

## **WAMPO Regional Active Transportation Plan Request for Proposals (RFP)**

### **Questions and Answers**

Includes frequently asked questions, questions directly related to RFP procedures, and questions asked during the pre-proposal conference on February 24, 2026.

*The deadline to submit questions is February 25, 2026. This document is updated as questions are received. Answers to all questions will be posted by February 27, 2026.*

**Q:** Is there an option to submit proposals via email?

**A:** Please submit proposals via mail to the physical address listed in the RFP. Submissions should include one (1) original and two (2) copies of the sealed proposal, and a copy of the proposal saved on a USB flash drive as a pdf document. All copies of the proposal must include all required attachments. Proposals must be received no later than March 4, 2026.

**Q:** Will there be an opportunity to extend the deadline for proposal submissions?

**A:** At this time, WAMPO does not anticipate extending the deadline for proposal submissions.

**Q:** What differences are there between this RFP and a similar RFP that WAMPO released in June 2025? Was anything added/removed?

**A:** The scope of work in this RFP and that in the RFP released by WAMPO in June 2025, which ultimately did not proceed to a contract, are very similar. Minor edits have been made to this RFP to emphasize the importance of improving transportation safety and to more explicitly state WAMPO's desire for the plan to include safety outcomes and recommendations for how to address pedestrian and bicycle-rider safety issues. These edits do not substantially change the work tasks that the selected consultant will be asked to perform.

In the Proposal Content section of the RFP, there are more particular requirements than in past WAMPO RFPs regarding the cost-structure information to be provided, including staff costs, subconsultant costs (if applicable), estimated direct costs, fixed fees, and overhead. The selected consultant team should be prepared to submit audited overhead schedules and audit reports during the contracting phase for the purpose of overhead rate verification.

There used to be five (5) required RFP Attachments required to be submitted with a proposal, but now there are only three (3).

**Q:** Can you further explain what a catalyst project is?

**A:** Catalyst projects are high-impact, visible active transportation initiatives that improve connectivity and safety, and potentially spur broader regional investment. There are no specific requirements for what those projects might look like, but rather an instruction to identify potential projects that could support increased active transportation. Examples of catalyst projects are at the end of this document (page 3).

**Q:** Is the identification of catalyst projects to be the primary focus of the Regional Active Transportation Plan?

**A:** No. Connectivity between communities is the primary focus, with other objectives being secondary. The goal is to have a plan that documents existing infrastructure and provides recommendations and planning tools for future projects to improve the safety and connectivity of active transportation in the region.

**Q:** There is a task to inventory existing active transportation infrastructure. Does WAMPO have an estimate of how much of that infrastructure has already been mapped and is available in a GIS layer, versus how much more remains to be documented?

**A:** WAMPO conducted an assessment of existing and planned active transportation infrastructure in 2022 and updated it in 2025, including mapping all sidewalks, multiuse paths, and crosswalks, based on satellite imagery, which does not document the condition of the infrastructure. While it is challenging to provide an exact percentage of the total existing infrastructure already documented, WAMPO conservatively estimates that the inventory includes at least 80% of all active transportation infrastructure in the region. The selected consultant will not be starting from scratch, but additional work will be necessary. This will include discussions with various local governments regarding their in-progress and planned projects. Nonmotorized-infrastructure maps and links to active transportation plans produced by WAMPO's member jurisdictions can be found at [www.wampo.org/bicycle-pedestrian](http://www.wampo.org/bicycle-pedestrian).

**Q:** Will the work focus more on the overall WAMPO region and active-transportation connections between cities/communities or on plans for the individual cities/communities?

**A:** Understanding that all project priorities, and therefore the allocation of limited project resources, cannot be completely determined prior to the study, the RFP includes language to the effect that, contingent on WAMPO staff agreement, some tasks/deliverables may be cut back or enhanced in light of project demands or constraints. Decisions regarding whether to emphasize broader regional connections or focus on individual city/community plans will be made during the course of the study.

**Q:** What GIS data are complete and readily available for this work?

**A:** Several helpful GIS files will be available for this undertaking, including:

1. The City of Wichita's network layer for their recently completed Bicycle Plan, adopted in 2025.
2. Regional bicycle/trail network layer, completed in 2022, covering the entire WAMPO region and showing both existing and planned facilities.
3. WAMPO-region sidewalk network layer, last updated from satellite imagery in 2025 (The satellite imagery used may be older).

# Catalyst Project Examples

## Keeper of the Plains - Gathering Place and Pedestrian Bridges & Trails



## Redbud Trail - 15.5 Mile Bicycle and Pedestrian Trail Connecting Multiple Communities



### Point Nine: a trailside eatery

Example of a new local business emerging after investment in Redbud Trail



### New Bicycle/Pedestrian Bridge Over Busy Local Corridor: Rock Rd

Project aims to facilitate safe travel along its length and between communities.

