting was adjourned at 11:26 AM

Next Meeting will be held November 23, 2020 at 10:00 AM via GoToMeeting:

<https://global.gotomeeting.com/join/890852397>



Agenda Item 4A: Action
Transit Safety Performance Measures Targets adoption
Rene Hart, Jon Moore, KDOT

KDOT had been developing the “Transit Safety Plan” with several providers throughout the state, including transit agencies in the WAMPO area.

The attached document (Derby, and Butler County) sets safety targets for transit providers at a state level. KDOT has requested the MPO adopt this target as a formality.

These targets were designed for transit providers of a similar size and the performance metrics were designed to cover all providers.

Action Options:

- Recommend the TPB approve the Adoption of Safety Plan and Safety Performance Measures targets, as proposed.
- Recommend the TPB not approve the Adoption of Safety Plan and Safety Performance Measures targets.

Recommendation:

- Recommend approval of the Adoption of Safety Plan and Safety Performance Measures targets, to the Transportation Policy Body.

Safety Performance

Safety performance is an organization’s safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

4 Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus Service	0	0	2	0.2	2	0.2	0
Demand Response Bus Service	0	0	2	0.2	2	0.2	0

Attachment:

- [Regional Transit Safety Plans](#)



2020 State-Sponsored Agency Safety Plan

Bureau of Transportation Planning



August 25, 2020

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Transit Agency Information:

AGENCY NAME: Butler County- Butler County Transit

ADDRESS: 2101 Dearborn, Suite 302, Augusta, KS 67010

ACCOUNTABILITY EXECUTIVE: Crystal Noles

CHIEF SAFETY OFFICER: Satina Goodwin



MODES OF SERVICE COVERED BY THIS PLAN: Demand Response

MODES PROVIDED BY TRANSIT AGENCY: Demand Response

FTA FUNDING TYPES: 5311, 5307

Plan Development, Approval, and Updates

This plan was drafted by the Kansas Department of Transportation in accordance with Part 673.

Signature by the Accountable Executive	Signature by the Accountable Executive		Date of Signature
	 Crystal Noles, Butler County Dept. on Aging Director		8-25-20
Approval by the Board of Directors or an Equivalent Authority	Signature by Oversight Authority		Date of Approval
	 Marc Murphy, Butler County Commission Chair		8-25-20
	Relevant Documentation (title and location)		

Version Number and Updates			
Version Number	Section/Pages Affected	Reason for Change	Date Issued

Annual Review and Update of the Public Transportation Agency Safety Plan

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Safety Performance

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Safety Performance Targets

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Safety Performance Target Coordination

Butler County Transit's Accountable Executive shares our Safety Plan, including safety performance targets, with WAMPO (Wichita Area Metropolitan Planning Organization) and also provides a copy of our formally adopted plan to the Kansas Department of Transportation each year after its formal adoption. Agency personnel are available to coordinate with Kansas and the MPOs in the selection area of Kansas and MPOs safety performance targets upon request.

Safety Management Policy

The Safety Management Policy is a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety

Safety Management Policy Statement

Safety is one of the primary components of Butler County Transit's mission as a transit provider. It is our responsibility as an organization to serve the public in a safe manner, and to continuously ensure that passengers and operators are at minimal risk to injury. **Butler County Transit** is committed to the following:

- Communicating safety risks and mitigations to all members of the agency,
- Allowing employees to report safety hazards with and/or without revealing their identity,
- Appropriately acting on employee reports in order to mitigate identified safety hazards, and
- Establishing realistic safety performance targets.

Safety Management Policy Communication

The Safety Management Policy Statement was introduced to staff after the plan was approved. The Chief Safety Officer is responsible for posting and informing staff of the Safety Management Policy Statement. It is also a part of new-hire training and annual refresher training.

Authorities, Accountabilities, and Responsibilities

Agencies with smaller staffs can combine the CSO and Accountable executive.

Accountable Executive

- Appoints a Chief Safety Officer who is a direct report.
- Ensures the implementation of any and all safety risk mitigations.
- Ensures action is taken to address substandard safety performance.
- Assumes ultimate responsibility for carrying out this plan.

Chief Safety Officer

- Ensures and oversees day-to-day implementation and operation of **Butler County Transit's** safety plan and safety risk mitigations.
- Manages the employee reporting system and reviews all employee reports daily.
- Chairperson of the Safety Committee, which involves:
 - Appointing members,

- Scheduling bimonthly meetings,
- Creating meeting agendas, and
- Leading meetings.
- Identifies substandard performance in **Butler County Transit's** safety plan and develops action plans for approval by the Accountable Executive.
- Provides safety risk management expertise and support for other **Butler County Transit** personnel who conduct and oversee safety assurance activities.

Safety Committee: Any safety hazards reported will be jointly evaluated by the Safety Committee and the Chief Safety Officer during meetings. The annual frequency of meetings is at the discretion of the Chief Safety Officer but will meet no fewer than 4 times annually.

Members of the Safety Committee are chosen by the Chief Safety Officer. The committee should consist of no fewer than 4 members, including members from all departments (executive, dispatch, operations, and maintenance), as well as an interested transit user.

Drivers' Meetings: A permanent agenda item in all Drivers' Meetings is dedicated to safety. Known safety issues, risks, and new mitigations will be discussed. The annual frequency of meetings is at the discretion of the Chief Safety Officer, and it is recommended that meetings be held monthly.

All-Staff Meetings: Hazard reports and mitigations will be shared, safety topics will be brought up for open discussion, further feedback solicited, and hazard self-reporting further encouraged. Information discussed in these meetings will be documented. All-Staff meetings should not disrupt service and it is not necessary that all drivers attend. However, representation from drivers is required. The annual frequency of meetings is at the discretion of the Chief Safety Officer. It is recommended that these meetings be held monthly, or at a minimum quarterly.

Employee Safety Reporting Program

In order to create a safer work environment, employees are encouraged to report anything that they identify as unsafe during their day-to-day duties. Employees may report unsafe conditions directly to their supervisor or the dispatcher. If employees choose to make reports anonymously, they may put them in the comment box located in the driver area. Employees who report unsafe conditions are free from any retribution as a result.

Typical employee reports contain information such as:

- Concerns related to transit operation (for example, road conditions or weather);
- Safety policies or procedures that are not working as intended;
- Events that senior managers might not otherwise know about (for example, near misses); and
- Information about why a safety event occurred (for example, radio communication challenges).

A sample Employee Reporting form is included in **Appendix 2**.

Employees' safety reports will be reviewed daily by the Chief Safety Officer (CSO). At their discretion, reports will be forwarded to members of the Safety Committee to be addressed at the next Safety Committee meeting.

The CSO will also discuss actions taken as a result of employee reporting during the next All-Staff Meeting.

Safety Risk Management

Safety Risk Management is a process within a Transit Agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Hazard Identification

Safety Hazards can be identified through:

- Employee Reporting
- Review of vehicle camera footage (where applicable);
- Monthly review of performance data;
- Supervisor observation;
- Customer/passenger comments (a sample customer comment form is included in Appendix 1);
- Safety Committee, Drivers', and All-Staff Meetings;
- Training assessments;
- Inspections of vehicles, facilities, and equipment;
- Investigations of safety events; and
- Federal Transit Administration (FTA) and other oversight authorities.

Any observation of a safety concern will be reported to the CSO. The CSO is responsible for determining whether to:

- Take immediate action;
- Follow up on the report; or
- Take no action.

Actions that the CSO may take to follow up on a safety report may include:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assessing the possible hazardous condition, generating visual documentation (photographs and/or video), and taking any measurements deemed necessary;
- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;

- Review any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contact other departments that may have association with or technical knowledge relevant to the reported hazard;
- Review any past reported hazards of a similar nature; and
- Evaluate tasks and/or processes associated with the reported hazard.

After taking action, the CSO will discuss identified hazards and consequences at the next Safety Committee meeting.

Safety Risk Assessment

If an identified hazard poses an immediate risk to life, property, or the environment, the CSO must immediately bring the hazard to the Accountable Executive for safety risk assessment and mitigation. It is up to the discretion of the CSO to determine if a hazard justifies this intervention.

When an identified hazard is brought to the Safety Committee, it is given a hazard rating that helps to determine what steps need to be taken to mitigate the risk. The methodology used to evaluate risks is shown in **Appendix 3**.

The CSO schedules safety risk assessment activities on the Safety Committee agenda and prepares a Safety Risk Assessment Package. This package is distributed at least one week in advance of the Safety Committee meeting. During the meeting, the CSO reviews the hazard and its consequence(s) and reviews available information distributed in the Safety Risk Assessment Package on severity and likelihood. The CSO may request support from members of the Safety Committee in obtaining additional information to support the safety risk assessment.

Safety Risk Mitigation

The Accountable Executive and CSO review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards based on recommendations from the Safety Committee.

Prioritization of safety risk mitigations is based on the results of safety risk assessments. The CSO tracks and updates safety risk mitigation information in the Safety Risk Register and makes the Register available to the Safety Committee during bimonthly meetings and to staff upon request.

In the Safety Risk register, the CSO will also document any specific measures or activities, such as reviews, observations, or audits, that will be conducted to monitor the effectiveness of mitigations once implemented.

Safety Assurance

Safety Assurance is the process within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Performance Monitoring and Measurement

The agency uses the following measures to ensure that all employees, equipment, vehicles, and facilities are complying with operations and maintenance procedures:

- Safety Audits,
- Informal inspections
- Regular review of onboard camera footage to assess drivers and specific incidents (where applicable),
- Safety surveys,
- Employee reports,
- Investigation of safety occurrences,
- Monitoring and review of daily data, and
- Vehicle inspections.

Information gathered from these sources is compared with recent performance to determine whether actions need to be taken.

Safety Risk Mitigation Monitoring

Once a hazard has been mitigated, the CSO is responsible for monitoring the mitigation to ensure that it is working appropriately. The CSO must establish a method for monitoring mitigations as part of the implementation of safety risk mitigations. The CSO may assign a supervisor or director the responsibility of monitoring the mitigation.

The CSO and Safety Committee review the performance of individual safety risk mitigations during the bimonthly Safety Committee meetings, based on the reporting schedule determined for each mitigation, and determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Safety Committee will propose a course of action to modify the mitigation or take other action to manage the safety risk. The CSO will approve or modify this proposed course of action and oversee its execution.

The CSO and Safety Committee also monitor operations on a large scale to identify mitigations that may be ineffective, inappropriate, or not implemented as intended by:

- Reviewing results from accident, incident, and occurrence investigation;
- Monitoring employee safety reporting;
- Reviewing results of internal safety audits and inspections; and

- Analyzing operation and safety data to identify emerging safety concerns.

The CSO works with the Safety Committee and Accountable Executive to carry out and document all monitoring activities.

Investigations of Safety Events

Following a safety event, an investigation is started to determine causal factors and potential solutions. The investigation is led by the CSO and the Accident/Incident Review Board.

Members of this body include the Safety Committee, the agency's board, as well as appropriate outside state and local officials. The Review Board will determine whether:

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

The CSO and Safety Committee are also required to:

- Review safety information and documents;
- Ensure that the concerns are investigated or analyzed; and
- Review internal and external reviews, including audits and assessments.

Safety Promotion

Safety Promotion is a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Competencies and Training

All employees are required to complete necessary safety trainings, including:

- Vehicle operators,
- Dispatchers,
- Maintenance technicians,
- Managers and supervisors,
- Agency Leadership and Executive Management,
- The Chief Safety Officer, and
- Accountable Executive.

All employees are required to complete federal mandated safety training. Additional recommended job-specific training is outlined below.

Additional operations safety-related skill training COULD include the following:

- New-hire bus vehicle operator classroom and hands-on skill training,
- Bus vehicle operator refresher training,
- Bus vehicle operator retraining (recertification or return to work),
- Classroom and on-the-job training for dispatchers,
- Classroom and on-the-job training for operators, supervisors, and managers, and
- Accident investigation training for operations supervisors and managers.

Additional vehicle maintenance safety-related skill training COULD include the following:

- Ongoing vehicle maintenance technician skill training,
- Ongoing skill training for vehicle maintenance supervisors,
- Accident investigation training for vehicle maintenance supervisors,
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors, and
- Training provided by vendors.

The Accountable Executive and Agency Leadership and Executive Management team must complete FTA's SMS Awareness online training and an executive session on safety management.

The Kansas Rural Transit Assistance Program offers online training courses for new drivers and refresher courses (found at <https://kutc.ku.edu/rta>).

Safety Communication

The agency's safety policy is communicated in three ways:

- 1. Communicating safety and safety performance information throughout the agency:**
The agency communicates safety information and performance in its quarterly newsletter and during quarterly All-Staff Meetings, and Drivers' Meetings. Information communicated during these meetings typically includes safety performance statistics, lessons learned from recent occurrences, and upcoming events that may impact the agency's service or safety performance.
- 2. Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency:** As part of new-hire training, the agency distributes safety policies and procedures, included in the Employee Handbook, to all employees.
- 3. Informing employees of safety actions taken in response to reports submitted through the ESRP:** The agency provides targeted communications to inform employees of safety actions taken in response to reports submitted through employee reports.

Additional Information

Definitions of Terms

Accident- an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of transit vehicles; or an evacuation for life safety reasons, at any location, at any time, whatever the cause.

Collision (NTD) - A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with:

- Another transit vehicle
- A non-transit vehicle
- A fixed object
- A person(s) (suicide/attempted suicide included)
- An animal

Hazard- any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities equipment, or infrastructure of a public transportation system; or damage to the environment.

Passenger- a person other than an operator who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Risk- the composite of predicted severity and likelihood of the potential effect of a hazard.

Safety Assurance- the process within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Event (NTD)- A collision, , fire, hazardous material spill, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.

Safety Objective- a general goal or desired outcome related to safety.

Safety Performance- an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety Promotion- a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk- the assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment- the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management- a process within a Transit Agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation- the activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

List of Acronyms

Acronym	Word or Phrase
CFR	Code of Federal Regulations
CSO	Chief Safety Officer
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
NTD	National Transit Database
PART 673	49 CFR Part 673 (Public Transportation Safety Plan)
SMS	Safety Management System
VRM	Vehicle Revenue Miles

APPENDICIES

1. Customer Comment Form

Date:

Time:

Submitted To:

Comments on Safety:

Driver: _____

Bus Number: _____

Client's Name: _____

Client's Phone Number for Follow Up: _____

Employee Reporting Form

Employee Reporting Form

Incident Title _____
Incident Date _____
Employee Name _____
Employee Title _____
Supervisor Name _____
Employee Department _____
Time of Incident (hh:mm am or pm) _____
Incident Reported To: _____
Incident or Accident: Incident Accident
Incident Classification:

Description: _____

Preventable: YES NO

If Preventable, How? _____
Unsafe Acts Committed: _____
Type of Injury: _____
Location of Injury: _____

2. Safety Risk Assessment Methodology

Sample Safety Risk Matrix and Likelihood and Severity Tables

Likelihood of Occurrence of the Consequence			Risk Assessment Matrix				
Qualitative Definition	Meaning	Value	Severity				
Frequent	Likely to Occur Frequently ($>10^{-1}$)	A	Likelihood	1 (Catastrophic)	2 (Critical)	3 (Marginal)	4 (Negligible)
Probable	Likely to Occur Several Times ($<10^{-2}$ but $>10^{-3}$)	B		A (Frequent)			4A
Occasional	Likely to Occur Sometime ($<10^{-3}$ but $>10^{-4}$)	C		B (Probable)		3B	4B
Remote	Very Unlikely to Occur ($<10^{-4}$ but $>10^{-5}$)	D		C (Occasional)	2C	3C	4C
Improbable	Almost inconceivable that the event will occur ($<10^{-5}$)	E		D (Remote)	1D	2D	4D
				E (Improbable)	1E	2E	4E
Severity of the Consequence			Risk Assessment Matrix Color Code				
Definition Category	Meaning	Value	"Tolerability" based on identified severity and likelihood circumstances.				
Catastrophic	Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact or monetary loss equal to or exceeding \$10M.	1	Unacceptable under the existing circumstances.				
Critical	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M but less than \$10M.	2	Acceptable based upon mitigations.				
Marginal	Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K but less than \$1M.	3	Acceptable with senior management approval.				
Negligible	Could result in one or more of the following: injury or occupational illness not resulting in a lost work day, minimal environmental impact, or monetary loss less than \$100K.	4					

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2020 City of Derby Transportation Safety Plan

2020

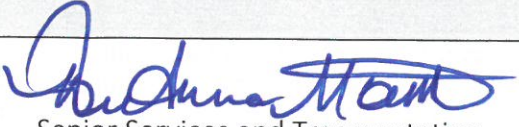
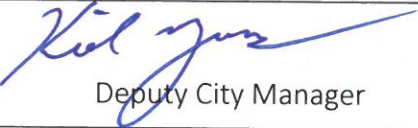
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Transit Agency Information:

Transit Agency Name	City of Derby – Derby Dash
Transit Agency Address	611 N. Mulberry Rd, S-100, Derby, KS 67037
Name and Title of Accountability Executive	BreAnna Monk, Senior Services & Transportation Director
Name of Chief Safety Officer	BreAnna Monk, Chief Safety Officer
Mode(s) of Service Covered by This Plan	Demand Response; Paratransit
Mode(s) of Service Provided by Transit Agency	Fixed Route Bus; Paratransit
FTA Funding Types	5307, 5310

Plan Development, Approval, and Updates

This plan was drafted by the City of Derby in accordance with Part 673.

Signature by the Accountable Executive	Signature by the Accountable Executive		Date of Signature
	 Senior Services and Transportation Director/Chief Safety Officer		7/23/2020
Approval by Oversight Authority	Signature by Oversight Authority		Date of Approval
	 Deputy City Manager		7/23/2020
	Relevant Documentation (title and location)		
	A copy of the Agency Safety Plan (ASP), is maintained on file by the Transportation Director and Chief Safety Officer, City of Derby.		

Version Number and Updates			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	07/08/2020

Annual Review and Update of the Public Transportation Agency Safety Plan

This plan will be jointly reviewed and updated by the Senior Services and Transportation Director/Chief Safety Officer by July 2 of each year. Oversight Authority will review and approve any changes, and signing of the new ASP.

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Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
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Safety Performance Target Coordination

The City of Derby's Accountable Executive shares our Safety Plan, including safety performance targets for the Derby Dash, with the Wichita Area Metropolitan Planning Organization (MPO) in our service area each year after its formal adoption. The Agency's Accountable Executive also provides a copy of our formally adopted plan to the Kansas Department of Transportation. Agency personnel are available to coordinate with the Kansas Department of Transportation and the MPO in the selection area of Kansas and MPO safety performance targets upon request.

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The Safety Management Policy is a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.

Safety Management Policy Statement

Safety is one of the primary components of the City of Derby's mission as a transit provider. It is our responsibility as an organization to serve the public in a safe manner, and to continuously ensure that passengers and operators are at minimal risk to injury. The City of Derby is committed to the following:

- Communicating the purpose and benefits of the Safety Management System (SMS) to all transportation staff, managers, supervisors, and employees.
- Providing a culture of open reporting of all safety concerns, ensuring that no action will be taken against any employee who discloses a safety concern through the City of Derby's Employee Transportation Safety Reporting Process (ETSRP), unless such disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- Providing appropriate management involvement and the necessary resources to establish an effective ETSRP that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the ETSRP. (After thoroughly analyzing provided data, the City of Derby will develop processes and procedures to mitigate safety risk to an acceptable level.)
- Establishing safety performance targets that are realistic, measurable, and data driven. Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Safety Management Policy Communication

Below are the job descriptions to identify the channels of communication. Duly note, the Accountable Executive/Chief Safety Officer is responsible for posting and informing staff of the Safety Management Policy Statement. It should also be a part of new-hire training and annual refresher training.

Authorities, Accountabilities, and Responsibilities

Accountable Executive

- Manages Safety plan and serves as Chief Safety Officer (see additional duties below).
- Ensures the implementation of any and all safety risk mitigations.
- Ensures action is taken to address substandard safety performance.
- Assumes ultimate responsibility for carrying out this plan.

Chief Safety Officer

- Ensures and oversees day-to-day implementation and operation of the City of Derby's transportation safety plan and safety risk mitigations.
- Manages the employee safety reporting system and reviews all employee reports regularly.
- Chairperson of the Transportation Safety Committee, which involves:
 - Appointing members,
 - Scheduling bimonthly meetings,
 - Creating meeting agendas, and
 - Leading meetings.
- Identifies substandard performance in the City of Derby transportation safety plan and develops action plans for approval by the Oversight Authority.
- Provides safety risk management expertise and support for other City of Derby transportation personnel who conduct and oversee safety assurance activities.

Transportation Safety Committee: Any safety hazards reported will be jointly evaluated by the Transportation Safety Committee and the Accountable Executive/Chief Transportation Safety Officer during meetings. The annual frequency of meetings is at the discretion of the Accountable Executive/Chief Safety Officer but will meet no fewer than 4 times annually.

Members of the Transportation Safety Committee are chosen by the Accountable Executive/Chief Safety Officer. The committee should consist of no fewer than 4 members, including members from all areas of the transportation program (executive, dispatch, operations, and maintenance).

Drivers' Meetings: A permanent agenda item in all Drivers' Meetings is dedicated to safety. Known safety issues, risks, and new mitigations will be discussed. The annual frequency of meetings is at the discretion of the Accountable Executive/Chief Safety Officer, and it is recommended that meetings be held monthly.

All-Staff Meetings: Hazard reports and mitigations will be shared, safety topics will be brought up for open discussion, further feedback solicited, and hazard self-reporting further encouraged. Information discussed in these meetings will be documented. All-Staff meetings should not disrupt service and it is not necessary that all drivers attend. However, representation from drivers is required. The annual frequency of meetings is at the discretion of the Accountable Executive/Chief Safety Officer. It is recommended that these meetings be held monthly, or at a minimum quarterly.

Employee Transportation Safety Reporting Process

In order to create a safer work environment, employees are encouraged to report anything that they identify as unsafe during their day-to-day duties. Employees may report unsafe conditions directly to their supervisor or the dispatcher. If employees choose to make reports anonymously, they may put them in the comment box located in the driver area. Employees who report unsafe conditions are free from any retribution as a result.

Typical employee reports contain information such as:

- Concerns related to transit operation (for example, road conditions or weather);
- Safety policies or procedures that are not working as intended;
- Events that senior managers might not otherwise know about (for example, near misses); and
- Information about why a safety event occurred (for example, radio communication challenges).

A sample Employee Transportation Safety Reporting form is included in the **Appendices**.

Employee safety reports will be reviewed regularly by the Accountable Executive/Chief Safety Officer (CSO). At the CSO's discretion, reports will be forwarded to the Oversight Authority to be addressed.

The Accountable Executive will also discuss actions taken as a result of employee reporting during the next All-Staff Meeting.

Safety Risk Management

Safety Risk Management is a process within a Transit Agency's Safety Plan for Identifying hazards, and mitigating safety risk.

Safety Hazard Identification

Safety Hazards can be identified through:

- Employee Reporting
- Review of vehicle camera footage (where applicable);
- Monthly review of performance data;
- Supervisor observation;
- Customer/passenger comments
- Transportation Safety Committee, Drivers', and All-Staff Meetings;
- Training assessments;
- Inspections of vehicles, facilities, and equipment;
- Investigations of safety events; and
- Federal Transit Administration (FTA) and other oversight authorities.

Any observation of a safety concern will be reported to the Accountable Executive/CSO. The CSO is responsible for determining whether to:

- Take immediate action;
- Follow up on the report; or
- Take no action.

The CSO will notify the City's HR Director/Safety Coordinator of all hazards that pertain to employees and will provide City required injury and accident reports to the Safety Coordinator for all employee injuries and accidents. Actions that the CSO may take to follow up on a safety report may include:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assessing the possible hazardous condition, generating visual documentation (photographs and/or video), and taking any measurements deemed necessary;
- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;
- Review any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contact other departments that may have association with or technical knowledge relevant to the reported hazard;
- Review any past reported hazards of a similar nature; and
- Evaluate tasks and/or processes associated with the reported hazard.

After taking action, the CSO will discuss identified hazards and consequences at the next Transportation Safety Committee meeting.

Safety Risk Assessment

If an identified hazard poses an immediate risk to life, property, or the environment, the Accountable Executive/CSO will take immediate action to address the hazard and will notify the Oversight Authority of the hazard and the steps that have been taken to address the hazard.

When an identified hazard is brought to the Transportation Safety Committee, they will make recommendations for steps that should be taken to mitigate the risk.

The Accountable Executive/CSO schedules safety risk assessment activities on the Transportation Safety Committee agenda. The agenda is provided at least one week in advance of the Transportation Safety Committee meeting. During the meeting, the CSO reviews all hazards and their consequence(s) and reviews available information distributed with the Transportation Safety Committee agenda. The CSO may request support from members of the Transportation Safety Committee in obtaining additional information to support the safety risk assessment.

Safety Risk Mitigation

The Accountable Executive/Chief Safety Officer will review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards based on recommendations from the Transportation Safety Committee.

Prioritization of safety risk mitigations is based on the results of safety risk assessments. The Accountable Executive/Chief Safety Officer tracks and updates safety risk mitigation information

in the Safety Risk Register and makes the Register available to the Transportation Safety Committee during monthly meetings and to staff upon request.

In the Safety Risk register, the Accountable Executive/Chief Safety Officer will also document any specific measures or activities, such as reviews, observations, or audits, that will be conducted to monitor the effectiveness of mitigations once implemented.

Safety Assurance

Safety Performance Monitoring and Measurement

The agency uses the following measures to ensure that all employees, equipment, vehicles, and facilities are complying with operations and maintenance procedures:

- Safety Audits,
- Informal inspections
- Regular review of onboard camera footage to assess drivers and specific incidents (where applicable),
- Safety surveys,
- Employee reports,
- Investigation of safety occurrences,
- Monitoring and review of daily data, and
- Vehicle inspections.

Information gathered from these sources is compared with recent performance to determine whether actions need to be taken.

Safety Risk Mitigation Monitoring

Once a hazard has been mitigated, the CSO is responsible for monitoring the mitigation to ensure that it is working appropriately. The CSO must establish a method for monitoring mitigations as part of the implementation of safety risk mitigations.

The CSO and Transportation Safety Committee review the performance of individual safety risk mitigations during the Transportation Safety Committee meetings, based on the reporting schedule determined for each mitigation, and determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Transportation Safety Committee will propose a course of action to modify the mitigation or take other action to manage the safety risk. The CSO will approve or modify this proposed course of action and oversee its execution.

The CSO and Transportation Safety Committee also monitor operations on a large scale to identify mitigations that may be ineffective, inappropriate, or not implemented as intended by:

- Reviewing results from accident, incident, and occurrence investigation;
- Monitoring employee safety reporting;
- Reviewing results of internal safety audits and inspections; and
- Analyzing operation and safety data to identify emerging safety concerns.

The Accountable Executive/CSO works with the Transportation Safety Committee to carry out and document all monitoring activities.

Investigations of Safety Events

Following a safety event, an investigation is started to determine causal factors and potential solutions. The investigation is led by the CSO and the Accident/Incident Review Board. Members of this body include the Chief Safety Officer, Deputy City Manager, Deputy Chief of Derby Police Department, and City of Derby Budget Analyst. The Review board will determine whether:

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

The CSO and Safety Committee are also required to:

- Review safety information and documents;
- Ensure that the concerns are investigated or analyzed; and
- Review internal and external reviews, including audits and assessments.
- Notify and provide required injury and accident reports to the City's Safety Coordinator.

Safety Promotion

Competencies and Training

All employees are required to complete necessary safety trainings, including:

- Vehicle operators,
- Dispatchers,
- Maintenance technicians,
- Managers and supervisors,
- Agency Leadership and Executive Management,
- The Chief Safety Officer, and
- Accountable Executive.

All employees are required to complete federal mandated safety training. Additional recommended job-specific training is outlined below.

Additional operations safety-related skill training COULD include the following:

- New-hire bus vehicle operator classroom and hands-on skill training,
- Bus vehicle operator refresher training,
- Bus vehicle operator retraining (recertification or return to work),
- Classroom and on-the-job training for dispatchers,
- Classroom and on-the-job training for operators, supervisors, and managers, and
- Accident investigation training for operations supervisors and managers.

Additional vehicle maintenance safety-related skill training COULD include the following:

- Ongoing vehicle maintenance technician skill training,
- Ongoing skill training for vehicle maintenance supervisors,
- Accident investigation training for vehicle maintenance supervisors,
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors, and
- Training provided by vendors.

The Accountable Executive and Executive Management must complete FTA's SMS Awareness online training and an executive session on safety management.

The Kansas Rural Transit Assistance Program offers online training courses for new drivers and refresher courses (found at <https://kutc.ku.edu/rtap>).

Safety Communication

The City of Derby's safety policy is communicated in three ways:

1. **Communicating safety and safety performance information throughout the City of Derby:** The City of Derby communicates safety information in its monthly newsletter and during quarterly All-Staff Meetings, and Drivers' Meetings. Information communicated during these meetings typically includes safety performance statistics, lessons learned from recent occurrences, and upcoming events that may impact the agency's service or safety performance.
2. **Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency:** As part of new-hire training, the City of Derby distributes safety policies and procedures, included in the Personnel Policy Manual and Safety Manual, to all employees.
3. **Informing employees of safety actions taken in response to reports submitted through the ETSRP:** The agency provides targeted communications to inform employees of safety actions taken in response to reports submitted through employee reports.

Additional Information

Definitions of Terms

Accident- an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of transit vehicles; or an evacuation for life safety reasons, at any location, at any time, whatever the cause.

Collision (NTD)- A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with:

- Another transit vehicle
- A non-transit vehicle
- A fixed object
- A person(s) (suicide/attempted suicide included)
- An animal

Hazard- any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities equipment, or infrastructure of a public transportation system; or damage to the environment.

Passenger- a person other than an operator who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Risk- the composite of predicted severity and likelihood of the potential effect of a hazard.

Safety Assurance- the process within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Event (NTD)- A collision, , fire, hazardous material spill, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.

Safety Objective- a general goal or desired outcome related to safety.

Safety Performance- an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety Promotion- a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk- the assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment- the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management- a process within a Transit Agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation- the activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

List of Acronyms

Acronym	Word or Phrase
CFR	Code of Federal Regulations
CSO	Chief Safety Officer
ETSRP	Employee Transportation Safety Reporting Process
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
NTD	National Transit Database
PART 673	49 CFR Part 673 (Public Transportation Safety Plan)
SMS	Safety Management System
VRM	Vehicle Revenue Miles

APPENDICIES

Customer Safety Investigation Form



INSTRUCTIONS: All Customer forms to be completed within 24 hours of the safety violation and returned to the Accountable Executive/CSO immediately.

Date of occurrence: _____ Time: _____ AM PM

Customer Name: _____

Location of requested investigation:

Did you actually witness the safety violation? ☐ Yes ☐ No

Describe in detail what you saw:

Has the violation been previously reported to the CSO? ☐ Yes ☐ No

1) If yes, when?

Please list suggestions to help prevent future safety violations: _____

Other comments: _____

Customer Signature: _____

Date: _____

CSO Signature: _____

Date: _____



Employee Transportation Safety Reporting Form

INSTRUCTIONS: All employee safety violations shall be reported to the Accountable Executive/CSO immediately. Please Complete this form and forward to the CSO for investigation.

Date: _____ Time: _____ AM PM

Name: _____

Department: _____ Job Title: _____

Date, time and Location of violation:

Safety violation description? (Be specific) _____

What were you doing when the safety violation occurred?

Were any witnesses present? (Please list) _____

Has this violation been reported to the CSO? ☐ Yes ☐ No When? _____

Please list suggestions to help prevent future safety violations: _____

Other comments: _____

Employee's Signature: _____ Date: _____

CSO Signature: _____ Date: _____

Safety Risk Assessment Methodology

Sample Safety Risk Matrix and Likelihood and Severity Tables

Likelihood of Occurrence of the Consequence			Risk Assessment Matrix				
Qualitative Definition	Meaning	Value	Likelihood		Severity		
Frequent Probable Occasional Remote Improbable	Likely to Occur Frequently ($>10^{-1}$)	A	A (Frequent) B (Probable) C (Occasional) D (Remote) E (Improbable)	1A	2A	3A	4 (Negligible)
	Likely to Occur Several Times ($<10^{-1}$ but $>10^{-3}$)	B		1B	2B	3B	4A
	Likely to Occur Sometime ($<10^{-3}$ but $>10^{-6}$)	C		1C	2C	3C	4B
	Very Unlikely to Occur ($<10^{-4}$ but $>10^{-6}$)	D		1D	2D	3D	4C
	Almost inconceivable that the event will occur ($<10^{-6}$)	E		1E	2E	3E	4D
Severity of the Consequence			Risk Assessment Matrix Color Code				
Definition Category	Meaning	Value	"Tolerability" based on identified severity and likelihood circumstances.				
Catastrophic	Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact or monetary loss equal to or exceeding \$10M.	1	Unacceptable under the existing circumstances.				
	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M but less than \$10M.	2	Acceptable based upon mitigations.				
Critical	Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K but less than \$1M.	3	Acceptable with senior management approval.				
Marginal	Could result in one or more of the following: injury or occupational illness not resulting in a lost work day, minimal environmental impact, or monetary loss less than \$100K.	4					

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Agenda Item 4B: Action
2021 - 2024 Transportation Improvement Program (TIP), Amendment #1
Nick Flanders, GIS Analyst/Transportation Planner

Amendment #1 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a regularly scheduled Amendment. It is the first 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 #1, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on December 8, 2020.
- 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 1](#)

2021 – 2024

TRANSPORTATION IMPROVEMENT PLAN

Amendment #1



Staff Contact | Nick Flanders, GIS Analyst/Transportation Planner | nicholas.flanders@wampo.org | 316-779-1315

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	31 PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	October 30 thru November 30	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd 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: nicholas.flanders@wampo.org
Transportation Advisory Committee (TAC) Meeting	Monday, November 23 10:00 AM	271 W. Third - 2 nd 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	Tuesday, December 8 3:00 PM	271 W. Third - 2 nd 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 (FFY) 2021 through 2024; it includes 115 projects, totaling \$818,729,141 in estimated cost. The complete project list and additional project information can be found on WAMPO's website at, <https://projecttracker.wampo.org/>.

Amendment #1 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 #1 requests for changes were accepted for 19 projects. Of these,

- 7 will require formal action
- 12 were administrative changes*

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

Amendment #1 Total Financial Impact: added \$11,085,634

Formal Action Required

Project Name	Change	Type of Formal Action Change
61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)	Change in project scope and limits and cost estimate increased \$1,635,512 (43.7%)	Significant modification
K-42 Acces Rd- BrightWater Bay Development- Wichita, KS	Add new KDOT project to the TIP, \$786,000	New project
I-135 in Sedgwick County 1R project Guardrail Upgrades: Beginning at the North Edge Wearing Surface Viaduct Bridges thence North to the South End 37th Street Bridges in Sedgwick County	Cost estimate increased \$31,300 (14.7%)	Modification
I-135 in Sedgwick County 1R project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass (2019, 2020)	Cost estimate increased \$597,000 (76.2%)	Significant modification
Overlay in Sedgwick County on K-96	Cost estimate increased \$2,813,957 (64.2%)	Significant modification
Occidental Chemical Facility Rail Yard and Track	Add new KDOT project to the TIP, \$4,524,280	New project
Rail line rehabilitation at Cargill facility in Wichita, KS	Add new KDOT project to the TIP, \$300,000	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
Oliver and Kechi Rd. Intersection (2021, 2023, 2024)	Delayed; small change (11.5%, \$397,585) in the cost estimate
Academy Avenue Improvements from Maize Road to Maize City Park (2022)	Moved forward from 2024 to 2022
Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020, 2021)	Moved \$82,226 MPO-CMAQ conversion forward from 2022 to 2021
Pawnee, Webb to Greenwich (2018, 2020, 2021)	Moved \$533,848 MPO-STP conversion forward from 2022 to 2021
West St., Harry to Pawnee (2019, 2022, 2023, 2024, 2025)	Moved a portion of the programmed initial obligation back to 2025 conversion to accommodate a project moving from 2022 to 2024
Redbud Path, K-96 to 159th (2018, 2019, 2020, 2021, 2022)	Moved a portion of the 2022 TA conversion forward to 2021
WAMPO Regional Fiber Plan	Advanced project to FFY 2021
Intersection Improvements at US-54 and Barber Dr. (2020)	Changed the scope (no change in cost)
Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway (2021, 2023, 2024)	Changed project to Advance Construction setup
Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation (2021)	Moved forward from 2023 to 2021
Asset Management Phase 2	Changed federal funding from MPO-STP to MPO-CMAQ
Wichita Transit Replacement Paratransit Vehicles	Changed federal funding program from MPO-CMAQ to MPO-STP

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 October-November 2020.

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
MHIF	\$2,352,636	\$2,352,636	\$0
HSIP	\$9,944,614	\$9,944,614	\$0
KDOT-STP	\$3,700,000	\$3,700,000	\$0
MPO-CMAQ	\$7,948,412	\$8,044,789	(\$96,377)
MPO-STP	\$46,505,293	\$40,367,809	\$6,137,484
MPO-TA	\$4,242,622	\$3,996,963	\$245,659
NHPP	\$93,472,277	\$93,472,277	\$0
FEDERAL TOTAL	\$194,374,377	\$188,087,611	\$6,286,766
LOCAL TOTAL	\$112,723,672	\$112,723,672	\$0
STATE TOTAL	\$11,825,414	\$11,825,414	\$0
TOTAL	\$318,923,463	\$312,636,697	\$6,286,766

**WAMPO Transportation Improvement Program, 21-00.1 Adoption
2021-2025**

12 Projects Listed

<i>State TIP ID</i>	40-500	<i>TIP</i>	WAMPO 21-00.1	<i>KDOT ID</i>	<i>Total Cost</i>	\$100,000			
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Tom Hein (316)660-4990		<i>County</i>	Butler County, Sedgwick County, Sumner County			
<i>Project Type</i>	Technology	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	N/A			
<i>Project Name</i>	WAMPO Regional Fiber Plan								
<i>Project Limits</i>	WAMPO region								
<i>Description</i>	Develop a comprehensive plan to guide fiber optic installation and maintenance to support the WICHway Traffic Management system on area highways. The plan would also include regional fiber sharing between local jurisdictions -- present and future. A map of existing and planned fiber installations of all governmental systems would be compiled and shared with local jurisdictions.								

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	MPO-CMAQ	-	-	-	\$80,000	-	-	-	\$80,000
PE	State	-	-	-	\$20,000	-	-	-	\$20,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$100,000	-	-	-	\$100,000
	<i>Total Programmed</i>	-	-	-	\$100,000	-	-	-	\$100,000

*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>
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Advance project to FFY 2021

Funding Change(s):

Total project cost stays the same \$100,000

<i>State TIP ID</i>	P-18-01	<i>TIP</i>	WAMPO 21-00.1	<i>KDOT ID</i>	<i>Total Cost</i>	\$275,000
<i>Lead Agency</i>	WAMPO	<i>Contact</i>	Chad Parasa (316)779-1320		<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Planning & Outreach	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	N/A
<i>Project Name</i>	Asset Management Phase 2					
<i>Project Limits</i>	WAMPO region					
<i>Description</i>	Building on the Regional Asset Inventory, WAMPO will develop an approach to managing regionally significant transportation assets. The approach will be developed cooperatively with our planning partners and member jurisdictions; it may include a WAMPO program to conduct standardized condition assessments of regionally significant assets, making asset management software available to member jurisdictions to who are interested in using it to for their own decision making, and incorporating asset management practices into the WAMPO planning process.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
IMP	Local	-	-	-	\$55,000	-	-	-	\$55,000
IMP	MPO-CMAQ	-	-	-	\$220,000	-	-	-	\$220,000
	<i>Total IMP</i>	-	-	-	\$275,000	-	-	-	\$275,000
	<i>Total Programmed</i>	-	-	-	\$275,000	-	-	-	\$275,000

*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>
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

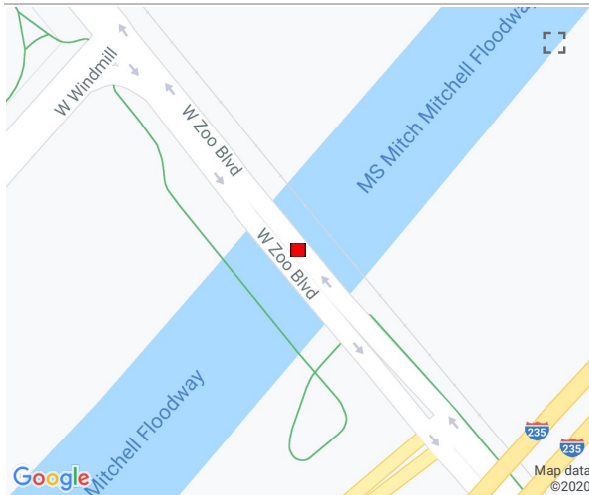
SCHEDULE / FUNDING / SCOPE - Misc administrative changes

Funding Change(s):

Total project cost stays the same \$275,000

State TIP ID40-508		TIP	WAMPO 21-00.1	KDOT ID	Total Cost	\$1,722,808
Lead Agency	Sedgwick County - Public Works	Contact	Jim Weber (316)660-1379		County	Sedgwick County
Project Type	Bridge - Other Road	Air Quality		TCM	Construction	2023 start
Project Name	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway (2021, 2023, 2024)					
Project Limits	Bridge over M.S. Mitchell Floodway, on Zoo Blvd					
Description	The project rehabilitates the bridge on Zoo Boulevard crossing the M.S. Mitch Mitchell Floodway. The project would repair pier caps and abutment bearing devises, diaphragms, expansion devices, the deck and other features to improve overall bridge condition and extend the life of the existing infrastructure.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	-	\$150,000	-	-	-	-	-	\$150,000
	Total Preliminary Engineering	-	\$150,000	-	-	-	-	-	\$150,000
CON	Local	-	-	-	\$314,562	-	-	-	\$314,562
CON	MPO-STP	-	-	-	\$900,000	-	-	-	\$900,000
CON	MPO-STP (AC)	-	-	-	\$358,246	-	-	-	\$358,246
CON	MPO-STP (ACCP)	-	-	-	-	\$358,246	-	-	\$358,246
CON	MPO-STP □(ACCP OFFSET)	-	-	-	-	\$-358,246	-	-	\$-358,246
	Total Construction	-	-	-	\$1,572,808	-	-	-	\$1,572,808
	Total Programmed	-	\$150,000	-	\$1,572,808	-	-	-	\$1,722,808



Version History						
TIP Document			MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00	Adoption	2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1	Adoption	2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project is Advance Constructed., Change project to AC set-up

Funding Change(s):

Total project cost stays the same \$1,722,808

* ACCP is not part of the Total

State TIP ID	40-544	TIP	WAMPO 21-00.1		KDOT ID	Total Cost	\$222,815
Lead Agency	Sedgwick County Dept of Aging	Contact	Michelle Stroot (316)660-5227			County	Sedgwick County
Project Type	Transit	Air Quality			TCM	Construction	N/A
Project Name	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation (2021)						
Project Limits	Sedgwick County						
Description	Conduct a comprehensive operations and technology feasibility study and implement recommendations. The proposed study will be comprehensive; including recommendations on improvements to the current service delivery model and operational structure to improve access, quality of service and productivity. As the system grows, the agency needs to determine whether the current mix of in-house and contracted service is the most efficient way to provide service.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
IMP	Local	-	\$44,563	-	-	-	-	-	\$44,563
IMP	MHIF	-	\$178,252	-	-	-	-	-	\$178,252
	Total IMP	-	\$222,815	-	-	-	-	-	\$222,815
	Total Programmed	-	\$222,815	-	-	-	-	-	\$222,815

*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>
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

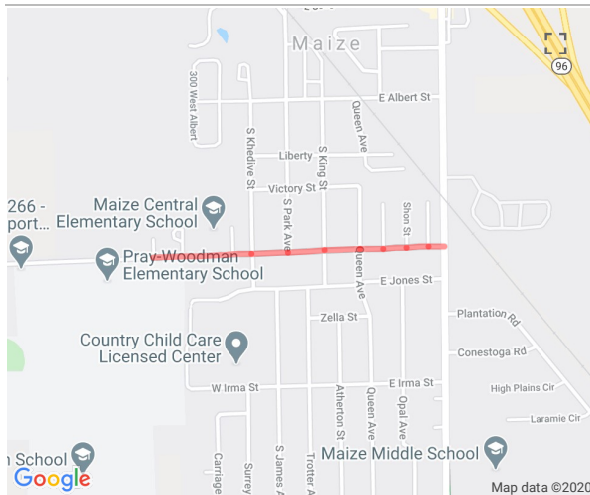
SCHEDULE / FUNDING / SCOPE - Project is moved forward.

Funding Change(s):

Total project cost stays the same \$222,815

State TIP ID	40-548	TIP	WAMPO 21-00.1	KDOT ID	Total Cost	\$3,875,000
Lead Agency	City of Maize	Contact	Jolene Graham (316)722-7561	County	Sedgwick County	
Project Type	Road - Other Road	Air Quality		TCM	Construction	2022 start
Project Name	Academy Avenue Improvements from Maize Road to Maize City Park (2022)					
Project Limits	Academy Avenue, from Maize Road to Maize City Park					
Description	Implement the paving, signalization, sidewalk, and streetscape elements from the Academy Arts District Plan from Maize Rd to the west border of Maize City Park. Specific project elements are construction of the eastern gateway, Academy Ave residential segment, MOXI Crossing, and City Park.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	-	-	\$575,000	-	-	-	-	\$575,000
	Total Preliminary Engineering	-	-	\$575,000	-	-	-	-	\$575,000
ROW	Local	-	-	\$100,000	-	-	-	-	\$100,000
	Total Right of Way	-	-	\$100,000	-	-	-	-	\$100,000
CON	Local	-	-	\$625,000	-	-	-	-	\$625,000
CON	MPO-CMAQ	-	-	\$2,500,000	-	-	-	-	\$2,500,000
	Total Construction	-	-	\$3,125,000	-	-	-	-	\$3,125,000
UT	Local	-	-	\$75,000	-	-	-	-	\$75,000
	Total UT	-	-	\$75,000	-	-	-	-	\$75,000
	Total Programmed	-	-	\$3,875,000	-	-	-	-	\$3,875,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

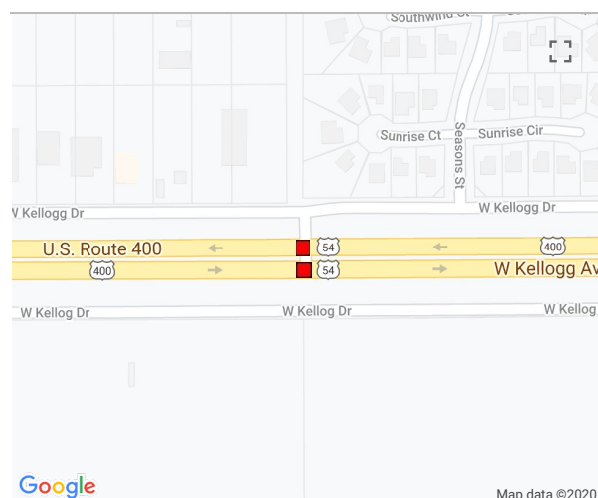
SCHEDULE / FUNDING / SCOPE - Project is moved forward.

Funding Change(s):

Total project cost stays the same \$3,875,000

<i>State TIP ID</i>	INT-17-002	<i>TIP</i>	WAMPO 21-00.1	<i>KDOT ID</i>	087 KA4362-01	<i>Total Cost</i>	\$1,882,481
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Nelda Buckley (785) 368-7099			<i>County</i>	Sedgwick County
<i>Project Type</i>	Intersection	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2020 start
<i>Project Name</i>	Intersection Improvements at US-54 and Barber Dr. (2020)						
<i>Project Limits</i>	US-54 and Barber Dr. in Goddard						
<i>Description</i>	Signalized Restricted Crossing U-Turn (RCUT) Intersection Improvement at Barber Dr. and US-54						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CON	Local	\$72,481	-	-	-	-	-	-	\$72,481
CON	State	\$1,810,000	-	-	-	-	-	-	\$1,810,000
	<i>Total Construction</i>	\$1,882,481	-	-	-	-	-	-	\$1,882,481
	<i>Total Programmed</i>	\$1,882,481	-	-	-	-	-	-	\$1,882,481



Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-01	Amendment	2017-2021	02/14/2017	03/09/2017	03/15/2017	03/09/2017
17-02	Amendment	2017-2021	05/09/2017	05/11/2017	05/11/2017	05/11/2017
17-04	Amendment	2017-2021	02/13/2018	03/08/2018	03/09/2018	03/08/2018
17-05	Amendment	2017-2021	05/08/2018	05/10/2018	05/10/2018	05/10/2018
19-00	Adoption	2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-04	Amendment	2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-07	Amendment	2019-2023	08/11/2020	9/3/2020	9/3/2020	N/A
21-00	Adoption	2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1	Adoption	2021-2025	<i>Pending</i>	N/A	N/A	N/A

Current Change Reason

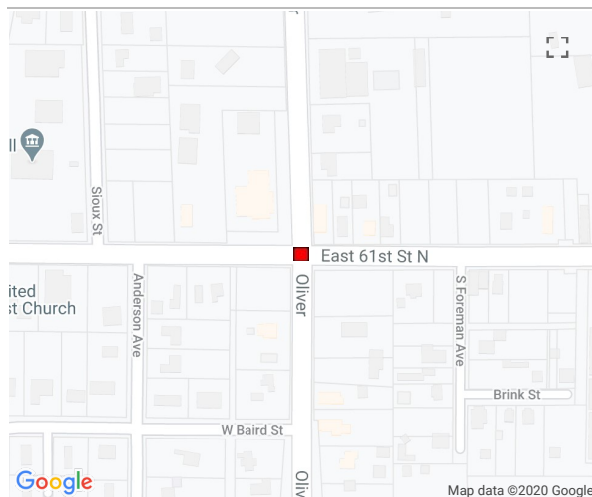
SCHEDULE / FUNDING / SCOPE - Significant change in the design or scope of any project identified in the STIP/RTIP.

Funding Change(s):

Total project cost stays the same \$1,882,481

<i>State TIP ID</i>	INT-19-01	<i>TIP</i>	WAMPO 21-00.1	<i>KDOT ID</i>	087 N0693-01	<i>Total Cost</i>	\$3,848,845
<i>Lead Agency</i>	City of Kechi	<i>Contact</i>	Kamme Sroufe (316)744-9287			<i>County</i>	Sedgwick County
<i>Project Type</i>	Intersection	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2024 start
<i>Project Name</i>	Oliver and Kechi Rd. Intersection (2021, 2023, 2024) - Delayed						
<i>Project Limits</i>	Oliver and Kechi Road Intersection						
<i>Description</i>	Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	-	\$207,400	-	-	-	-	-	\$207,400
	<i>Total Preliminary Engineering</i>	-	\$207,400	-	-	-	-	-	\$207,400
ROW	Local	-	-	-	\$65,500	-	-	-	\$65,500
	<i>Total Right of Way</i>	-	-	-	\$65,500	-	-	-	\$65,500
CON	Local	-	-	-	-	\$444,540	-	-	\$444,540
CON	MPO-STP	-	-	-	-	\$1,778,159	-	-	\$1,778,159
	<i>Total Construction</i>	-	-	-	-	\$2,222,699	-	-	\$2,222,699
CE	Local	-	-	-	-	\$62,649	-	-	\$62,649
CE	MPO-STP	-	-	-	-	\$250,597	-	-	\$250,597
	<i>Total Construction Engineering</i>	-	-	-	-	\$313,246	-	-	\$313,246
UT	Local	-	-	-	\$1,040,000	-	-	-	\$1,040,000
	<i>Total UT</i>	-	-	-	\$1,040,000	-	-	-	\$1,040,000
	<i>Total Programmed</i>	-	\$207,400	-	\$1,105,500	\$2,535,945	-	-	\$3,848,845



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
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

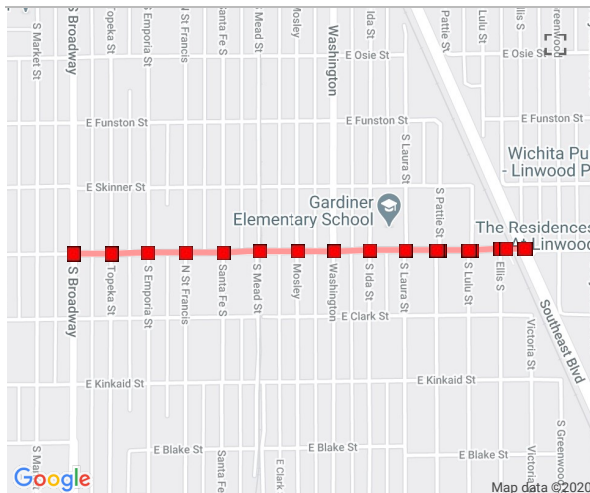
Delay project

Funding Change(s):

Total project cost increased from \$3,451,260 to \$3,848,845

<i>State TIP</i> IDR-17-05	<i>TIP</i> WAMPO 21-00.1	<i>KDOT ID</i> 087 N0660-01	<i>Total Cost</i> \$7,447,291
<i>Lead Agency</i> City of Wichita	<i>Contact</i> Shawn Mellies (316)268-4632	<i>County</i> Sedgwick County	
<i>Project Type</i> Road - Other Road	<i>Air Quality</i> TCM	<i>Construction</i> 2019 start	
<i>Project Name</i> Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020, 2021)			
<i>Project Limits</i> Mt. Vernon, Broadway to S.E. Blvd			
<i>Description</i>	The project will re-construct the existing street to provide a 3-lane roadway with on-street bike lanes. 6' sidewalks will be constructed on each side of Mt. Vernon. Traffic signal upgrades will be made at existing signalized intersections and crosswalks.		

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$500,000	-	-	-	-	-	-	\$500,000
	<i>Total Preliminary Engineering</i>	\$500,000	-	-	-	-	-	-	\$500,000
ROW	Local	\$200,000	-	-	-	-	-	-	\$200,000
	<i>Total Right of Way</i>	\$200,000	-	-	-	-	-	-	\$200,000
CON	Local	\$2,600,000	-	-	-	-	-	-	\$2,600,000
CON	MPO-CMAQ	\$1,780,000	-	-	-	-	-	-	\$1,780,000
CON	MPO-CMAQ (AC)	\$1,967,291	-	-	-	-	-	-	\$1,967,291
CON	MPO-CMAQ (ACCP)	\$982,805	\$984,486	-	-	-	-	-	\$1,967,291
CON	MPO-CMAQ □ (ACCP OFFSET)	\$-982,805	\$-984,486	-	-	-	-	-	\$-1,967,291
	<i>Total Construction</i>	\$6,347,291	-	-	-	-	-	-	\$6,347,291
CE	Local	\$400,000	-	-	-	-	-	-	\$400,000
	<i>Total Construction Engineering</i>	\$400,000	-	-	-	-	-	-	\$400,000
	<i>Total Programmed</i>	\$7,447,291	-	-	-	-	-	-	\$7,447,291



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
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-03.1 Amendment 2019-2023	09/13/2019	N/A	N/A	N/A
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
19-07.1 Amendment 2019-2023	08/18/2020	N/A	N/A	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in scheduling of conversions

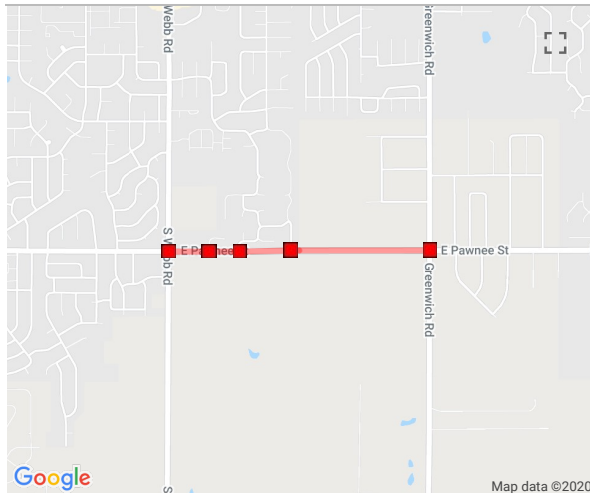
Funding Change(s):

Total project cost stays the same \$7,447,291

* ACCP is not part of the Total

State TIP ID	R-19-09	TIP	WAMPO 21-00.1	KDOT ID	087 N0696-01	Total Cost	\$5,000,000
Lead Agency	City of Wichita	Contact	Shawn Mellies (316)268-4632			County	Sedgwick County
Project Type	Road - Other Road	Air Quality		TCM		Construction	2021 start
Project Name	Pawnee, Webb to Greenwich (2018, 2020, 2021)						
Project Limits	Pawnee from Webb to Greenwich						
Description:	Re-construct the existing 2-lane asphalt mat street with a 3/5 lane street with curb and gutter on Pawnee from Webb to Greenwich. Final lane configuration will be determined as initial concepts are developed and traffic data has been updated from the recent construction/opening of the Southeast High School located at Pawnee & 127th Street. The intersections of Webb and Greenwich will have been improved with left turn lanes on all approaches. However, ADA improvements may be needed at the intersection of Webb Road to be sure wheelchair ramps and pedestrian signals are compliant. The project will include drainage improvements and a minimum of a 6' sidewalk on each side of Pawnee. The Bicycle Master Plan will be reviewed to determine what bicycle facility is most appropriate to connect existing paths along Greenwich and Pawnee.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$350,000	-	-	-	-	-	-	\$350,000
	<i>Total Preliminary Engineering</i>	\$350,000	-	-	-	-	-	-	\$350,000
ROW	Local	\$150,000	-	-	-	-	-	-	\$150,000
	<i>Total Right of Way</i>	\$150,000	-	-	-	-	-	-	\$150,000
CON	Local	-	\$837,000	-	-	-	-	-	\$837,000
CON	MPO-STP	-	\$3,059,152	-	-	-	-	-	\$3,059,152
CON	MPO-STP (AC)	-	\$533,848	-	-	-	-	-	\$533,848
CON	MPO-STP (ACCP)	-	\$533,848	-	-	-	-	-	\$533,848
CON	MPO-STP □ (ACCP OFFSET)	-	\$-533,848	-	-	-	-	-	\$-533,848
	<i>Total Construction</i>	-	\$4,430,000	-	-	-	-	-	\$4,430,000
CE	Local	-	\$70,000	-	-	-	-	-	\$70,000
	<i>Total Construction Engineering</i>	-	\$70,000	-	-	-	-	-	\$70,000
	Total Programmed	\$500,000	\$4,500,000	-	-	-	-	-	\$5,000,000



Version History							
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval			
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			
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A			
19-03.1 Amendment 2019-2023	09/13/2019	N/A	N/A	N/A			
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020			
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A			

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in scheduling of conversions, Other, Move \$533,848 MPO-STP conversion forward from 2022 to 2021

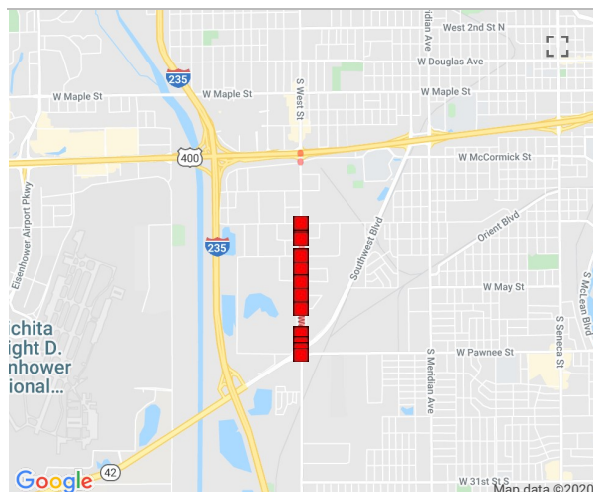
Funding Change(s):

Total project cost stays the same \$5,000,000

* ACCP is not part of the Total

<i>State TIP ID</i>	R-19-16	<i>TIP</i>	WAMPO 21-00.1	<i>KDOT ID</i>	<i>Total Cost</i>	\$10,430,049
<i>Lead Agency</i>	City of Wichita	<i>Contact</i>	Shawn Mellies (316)268-4632		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2023 start
<i>Project Name</i>	West St., Harry to Pawnee (2019, 2022, 2023, 2024, 2025)					
<i>Project Limits</i>	West Street from Harry to Pawnee					
<i>Description</i>	Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$385,000	-	-	-	-	-	-	\$385,000
	<i>Total Preliminary Engineering</i>	\$385,000	-	-	-	-	-	-	\$385,000
ROW	Local	-	-	\$100,000	-	-	-	-	\$100,000
	<i>Total Right of Way</i>	-	-	\$100,000	-	-	-	-	\$100,000
CON	Local	-	-	-	\$1,966,010	-	-	-	\$1,966,010
CON	MPO-STP	-	-	-	\$2,034,405	-	-	-	\$2,034,405
CON	MPO-STP (AC)	-	-	-	\$5,829,634	-	-	-	\$5,829,634
CON	MPO-STP (ACCP)	-	-	-	-	\$1,000,000	\$4,829,634	-	\$5,829,634
CON	MPO-STP □(ACCP OFFSET)	-	-	-	-	\$-1,000,000	\$-4,829,634	-	\$-5,829,634
	<i>Total Construction</i>	-	-	-	\$9,830,049	-	-	-	\$9,830,049
UT	Local	-	-	-	\$115,000	-	-	-	\$115,000
	<i>Total UT</i>	-	-	-	\$115,000	-	-	-	\$115,000
	<i>Total Programmed</i>	\$385,000	-	\$100,000	\$9,945,049	-	-	-	\$10,430,049



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
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
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in scheduling of conversions

Funding Change(s):

Total project cost stays the same \$10,430,049

* ACCP is not part of the Total

State TIP IDT-19-05		TIP	WAMPO 21-00.1		KDOT ID	Total Cost	\$1,866,840		
Lead Agency	Wichita Transit	Contact	Tonja Howard (316)352-4807			County	Sedgwick County		
Project Type	Transit	Air Quality			TCM	Construction	N/A		
Project Name	Wichita Transit Replacement Paratransit Vehicles								
Project Limits	Wichita Urbanized Area								
Description	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.								
Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CAP	Local	-	\$142,341	\$231,027	-	-	-	-	\$373,368
CAP	MPO-STP	-	\$569,365	\$924,107	-	-	-	-	\$1,493,472
	Total CAP	-	\$711,706	\$1,155,134	-	-	-	-	\$1,866,840
	Total Programmed	-	\$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	Pending	N/A	N/A	N/A

Current Change Reason

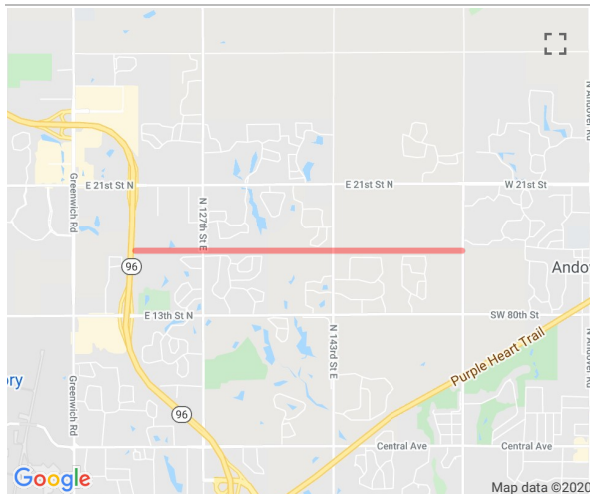
SCHEDULE / FUNDING / SCOPE - Misc administrative changes, Change federal funding program from MPO-CMAQ to MPO-STP to balance WAMPO's overall program.

Funding Change(s):

Total project cost stays the same \$1,866,840

State TIP ID	TA-17-02	TIP	WAMPO 21-00.1	KDOT ID	087 TE0451-01	Total Cost	\$4,589,000
Lead Agency	City of Wichita	Contact	Shawn Mellies (316)268-4632			County	Sedgwick County
Project Type	Ped/Bike	Air Quality		TCM		Construction	2019 start
Project Name	Redbud Path, K-96 to 159th (2018, 2019, 2020, 2021, 2022)						
Project Limits	Redbud Path, K-96 to 159th						
Description	Construct a 10' path along the old railroad corridor. This project will connect the recently completed Redbud Path east of 159th that City of Andover constructed to the K-96 path.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$329,000	-	-	-	-	-	-	\$329,000
	Total Preliminary Engineering	\$329,000	-	-	-	-	-	-	\$329,000
CON	Local	\$2,179,887	-	-	-	-	-	-	\$2,179,887
CON	MPO-CMAQ (AC)	\$169,179	-	-	-	-	-	-	\$169,179
CON	MPO-CMAQ (ACCP)	-	\$169,179	-	-	-	-	-	\$169,179
CON	MPO-CMAQ □(ACCP OFFSET)	-	\$-169,179	-	-	-	-	-	\$-169,179
CON	MPO-TA	\$362,500	-	-	-	-	-	-	\$362,500
CON	MPO-TA (AC)	\$1,288,434	-	-	-	-	-	-	\$1,288,434
CON	MPO-TA (ACCP)	\$316,167	\$626,504	\$345,763	-	-	-	-	\$1,288,434
CON	MPO-TA □(ACCP OFFSET)	\$-316,167	\$-626,504	\$-345,763	-	-	-	-	\$-1,288,434
	Total Construction	\$4,000,000	-	-	-	-	-	-	\$4,000,000
CE	Local	\$260,000	-	-	-	-	-	-	\$260,000
	Total Construction Engineering	\$260,000	-	-	-	-	-	-	\$260,000
	Total Programmed	\$4,589,000	-	-	-	-	-	-	\$4,589,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
17-04 Amendment 2017-2021	02/13/2018	03/08/2018	03/09/2018	03/08/2018
17-05 Amendment 2017-2021	05/08/2018	05/10/2018	05/10/2018	05/10/2018
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A
19-02.1 Amendment 2019-2023	07/15/2019	N/A	N/A	N/A
19-02.2 Amendment 2019-2023	08/13/2019	N/A	N/A	N/A
19-03.1 Amendment 2019-2023	09/13/2019	N/A	N/A	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in scheduling of conversions, Moved a portion of the 2022 TA conversion forward to 2021.

Funding Change(s):

Total project cost stays the same \$4,589,000

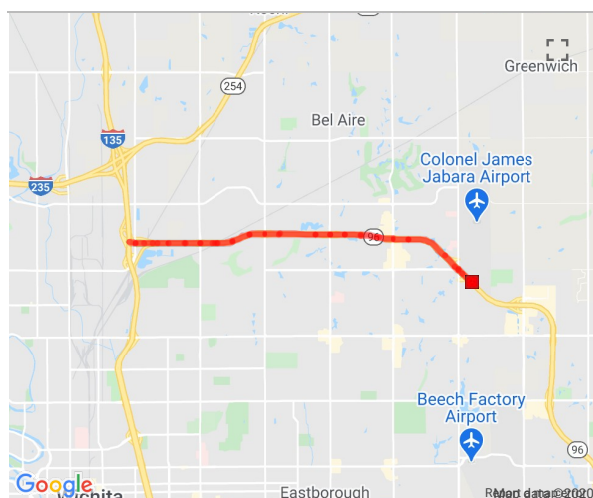
* ACCP is not part of the Total

**WAMPO Transportation Improvement Program, 21-01 Amendment
2021-2025**

7 Projects Listed

State TIP ID	40-577	TIP	WAMPO 21-01	KDOT ID	087 KA5606-01	Total Cost	\$7,195,120
Lead Agency	KDOT	Contact	Rene hart (785)296-8593	County	Sedgwick County	Construction	2020 start
Project Type	Road - Highway	Air Quality		TCM			
Project Name	Overlay in Sedgwick County on K-96						
Project Limits	K-96: Beginning at Junction I-135/K-96 thence East to the end of the Hot Mix Asphalt East of Webb Road						
Description	3 inch Overlay						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CON	NHPP (AC)	\$5,354,500	-	-	-	-	-	-	\$5,354,500
CON	NHPP (ACCP)	-	\$5,354,500	-	-	-	-	-	\$5,354,500
CON	NHPP (ACCP OFFSET)	-	\$-5,354,500	-	-	-	-	-	\$-5,354,500
CON	State	\$1,338,630	-	-	-	-	-	-	\$1,338,630
	<i>Total Construction</i>	\$6,693,130	-	-	-	-	-	-	\$6,693,130
CE	NHPP (AC)	\$401,590	-	-	-	-	-	-	\$401,590
CE	NHPP (ACCP)	-	\$401,590	-	-	-	-	-	\$401,590
CE	NHPP (ACCP OFFSET)	-	\$-401,590	-	-	-	-	-	\$-401,590
CE	State	\$100,400	-	-	-	-	-	-	\$100,400
	<i>Total Construction Engineering</i>	\$501,990	-	-	-	-	-	-	\$501,990
	Total Programmed	\$7,195,120	-	-	-	-	-	-	\$7,195,120



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-05.5 Amendment 2019-2023	04/14/2020	05/07/2020	05/07/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-01 Amendment 2021-2025	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive change in cost greater than 25%

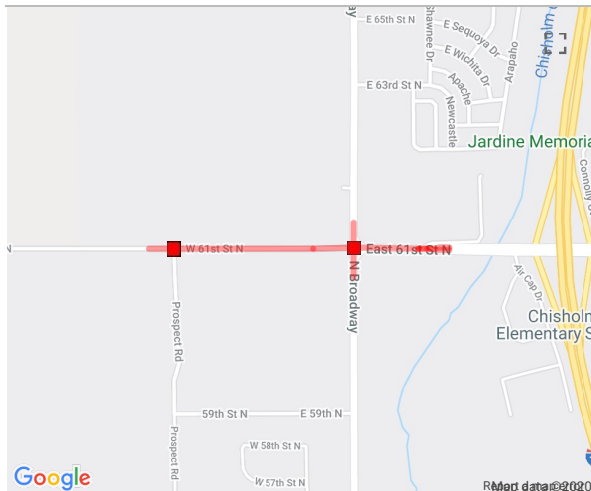
Funding Change(s):

Total project cost increased from \$4,381,163 to \$7,195,120

* ACCP is not part of the Total

<i>State TIP</i>	IDR-19-06	<i>TIP</i>	WAMPO 21-01	<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	-	\$1,746,600	-	-	-	-	-	\$1,746,600
CON	MPO-STP	-	\$2,358,400	-	-	-	-	-	\$2,358,400
	<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>	\$654,962	\$4,720,750	-	-	-	-	-	\$5,375,712



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	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive change in cost greater than 25%, Significant change in the design or scope of any project identified in the STIP/RTIP.

Funding Change(s):

Total project cost increased from \$3,740,200 to \$5,375,712

State TIP IDR-21-01		TIP	WAMPO 21-01		KDOT ID 087 KA5912-01		Total Cost	\$786,000	
Lead Agency	KDOT	Contact	Michelle Needham (785)296-1639				County	Sedgwick County	
Project Type	Road - Highway	Air Quality		TCM		Construction		2021 start	
Project Name	K-42 Acces Rd- BrightWater Bay Development- Wichita, KS								
Project Limits	Southwest Boulevard (K-42)/I-235 Interchange in Wichita, KS								
Description	Construct access road approximately 215 feet in length and 40 feet wide from Southwest Boulevard (K-42) to the BrightWater Bay development- to include signalization; Improvement to Southwest Blvd: to include the addition of left turn lanes in both directions								
Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CON	Local	-	\$235,000	-	-	-	-	-	\$235,000
CON	State	-	\$550,000	-	-	-	-	-	\$550,000
	Total Construction	-	\$785,000	-	-	-	-	-	\$785,000
CE	Local	-	\$1,000	-	-	-	-	-	\$1,000
	Total Construction Engineering	-	\$1,000	-	-	-	-	-	\$1,000
	Total Programmed	-	\$786,000	-	-	-	-	-	\$786,000

*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>
21-01 Amendment 2021-2025	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	RR-21-01	<i>TIP</i>	WAMPO 21-01	<i>KDOT ID</i>	087 RA9321-21	<i>Total Cost</i>	\$300,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Eddie Dawson 7852963219			<i>County</i>	Sedgwick County
<i>Project Type</i>	Rail	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2021 start
<i>Project Name</i>	Rail line rehabilitation at Cargill facility in Wichita, KS						
<i>Project Limits</i>	At Cargill facility in Wichita, KS off the Wichita Terminal Railroad						
<i>Description</i>	Construction of new 522 ft. industry track to accommodate movement of ethanol cars. Includes one new switch package.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CON	Local	-	\$120,000	-	-	-	-	-	\$120,000
CON	State	-	\$180,000	-	-	-	-	-	\$180,000
	<i>Total Construction</i>	-	\$300,000	-	-	-	-	-	\$300,000
	<i>Total Programmed</i>	-	\$300,000	-	-	-	-	-	\$300,000

*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>
21-01 Amendment 2021-2025	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	RR-21-02	<i>TIP</i>	WAMPO 21-01	<i>KDOT ID</i>	087RA8421-21	<i>Total Cost</i>	\$4,524,280
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Eddie Dawson (785)296-3219			<i>County</i>	Sedgwick County
<i>Project Type</i>	Rail	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2021 start
<i>Project Name</i>	Occidental Chemical Facility Rail Yard and Track						
<i>Project Limits</i>	Occidental Chemical facility in Wichita, KS						
<i>Description</i>	Construction of new 13,602 foot car storage yard and track to handle up to 206 rail cars.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CON	Local	-	\$2,262,140	-	-	-	-	-	\$2,262,140
CON	State	-	\$2,262,140	-	-	-	-	-	\$2,262,140
	<i>Total Construction</i>	-	\$4,524,280	-	-	-	-	-	\$4,524,280
	<i>Total Programmed</i>	-	\$4,524,280	-	-	-	-	-	\$4,524,280

*Map Has Not Been Marked

Version History

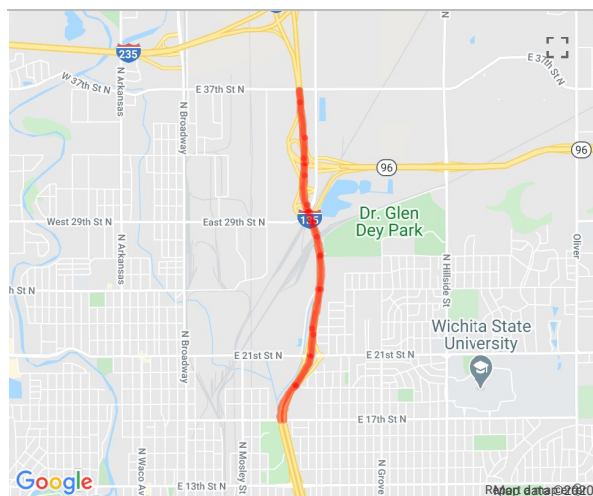
<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-01 Amendment 2021-2025	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i> S-19-02	<i>TIP</i> WAMPO 21-01	<i>KDOT ID</i> 087 KA5130-02	<i>Total Cost</i> \$243,800
<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> 2020 start
<i>Project Name</i> I-135 in Sedgwick County IR project Guardrail Upgrades: Beginning at the North Edge Wearing Surface Viaduct Bridges thence North to the South End 37th Street Bridges in Sedgwick County			
<i>Project Limits</i> I-135 in Sedgwick County beginning at the Viaduct Bridges North to the South End 37th Street Bridges			
<i>Description</i> Guardrail Upgrades			

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	State	\$20,600	-	-	-	-	-	-	\$20,600
	<i>Total Preliminary Engineering</i>	\$20,600	-	-	-	-	-	-	\$20,600
CON	HSIP	\$203,300	-	-	-	-	-	-	\$203,300
	<i>Total Construction</i>	\$203,300	-	-	-	-	-	-	\$203,300
CE	HSIP	\$19,900	-	-	-	-	-	-	\$19,900
	<i>Total Construction Engineering</i>	\$19,900	-	-	-	-	-	-	\$19,900
	<i>Total Programmed</i>	\$243,800	-	-	-	-	-	-	\$243,800



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
19-07 Amendment 2019-2023	08/11/2020	9/3/2020	9/3/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-01 Amendment 2021-2025	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

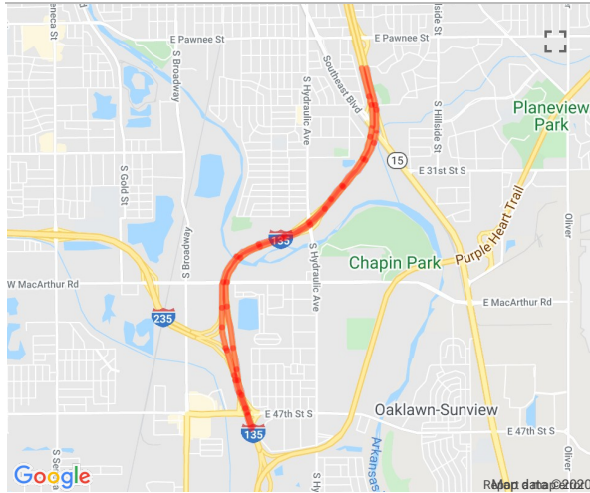
SCHEDULE / FUNDING / SCOPE - Positive change in cost greater than 25%

Funding Change(s):

Total project cost increased from \$212,500 to \$243,800

State TIP ID S-19-04 TIP WAMPO 21-01 KDOT ID 087 KA5128-02 Total Cost \$1,380,000
 Lead Agency KDOT Contact Rene Hart (785)296-8593 County Sedgwick County
 Project Type Road - Highway Air Quality TCM Construction 2020 start
 Project Name I-135 in Sedgwick County IR project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass (2019, 2020)
 Project Limits I-135: Beginning at the South End of Route at KTA thence North to the South End of the Pawnee Avenue Overpass in Sedgwick County
 Description Guardrail Upgrades

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	State	\$41,000	-	-	-	-	-	-	\$41,000
	Total Preliminary Engineering	\$41,000	-	-	-	-	-	-	\$41,000
CON	HSIP	\$1,263,200	-	-	-	-	-	-	\$1,263,200
	Total Construction	\$1,263,200	-	-	-	-	-	-	\$1,263,200
CE	HSIP	\$75,800	-	-	-	-	-	-	\$75,800
	Total Construction Engineering	\$75,800	-	-	-	-	-	-	\$75,800
	Total Programmed	\$1,380,000	-	-	-	-	-	-	\$1,380,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
19-07 Amendment 2019-2023	08/11/2020	9/3/2020	9/3/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-01 Amendment 2021-2025	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive change in cost greater than 25%

Funding Change(s):

Total project cost increased from \$783,000 to \$1,380,000

2020

Bicycle & Pedestrian Count Results Report



This year marks the ninth annual count of bicycle and pedestrian activity across 35 different locations within the WAMPO region (all of Sedgwick County and parts of Butler and Sumner Counties).

Held on Thursday, September 24th and Saturday, September 26th, this year's count would not have been possible without the assistance and commitment of our volunteers!

Distribution of Volunteers by Count Year



During this year's count, volunteers counted 15% more people than in 2019, an increase from 2,844 to 3,349. This may be attributable to the COVID-19 pandemic and related travel and safety restrictions. Additionally, it is important to note that volunteer support increased by 42%, from 36 volunteers in 2019 to 62 volunteers in 2020.

Bicycle and Pedestrian Count Event

At each of the 35 WAMPO-area sites, volunteers manually count the number of people using bicycle and pedestrian facilities over the course of two hours.

The Goal

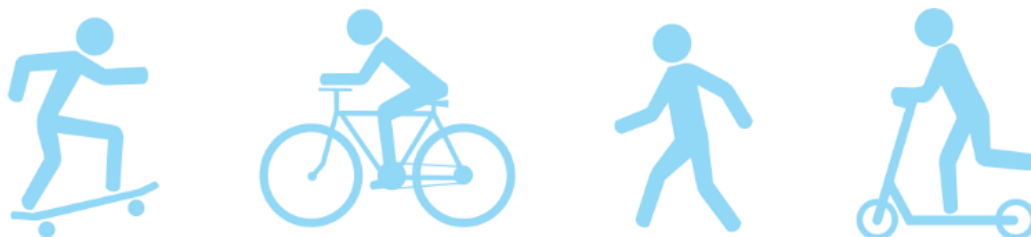
The project goal of this event is to collect data that is representative of actual levels of biking and pedestrian activity in the WAMPO region. WAMPO, along with many of its planning partners, uses this information to better understand the trends and locations of existing bicycle and pedestrian activity.

Local Impact

Understanding the trends and locations of existing bicycle and pedestrian activity helps WAMPO and its partners plan for future system improvements in the places where people actually use them. The data collected over the past five years will be used as the baseline for regional facility usage in the WAMPO region.

Count Methodology

The National Bicycle and Pedestrian Documentation Project (NBPDP) methodology was used for the 2020 count. This methodology, developed by the Institute for Transportation Engineers, is designed to provide a consistent, nationwide approach to estimate the levels of bicycle and pedestrian activity in communities across the country.



Volunteers

Thanks to the willingness of over 60 volunteers, the ninth annual WAMPO Bicycle and Pedestrian Count was a success! Volunteer affiliations included from a wide variety of service organizations, advocacy groups, and interested individuals from across the region.

Year Four with the ActiveICT Mobile App!

Funded in part by the Knight Foundation Fund at the Wichita Community Foundation, the ActiveICT mobile app supports the active transportation, wellness, and civic-engagement activities of WAMPO, Health ICT, and Wichita Parks & Recreation. This includes the WAMPO Annual Bicycle & Pedestrian Count Event, Walktober, and Open Streets ICT!



The mobile app specifically supports the WAMPO volunteers by offering an interactive section preloaded with the volunteer's count-site assignment(s). The volunteer section includes both visual and written content related to their assignment, easy-to-use icons for capturing categorical data, and a public-comment section that allows them to share their thoughts and images while in the field.

Count Site Categories

Three categories of individuals were counted during the 2020 event: bicyclists, pedestrians (including people using wheelchairs or other mobility devices and children in strollers), and an "other" category that captured individuals traveling via other equipment (roller skates, skateboard, scooter, Segway, etc.).

Results

In 2020, event volunteers counted a total of 3,349 people across all categories. The majority of individuals counted fell into the "pedestrian" category (1,903 people, or 56%).

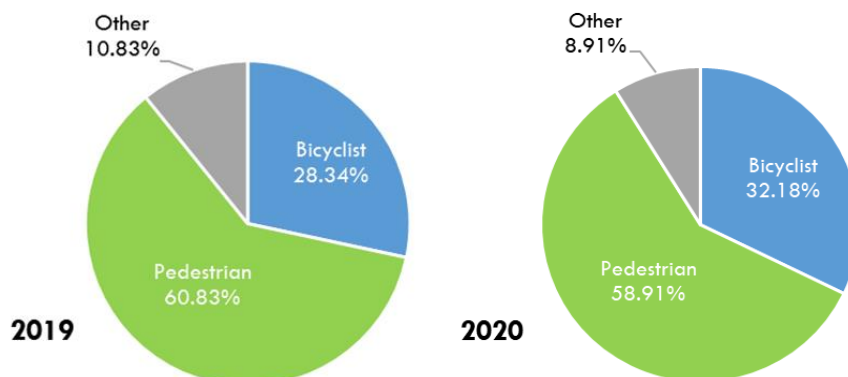
At the 27 sites where we counted in both 2019 and 2020, the number of people counted increased by 6% (from 2,842 to 3,024). A likewise comparison for 34 sites where we counted during the first WAMPO count, held in 2012, and during this year's count showed a 31% increase (from 2,292 to 3,349).

Traffic in the "bicyclist" category slightly increased from 28% in 2019 to 35% in 2020.

2020 Top 10 Count Sites

1. Ark River Path, at Keeper of the Plains - 791
2. Broadway and Central - 350
3. Douglas and Washington - 261
4. 21st and Ridge - 198
5. 1st and Maize Rd - 184
6. 1st and Waco - 159
7. Central and Nims - 142
8. Pawnee and Broadway - 128
9. Broadway and 1st - 123
10. K-96 Path, at Great Plains Nature Center - 84

**Bicycle & Pedestrian
Count Results**
Traffic Distribution Comparison



Wichita Area Metropolitan Planning Organization
271 W. 3rd St., Ste. 208 Wichita, KS 67202-1212
316.779.1313 www.wampo.org

