



Technical Advisory Committee (TAC) Meeting Notice

Monday, April 27, 2026, @ 10:00 AM

In-Person

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

Virtual

Click the link below for
online meeting access.

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I. Welcome	
II. Regular Business	
A. Approval of TAC Agenda: April 27, 2026	
B. Approval of TAC Meeting Minutes: March 23, 2026	3 to 7
C. Director's Report <ul style="list-style-type: none"> i. Bimonthly TIP Project Statuses ii. Request for Proposals (RFP) Updates iii. Regional Connections Presentation Series iv. Safe Streets and Roads for All (SS4A) Update v. KDOT Behavioral Safety Grant, Application Open 04/09/2026-05/15/2026 - KSDOT.gov/EEER 	8 to 10 11 to 12 13 to 14
III. Public Comment Opportunity Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	15
IV. Action	
A. Project Selection Committee (PSC) Suballocated Federal Funding Award Recommendations for FFY2027-FFY2030 TIP – Nick Flanders, WAMPO <i>From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects, asking WAMPO member jurisdictions to submit candidate projects for new awards of suballocated federal funding in the forthcoming FFY2027-FFY2030 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored candidate projects that were considered by the Project Selection Committee (PSC) at a meeting on March 30, 2026, for recommendations to the TAC and TPB on which projects to give new awards of suballocated federal funding in the FFY2027-FFY2030 TIP. The TAC is now asked to make a formal recommendation to the TPB on whether to enact the PSC's recommendations.</i>	16 to 21
B. Supporting Wichita Transit 2026 Transit Safety Performance Measure Targets – Peter Mohr, WAMPO, and Raven Alexander, Wichita Transit <i>Metropolitan Planning Organizations (MPOs) are required to set performance measures for roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. It is proposed that WAMPO support Wichita Transit's 2026 transit safety targets, which they approved on April 14, 2026.</i>	22 to 23

V. Discussion/Updates	
A. <u>K-15 Corridor Management Plan Update</u> – J.B. Wilson, KDOT <i>This presentation will provide an overview of the K-15 Corridor Management Plan, project updates, and present study findings. More information is available at ksdot.gov/K15-Corridor.</i>	24
B. <u>Safe Routes to School (SRTS) Spring Data Collection</u> – Kim Negrete and Peter Mohr, WAMPO <i>WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-eight (58) schools have confirmed their participation. Spring 2026 data collection with a second round of schools has begun, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. Data collection is anticipated to be completed by the end of the 2025-2026 school year, in mid-May. WAMPO staff and consultants have scheduled six (6) meetings (two (2) already concluded and four (4) still to come) for school administration and local government staff to review existing-conditions reports and to present recommendation options for infrastructure improvements, programming, and policies. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.</i>	25 to 26
VI. Other Business	
VII. Adjournment	
VIII. WAMPO Reference Material	
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Chad Parasa, TAC Secretary

Rev. April 24, 2026



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, March 23, 2026 @ 10:00 AM

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

Meeting Duration: 60 minutes

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Jack Brown, <i>Public Health</i> Kelly Broxterman, <i>Wichita Transit</i> Craig Crossette, <i>Regional Pathways</i> Steve Degenhardt, <i>Wichita</i> Joe Dessenberger, <i>Railroad Freight</i> Char Ehrmann, <i>CTD #9</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i>	Kevin Graham, <i>Freight Movement</i> Paul Gunzelman, <i>Wichita</i> Moumita Kundu, <i>Urban Land Use Planning & Development Trends</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Justin Shore, <i>SCAC</i>	Allison Smith, <i>KDOT</i> Dan Squires, <i>SCAC</i> Alternates Lily Cherry, <i>Wichita Transit (non-voting)</i> Alex Lane, <i>SCAC (non-voting)</i> James Wagner, <i>Wichita (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Tami Alexander, <i>KDOT</i> Gerri Doyle, <i>FTA</i> Nick Flanders, <i>WAMPO</i> Jolene Graham, <i>Andover</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Brett Letkowski, <i>GFT</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Chris Sweeney, <i>WAMPO</i> Laura VanBurkleo, <i>WAMPO</i>

1. Chair Dan Woydziak called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of March 23, 2026, Agenda

Discussion: None.

Action: Approve the March 23, 2026, agenda, as presented. (15-0)¹

Motion: Lynn Packer

Second: Dan Squires

B. Approval of February 23, 2026, Meeting Minutes

Discussion: None.

Action: Approve February 23, 2026, meeting minutes, as presented. (16-0)²

¹ Four (4) voting TAC members did not arrive until after the vote to approve the March 2026 agenda.

² Three (3) voting TAC members did not arrive until after the vote to approve the February 2026 minutes.

WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Motion: Dan Squires

Second: Paul Gunzelman

C. Director's Report

i. **FFY2027-FFY2030 Transportation Improvement Program (TIP) Development**

Nick Flanders, WAMPO, provided information about the development of the FFY2027-FFY2030 TIP. A Call for Projects was held from February 2, 2026, through March 6, 2026. Twenty-six (26) projects were submitted, twenty-two (22) of which were requested to be considered for suballocated federal funding. The Project Selection Committee (PSC) will make suballocated-federal-funding award recommendations in March-April 2026. A tentative schedule for the development of the FFY2027-FFY2030 TIP was presented, wherein the final TPB approval vote is expected in August 2026.

ii. **Request for Proposals (RFP) Update**

Peter Mohr, WAMPO, provided an update on Requests for Proposals (RFPs) recently conducted by WAMPO for the development of a Regional Active Transportation Plan and for performing a Household Travel Survey (HTS).

For the Regional Active Transportation Plan, an RFP with a similar scope of work was issued in June 2025, which ultimately did not proceed to a contract. Following a robust discussion, the WAMPO Transportation Policy Body (TPB) voted on February 10, 2026, to authorize WAMPO staff to issue a new RFP, which was open from February 17, 2026, through March 4, 2026. A selection committee has been formed, and consultant interviews have been scheduled.

A consultant has been selected to perform the Household Travel Survey and a draft contract has been developed. Coordination with KDOT is underway to ensure cost documentation by the selected consultant is consistent with FHWA guidelines and meets requirements for reimbursement. The total cost of services under the contract is projected to be about \$900,000. The contract is expected to be brought to TPB in spring 2026.

iii. **Safe Routes to School (SRTS) Update**

Kim Negrete, WAMPO, gave an update on the Safe Routes to School (SRTS) planning initiative in the region. WAMPO staff and consultants are working on existing-conditions reports for each participating school and are scheduling meetings with school/district staff and local government staff in spring 2026 to review those reports and to begin discussing potential recommendations for improvements to include in the final SRTS plans. Additional participating schools are still being sought, with engagement and data collection activities for those schools anticipated to start soon.

Draft Andover Public Schools (USD 385) Existing Conditions Report (Example Existing Conditions Report) – <https://bit.ly/Andover-SRTS-Existing-Conditions-Draft>

iv. May 2026 Bike Month Planning

Ms. Negrete shared that cities, counties, and organizations across the United States celebrate National Bike Month in May to showcase the many benefits of bicycling, help raise awareness, and encourage people to get outside and ride. Ms. Negrete provided dates of specific Bike Month celebrations and examples of ways WAMPO member jurisdictions and communities can take part in National Bike Month.

v. Amtrak in Kansas

Katie Newman, WAMPO, provided an update on Amtrak passenger rail service in Kansas, sharing that a Passenger Rail Caucus was held on February 25, 2026, which included discussion about the proposed Heartland Flyer Extension. Currently, the Heartland Flyer route runs from Fort Worth, TX, to Oklahoma City, OK. The Extension would continue the route from Oklahoma City, OK, to Newton, KS, passing through Wichita, KS, along the way.

Mr. Parasa shared that the Federal Rail Administration (FRA) conducts studies for long-distance service (for routes longer than 750 miles), as well as for the Corridor Identification and Development (ID) Program, under which the proposed Heartland Flyer Extension is currently being explored. There is ongoing collaboration between the Kansas, Oklahoma, and Texas Departments of Transportation (DOTs) and MPOs along the corridor.

3. Public Comment Opportunity

No comments.

4. Action

A. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #8

Mr. Flanders asked the TAC to make a recommendation to the TPB on proposed Amendment #8 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #8 opened on February 27, 2026, and ran through March 13, 2026. No public comments were received. TIP Amendment #8 adds five (5) new projects and modifies thirteen (13) projects. There are administrative adjustments to four (4) additional projects, which do not require approval. Among other things, Amendment #8 would enact the updated suballocated federal funding awards that were recommended by the Project Selection Committee (PSC) on January 22, 2026, recommended by the TAC on February 23, 2026, and approved by the TPB on March 10, 2026.

Mr. Flanders listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the federal requirements met by TIP Amendment #8: it is consistent with the current Metropolitan Transportation Plan, MTP 2050, and is fiscally constrained. The financial impact is an additional cost of \$40.8 million. Following approval by the TPB, the amendment will be sent to KDOT to be included in the State Transportation Improvement Program (STIP) for review and consideration by the FHWA and the FTA. Federal approval is expected in May 2026.

FFY2025-FFY2028 TIP Amendment #8 Summary – <https://bit.ly/2025-2028-TIP-A8-Summary>

Discussion: None.

Action: Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #8, as presented. (19-0)

Motion: Joe Dessenberger

Second: Dan Squires

5. Discussion/Updates

A. Charge Up Kansas

Tami Alexander, KDOT, gave a presentation on KDOT's Charge Up Kansas program, which implements the Kansas portion of the National Electric Vehicle Infrastructure (NEVI) formula funding program, which provides federal funding for the deployment of electric vehicle (EV) charging infrastructure. Kansas was allocated \$39.5M over 5 years to fund EV charging infrastructure, with initial funding limited to designated corridors that must be fully "built out" before funding can be used in other areas of the state. The presentation included an overview of NEVI formula funds, designated EV-charging corridors in Kansas, existing and planned charging stations, and next steps in the NEVI program.

Charge Up Kansas Presentation Slides – <https://bit.ly/Charge-Up-Kansas-Slides>

Discussion:

Mr. Parasa asked what percent non-federal match is required for NEVI funding and what entities are eligible to receive the funding. Ms. Alexander replied that a 20% non-federal match is required and may be from various sources, such as private businesses, the Kansas Infrastructure Hub, and local governments. There are not many restrictions on who can apply for funding; eligible entities include cities, counties, universities, private businesses, utilities, etc.

Shawn Mellies asked for an estimation of the cost of EV chargers. Ms. Alexander said that the average federal award amount from the first round of funding was \$768,000 (not counting the required non-federal match), but overall costs vary and depend on the adequacy of existing electric utility infrastructure at the chosen location for the EV chargers.

Lynn Packer asked if the focus in Kansas is on adding new DC Fast EV charging stations or on upgrading existing, slower chargers, and about the cost difference between the Level 2 and DC Fast chargers. Ms. Alexander said Charge Up Kansas is primarily focused on adding new DC Fast charging stations to fill gaps where there is no existing charging infrastructure. Level 2 chargers cost significantly less than DC Fast chargers, but charge vehicles much more slowly, which influences where they are installed. For example, four (4) Level 2 chargers are being installed at Rolling Hills Zoo, at a price of around \$100,000.

B. Complete Streets

Ms. Newman shared that Complete Streets is a transportation policy and design approach that ensures streets and roads are safe and accessible for all users, fostering active transportation, safety, and sustainability. A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit. The first meeting will be held on Wednesday, April 22, 2026, at 9:30 AM. Those interested in joining the committee are asked to contact Katie Newman at katherine.newman@wampo.org.

C. Commuter Flows Report

Mr. Mohr explained that the Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is prepared annually and has been updated using U.S. Census Bureau data from 2019-2023. These data were retrieved in December 2025 and represent the most recent data available at that time. The report compiles data about the locations of workers' primary (non-home) workplaces and residences, as well as their typical commute modes and the times they depart for work. Together, these data provide a more complete understanding of commuter flows, showing the interconnectedness of communities and the movement of workers between areas.

Commuter Flows webpage, with 2025 report and dashboard - www.wampo.org/commuter-flows.

6. Other Business

None.

7. Meeting adjourned at 11:00 AM

The next regular meeting will be held on Monday, April 27, 2026, at 10:00 AM.



Agenda Item 2Ci: Director's Report

Bimonthly TIP Project Statuses

Nick Flanders, Transportation Planning Manager

Executive Summary

The WAMPO TIP Policy includes a Reasonable Progress Policy, under which projects receiving WAMPO suballocated federal funding in the current FFY or that received it in a past FFY but are not completed are to have bimonthly progress reports to the TAC/TPB. This is the progress report to the TAC for April 2026.

Background

Page 16 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix G of the FFY2025-FFY2028 TIP - <https://bit.ly/Appendix-G-TIP-Policy>) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO suballocated federal funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports to the TAC and TPB at least every two months. The attached project statuses have been reported for the April 2026 bimonthly report to the TAC.

The Reasonable Progress Policy was revised by the Transportation Policy Body on April 11, 2023, but these bimonthly progress reports were kept as part of it.

Next Steps

- » An update will be delivered to the TPB on May 12, 2026.
- » Project sponsors will be requested to provide information for the next bimonthly update by May 29, 2026, tentatively for presentation to the TAC on June 22, 2026, and to the TPB on July 14, 2026.

Attachment

- » **TIP Project Statuses Report, April 2026**
- » **Map of WAMPO suballocated projects in the TIP Project Statuses Report**

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO Suballocated Funds	WAMPO Suballocated Funds Programmed in TIP in FFY2026 or Earlier	WAMPO Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated FFY2026 Obligation Date	Anticipated Let Date	Progress Towards Using All Obligated Funds	Anticipated Project Completion Date
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$9,347,040.00	STBG, TA	\$5,451,987.00	\$3,895,053.00	\$5,451,987.00	TBD	October 22, 2025	Construction anticipated to start in April 2026.	Spring 2027
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	\$4,200,000.00	STBG, CMAQ	\$1,861,856.00	\$2,338,144.00	\$1,861,856.00	TBD	October 17, 2025	Authority to Award received November 10, 2025.	Summer 2026
40-540	Derby	Rock Road Corridor Improvements	2026	\$9,503,806.00	STBG, CMAQ	\$4,915,049.00	\$0.00	\$9,503,806.00	June 2026	July 2026	N/A	July 2027
MB-25-010	Wichita	Redbud Multi-Use Path near Rock Road Phase 2	2026	\$5,562,763.00	CMAQ, TA, CRP	\$2,753,454.00	\$0.00	\$5,562,763.00	May 2026	June 2026	N/A	Mid 2027
RM-25-022	Park City	85th Street and Broadway Roundabout	2026	\$1,412,711.00	STBG	\$0.00	\$0.00	\$1,412,711.00	August 2026	September 2026	N/A	Spring 2027
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	\$292,242.00	CRP	N/A	\$292,242.00	\$0.00	N/A	N/A	Construction to Start April 13, 2026	Construction to be complete June 5, 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	\$3,912,000.00	STBG, TA	N/A	\$3,912,000.00	\$0.00	N/A	N/A	Authority to Award received December 9, 2025.	Mid 2027
40-510	Wichita	17th St N, I-135 to Hillside	2025	\$2,400,000.00	STBG, TA	N/A	\$2,400,000.00	\$0.00	N/A	N/A	Authority to Award received November 2025.	Mid 2027
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	\$417,310.00	CRP	N/A	\$308,252.42	\$109,057.58	N/A	N/A	Project has let. Construction started.	Summer 2026
MB-25-009	Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	2025	\$4,348,531.00	TA, CRP	N/A	\$2,780,862.45	\$1,567,668.55	N/A	N/A	Authority to Award received December 9, 2025.	Early/Mid 2027
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	N/A	\$200,000.00	\$0.00	N/A	N/A	Anticipate using all funds by project completion date.	December 2026
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	\$400,000.00	CMAQ	N/A	\$400,000.00	\$0.00	N/A	N/A	Equipment ordered for \$6,375.	January 2027
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	N/A	\$6,170,227.57	\$628,903.43	N/A	N/A	Approximately \$5,475,000 of obligated funds have been spent	April 2026
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	N/A	\$1,982,546.44	\$451,306.56	N/A	N/A	Let July 2024	Construction complete as of February 2026. Project pending final closeout.
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	N/A	\$1,000,000.00	\$0.00	N/A	N/A	\$10,613,371 of obligated funds have been spent.	June 1, 2026
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,582,061.69	\$200,208.31	N/A	N/A	Construction began September 2025.	Early 2027
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	\$7,893,582 of obligated funds have been spent.	Mid/Late 2026
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$6,742,554.60	\$630,760.40	N/A	N/A	Let in October 2023 and Construction started in January 2024	Construction completed July 2025. Pending final closeout.
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	N/A	\$2,195,582.00	\$0.00	N/A	N/A	\$1,920,252.12 of obligated funds have been spent.	Reopened to traffic on 5/24/2024. Project pending final closeout.
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	All federal funding has been expended.	Drawdowns are completed.
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	Construction to start April 20, 2026.	Summer 2027
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Project is complete.	Project is complete.
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	N/A	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Construction complete and reopened to traffic. Pending final closeout.
T-15-005	Wichita Transit	Transit: Bus Purchase	2018	\$1,359,089.00	STBG, CMAQ	N/A	\$1,359,089.00	\$0.00	N/A	N/A	Awaiting final bus purchase.	February 2028

FFY2026 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 8)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
RM-25-039	Wichita	Mt. Vernon and Hydraulic Intersection	HSIP	\$2,200,000.00
RM-25-043	Sedgwick County	R381: MacArthur from 215th St West to K-42	HRRR	\$1,600,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
EV-26-001	KDOT	City of Park City: Sinclair located at 6209 North Broadway Avenue	NEVI	\$607,500.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
RR-25-001	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	STIC	\$125,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$5,200,000.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$1,673,250.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$690,271.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
TR-26-001	Wichita Transit	Hybrid Bus Purchase	FTA 5339	\$2,066,786.00



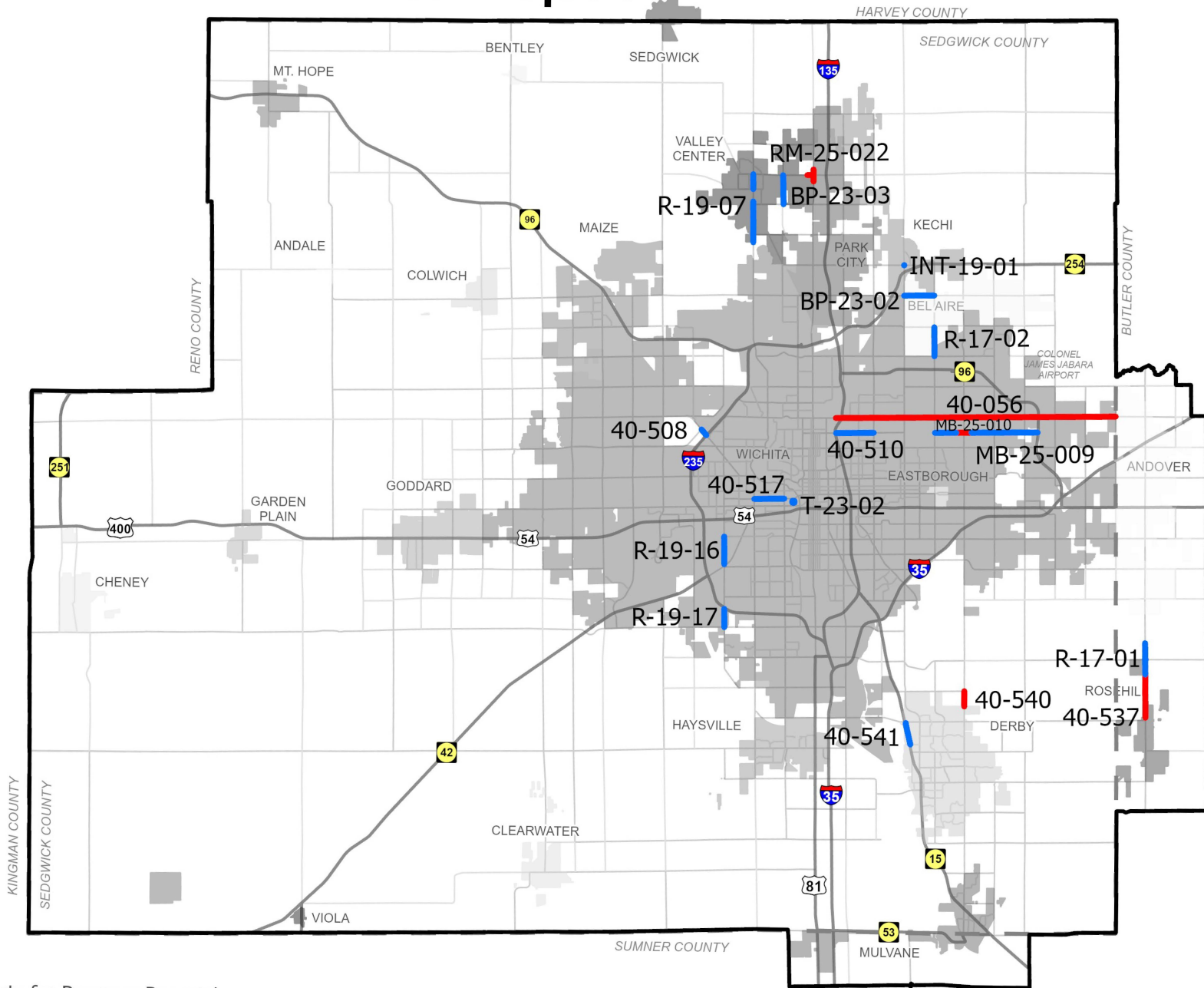
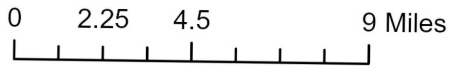
Transportation Improvement Program

Current Suballocated Projects

Legend

- Federal Fiscal Year 2026
- Federal Fiscal Year 2018-2025
- WAMPO Boundary
- County Boundaries

*P-23-03, ITS-23-02, T-15-005, 40-509 and 40-544 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 4/14/2026
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Agenda Item 2Ciii: Director's Report Regional Connections Presentation Series

Markey Jonas, Community Planner
Chad Parasa, Executive Director

Executive Summary

To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions to present on local projects, policies, or programs to the Transportation Policy Body (TPB). The goal of this presentation series is to keep stakeholders informed about new and ongoing efforts and encourage an integrated approach to planning.

Background

The Wichita Area Metropolitan Planning Organization's (WAMPO's) planning boundary encompasses a complex and varied network of jurisdictions, each contributing to the success of the region. To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations to the Transportation Policy Body (TPB) with the theme of “Regional Connections.” This initiative invites WAMPO member jurisdictions and planning partners to present updates on local projects, policies, or programs of regional significance. The presentation series is meant to ensure stakeholders stay informed about new and ongoing work across the region and highlight initiatives within each community.

The goals of the Regional Connections presentation series include, among other things:

- » Facilitating information exchange – Provide a forum to share updates on transportation, infrastructure, and planning initiatives.
- » Enhancing regional understanding – Highlight how individual projects and programs contribute to regional mobility, economic development, and overall quality of life.
- » Encouraging collaboration – Strengthen partnership among jurisdictions and promote a coordinated regional approach to transportation planning.

Presentation Format, Topics, & Schedule

The Regional Connections presentations are scheduled at regular TPB meetings (the second Tuesday of every month, at 3:00 PM) and provide an opportunity for WAMPO board and committee members, stakeholders, and the public to engage with planning partners. Presenters include planning, public works, transportation, and other staff from WAMPO member jurisdictions, ensuring a balanced representation of projects and initiatives. The presentation series aims to strengthen regional understanding and encourage dialogue that supports coordinated planning and well-informed decision-making. Presentation topics will be highlighted on the WAMPO website.

Presentations (15 minutes, + or -) from jurisdictions can be subdivided into the following major categories:

1. Growth patterns (population, housing, employment, etc.)
2. Planned transportation improvement projects
3. Regional ties between growth patterns and transportation improvements
4. Other topics of regional significance



**Agenda Item 2Ciii: Director's Report
Regional Connections Presentation Series**

Markey Jonas, Community Planner
Chad Parasa, Executive Director

Regional Connections Presentation Series Schedule

Meeting Date	Jurisdiction/Presenter	Link*
06/10/2025	Valley Center – Kyle Fiedler	https://bit.ly/Regional-Connections-Valley-Center
07/08/2025	Goddard – Ryan Shrack & Tina Powell	https://bit.ly/Regional-Connections-Goddard
08/12/2025	Maize – Joe Dessenberger	https://bit.ly/Regional-Connections-Maize
09/09/2025	Andover – Jennifer McCausland, Jolene Graham, & Les Mangus	https://bit.ly/Regional-Connections-Andover
10/14/2025	Haysville – Danielle Gabor	https://bit.ly/Regional-Connections-Haysville
11/18/2025	Bel Aire – Ted Henry	https://bit.ly/Regional-Connections-Bel-Aire
05/12/2026	Derby – Dan Squires	

**A link to the presentation recording, slide deck, or other materials will be added to this table following the presentation date.*

Next Steps

WAMPO staff continue to coordinate the presentation schedule. The above table will be updated as presenters are confirmed and will be shared with the TPB in a recurring staff report in their meeting agenda packets, with links to previous presentations. Following the conclusion of the presentation series, a report highlighting various initiatives contributing to advancing mobility, economic development, and overall quality of life in the WAMPO region, as well as related data trends, will be published. Please contact Markey Jonas, markey.jonas@wampo.org, to reserve a time to present.



Executive Summary

In December 2023, the Wichita Area Metropolitan Planning Organization (WAMPO) was awarded a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant for \$940,000. WAMPO and FHWA staff have been working on a draft grant agreement, which will be brought to the TPB for a vote. Under that draft agreement, activities funded by the grant will include conducting a pilot behavioral messaging campaign, a Regional Safety Study (including before-and-after safety analyses and feasibility studies/demonstration projects), and working with the City of Andover to collect/analyze local crash data to inform an SS4A Action Plan. Meanwhile, the U.S. Department of Transportation (USDOT) has released a Notice of Funding Opportunity (NOFO) for FFY2026 SS4A funding. This is the final round of SS4A funding under the Infrastructure Investment and Jobs Act (IIJA).

Safe Streets and Roads for All (SS4A) Background

The federal Safe Streets and Roads for All (SS4A) grant program funds regional, local, and Tribal initiatives to prevent fatalities and serious injuries from vehicle crashes.

The foundation of the SS4A program is Comprehensive Safety Action Plans (CSAPs, also referred to as “Action Plans”; www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans). A CSAP is a plan to prevent roadway fatalities and serious injuries in a locality or region or on Tribal land. The SS4A program provides funding for two types of grants: **planning and demonstration grants** for the development of CSAPs/Action Plans, including supplemental safety planning and safety demonstration projects, and **implementation grants**, which fund permanent infrastructure improvements. To receive an implementation grant, it is necessary to first have an Action Plan covering the relevant geographic area and for the implementation grant to be proposed to be used on (a) project(s) that is/are consistent with what that Action Plan calls for. Because WAMPO has a Comprehensive Safety Action Plan (CSAP) that fulfills the Action Plan prerequisite, implementation-grant applications can be submitted by any jurisdiction within the WAMPO region.

WAMPO Supplemental Planning and Demonstration Grant: Background

In December 2023, the Wichita Area Metropolitan Planning Organization (WAMPO) was awarded a federal Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant for \$940,000. As described in a draft grant agreement between WAMPO and the FHWA that is currently being reviewed by FHWA staff and will be brought to the TPB for a vote, WAMPO will use the grant funding to conduct supplemental planning and demonstration activities, including:

- » A pilot behavioral messaging campaign related to speeding, intersection safety, and vulnerable road users.
- » A Regional Safety Study, including before-and-after analysis of previously implemented safety countermeasures, as well as feasibility studies/demonstration projects, wherein potential countermeasures are temporarily implemented using materials such as flex posts and movable barriers, in order to test whether investing in particular permanent infrastructure changes would improve safety outcomes.
- » Working with the City of Andover to collect/analyze local crash data to inform an SS4A Action Plan.



Agenda Item 2Civ: Director's Report **Safe Streets and Roads for All (SS4A) Update**

Kim Negrete, Multimodal Transportation Safety Planner
Markey Jonas, Community Planner

New guidance from the FHWA recommends dividing this project into three phases. The first phase is supplemental planning activities, including the further identification of high-crash locations and recommendations for appropriate safety-countermeasure demonstration projects within the WAMPO region. The second phase will involve the planning and design of each demonstration project. In the final phase, the demonstration projects planned during phase two will be carried out and the results analyzed. This phased approach allows for additional planning and analysis prior to the identification of specific demonstration projects to carry out. WAMPO will hire a consultant to perform data collection and analysis in coordination with WAMPO and member-jurisdiction staff, rather than each participating member jurisdiction having to carry out its own demonstration projects.

WAMPO Supplemental Planning and Demonstration Grant: Fiscal Considerations

SS4A grants require a 20% non-federal match, meaning that 20% of all project costs must be paid from non-federal sources. Since WAMPO's supplemental planning and demonstration grant is for \$940,000, the minimum non-federal match is \$235,000, for a total project cost of \$1,175,000. On April 8, 2025, the WAMPO TPB entered into an SS4A state-match agreement with the Kansas Department of Transportation (KDOT) for \$176,250 (15% of the total project cost) towards the required non-federal match; the remainder of the minimum non-federal funding match, \$58,750 (5% of the total project cost), will need to come from other sources. WAMPO is in discussions with its member jurisdictions regarding the provision of the non-federal matching funds.

WAMPO Supplemental Planning and Demonstration Grant: Next Steps

- » FHWA feedback on the draft grant agreement and WAMPO/FHWA staff making any necessary edits.
- » TPB vote on draft grant agreement with the FHWA.

FFY2026 Notice of Funding Opportunity

The U.S. Department of Transportation (USDOT) recently released the SS4A Notice of Funding Opportunity (NOFO) for FFY2026, the final round of SS4A funding under the Infrastructure Investment and Jobs Act (IIJA). The application deadline is May 26, 2026, at 5:00 PM EDT. Approximately \$1 billion is available.

The Kansas Infrastructure Hub (www.kshub.gov) is providing technical support on SS4A grant applications and information on potential local-match support through the Build Kansas Fund (www.kshub.gov/build-kansas-fund/build-kansas-fund-overview). The KDOT SS4A webpage (www.ksdot.gov/programs/safety-programs/safe-streets-and-roads-for-all-match-pilot-program) has information on prior SS4A grant recipients in Kansas and links to other resources, including the FHWA's SS4A Clearinghouse (www.ss4aclearinghouse.org). WAMPO staff are also available to assist member jurisdictions in identifying projects to apply for funding for, developing grant-application narratives, assembling necessary data, and providing letters of support.

Attachment

- » **USDOT SS4A website, with links to the FFY2026 NOFO and online application** – www.transportation.gov/grants/SS4A



Agenda Item 3

Public Comment Opportunity

Butler County Commissioner Dan Woydziak, TAC Chair

Background

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

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



Agenda Item 4A: Action
Project Selection Committee (PSC) Suballocated Federal
Funding Award Recommendations for FFY2027-FFY2030 TIP

Nick Flanders, Transportation Planning Manager

Executive Summary

From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects, asking WAMPO member jurisdictions to submit candidate projects for new awards of suballocated federal funding in the forthcoming FFY2027-FFY2030 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored candidate projects that were considered by the Project Selection Committee (PSC) at a meeting on March 30, 2026, for recommendations to the TAC and TPB on which projects to give new awards of suballocated federal funding in the FFY2027-FFY2030 TIP. The TAC is now asked to make a formal recommendation to the TPB on whether to enact the PSC’s recommendations.

Background

From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects, asking WAMPO member jurisdictions to submit candidate projects for new awards of suballocated federal funding in the forthcoming FFY2027-FFY2030 Transportation Improvement Program (TIP). WAMPO staff scored and ranked the submitted projects in accordance with evaluation criteria last approved by the TPB on September 9, 2025, within each of nine (9) project categories. Kansas Department of Transportation (KDOT) staff reviewed the candidate projects for eligibility for suballocated federal funding. Civil engineering staff from the City of Wichita and Sedgwick County reviewed the submitted projects’ cost estimates to confirm they were reasonable.

WAMPO staff provided information on the submitted projects, including their calculated scores and ranks, the results of the funding-eligibility and cost-estimate reviews, as well as projections of funding available to award, to the Project Selection Committee (PSC) for consideration. The PSC met on March 30, 2026, and made recommendations of specific amounts of funding to award to specific projects. The TAC is now asked to make a recommendation to the TPB on whether to enact the PSC’s recommendations.

Projected Suballocated Federal Funding to Award, FFY2026-FFY2030

Pre-FFY2026 Estimated Carryover Available	\$8,069,604.99				
	FFY2026	FFY2027	FFY2028	FFY2029	FFY2030
Estimated Apportionment	\$17,553,540.22	\$17,553,540.22	\$17,553,540.22	\$17,553,540.22	\$17,553,540.22
Awarded to Projects	\$23,793,123.00	\$18,889,176.00	\$17,446,825.00	\$0.00	\$0.00
Projected Ending Balance (cumulative)	\$1,830,022.21	\$494,386.43	\$601,101.65	\$18,154,641.87	\$35,708,182.09

These projections of available suballocated federal funding in FFY2026-FFY2030 assume FFY2026 Apportionments to the WAMPO region will hold constant through FFY2030.



Agenda Item 4A: Action
Project Selection Committee (PSC) Suballocated Federal
Funding Award Recommendations for FFY2027-FFY2030 TIP

Nick Flanders, Transportation Planning Manager

PSC Recommendations

The PSC has recommended ten (10) projects for new suballocated federal funding awards in the FFY2027-FFY2030 TIP. The PSC-recommended awards to these projects are presented in the following table:

Lead Agency	Project Title	FFY(s)	Funding Program(s)	Amt.	Resultant % Fed. Funding
WAMPO	Interstate Passenger Rail Study Support*	2028	STBG	\$300,000	60.00%
Sedgwick County	R372: 21st St North and 167th St West Intersection Improvements	2028, 2029	CRP	\$876,989	56.22%
City of Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln	2029	TA	\$1,584,000	80.00%
City of Maize	119th Street Improvements From 29th Street to 37th Street	2029	STBG	\$5,028,072	80.00%
Wichita Transit	Purchase of Replacement Buses	2029, 2030	CRP	\$2,362,464	40.00%
City of Wichita	ITS - Central Ave, Seneca to 159th St E	2029, 2030	CMAQ, CRP	\$4,586,788	76.45%
City of Wichita	21st Street North, 119th Street West to St. Teresa	2029, 2030	STBG, TA	\$11,415,921	73.18%
City of Wichita	Seneca Street & 55th Street South Sidewalks	2030	TA	\$1,692,000	80.00%
City of Haysville	West Grand Improvements	2030	STBG	\$4,011,948	80.00%
Goddard/Sedgwick Co.	183rd St Expansion	2030	STBG	\$3,850,000	80.00%
Total				\$35,708,182	

*If this project does not qualify for the awarded funding, add that funding to "21st Street North, 119th Street West to St. Teresa".

All suballocated federal funding programs from which WAMPO currently receives Apportionments require that at least 20% of all qualifying costs be paid from non-federal sources, which is why no project's recommended award amount would produce a "resultant % fed. funding" greater than 80%. Because the amounts of funding that could potentially be used on all of the candidate projects totaled far more than the amount of funding available to award (see attached table of candidate projects), there are some projects that the PSC recommended to receive funding amounts equal to less than 80% of their estimated qualifying costs. The sponsors of those projects have confirmed that the projects can still proceed with these less-than-maximum amounts of federal funding.

Fiscal Considerations

Since the current five-year federal transportation funding legislation (the Infrastructure Investment and Jobs Act) only goes through the end of FFY2026 and successor legislation for FFY2027 and beyond has not yet been passed by the U.S. Congress, any projection of suballocated federal transportation funding balances after September 30, 2026, is uncertain. In addition, obligations and deobligations of funding on past-FFY projects may yet occur, changing the projected available balances. However, following the conservative assumption that FFY2026 Apportionments of federal transportation funding suballocated to the WAMPO region will hold constant through FFY2030 (see above), enacting the PSC's recommendations would utilize all of the unawarded suballocated federal funding projected to be available in the WAMPO region through FFY2030.



Agenda Item 4A: Action
Project Selection Committee (PSC) Suballocated Federal
Funding Award Recommendations for FFY2027-FFY2030 TIP

Nick Flanders, Transportation Planning Manager

PSC Recommendation

Recommend the TPB approve the PSC's project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP, as presented.

Action Options

- » Recommend the TPB **approve** the PSC's project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP, **as presented**.
- » Recommend the TPB **not approve** the PSC's project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP.
- » Recommend the TPB **approve** the PSC's project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP, **with specific changes**.

Next Steps

- » May 12, 2026: TPB approval vote on PSC's and TAC's recommendations for new suballocated federal funding awards in the FFY2027-FFY2030 TIP.
- » May-June 2026: State/federal review of draft FFY2027-FFY2030 TIP.
- » June 11-July 10, 2026: 30-day public-comment period for FFY2027-FFY2030 TIP.
- » July 27, 2026: TAC recommendation on FFY2027-FFY2030 TIP.
- » August 11, 2026: TPB vote on FFY2027-FFY2030 TIP.

Attachments

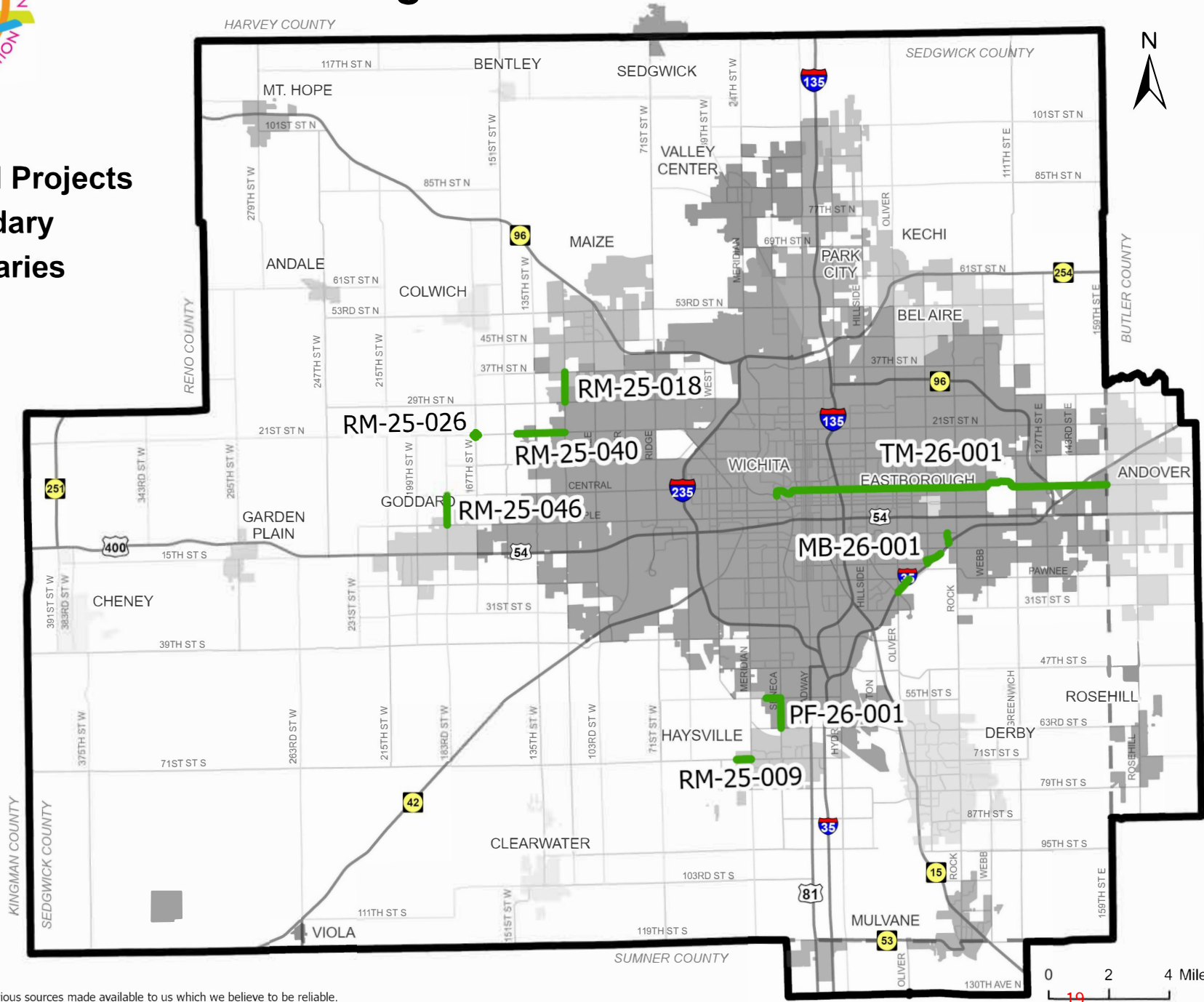
- » **Map of PSC-Recommended Projects for New Suballocated Federal Funding Awards in FFY2027-FFY2030 TIP**
- » **Map and Table of Candidate Projects for New Suballocated Federal Funding Awards in FFY2027-FFY2030 TIP**



PSC Recommendations for New Suballocated Federal Funding Awards in FFY2027-FFY2030 TIP

- Recommended Projects
- WAMPO Boundary
- County Boundaries

*TR-26-003 & PL-26-001 are not mappable



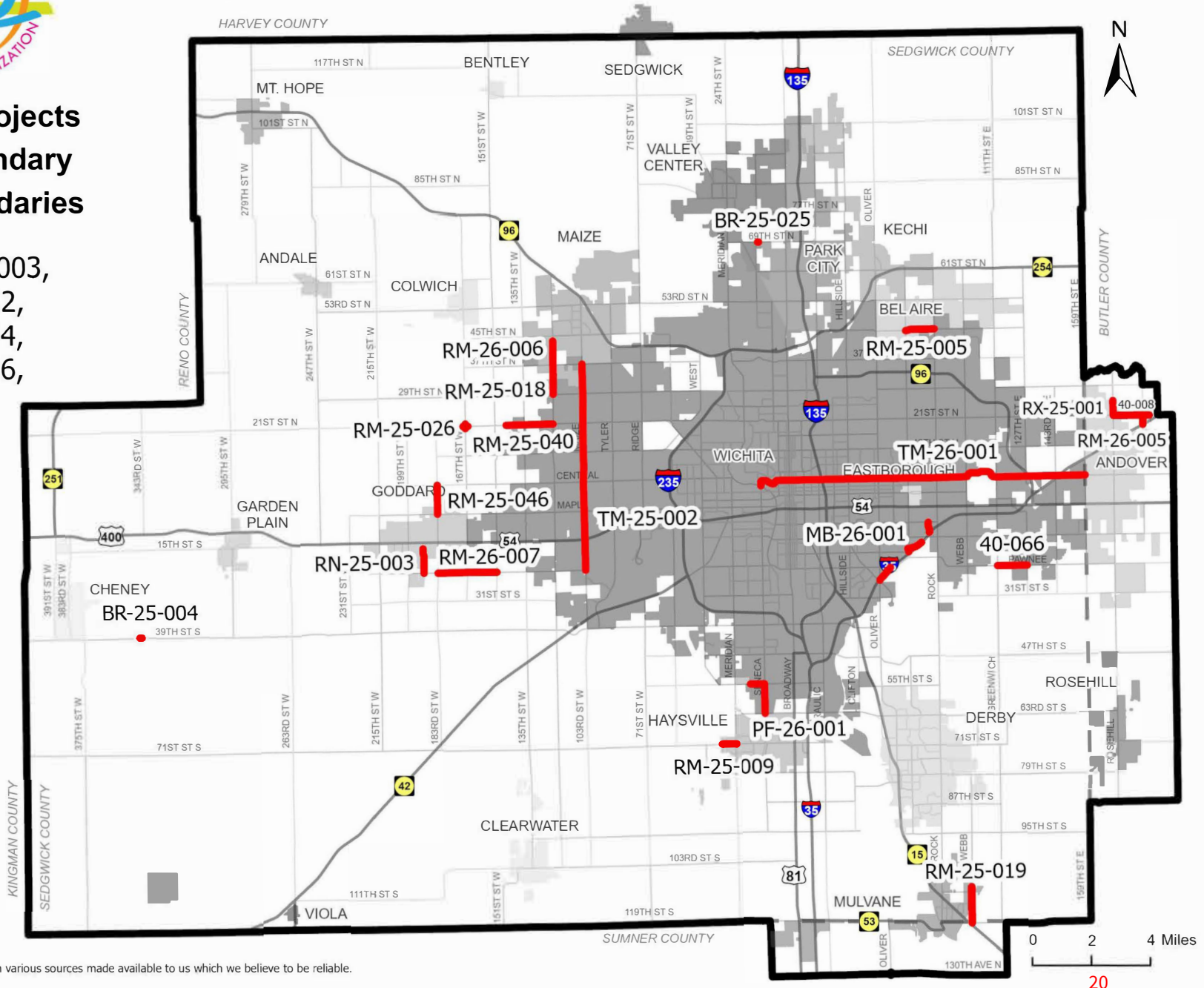
Source: WAMPO
 Produced by: WAMPO
 Date Exported: 4/13/2026
 Folder: G:\TIP\2027-2030\Projects\TIP 2027-2030\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Submitted Suballocated-Funding Candidate Projects for FFY2027-FFY2030 TIP

- Submitted Projects
- WAMPO Boundary
- County Boundaries

*TR-26-002, TR-26-003, PL-26-001, PL-26-002, PL-26-003, PL-26-004, PL-26-005, PL-26-006, PL-26-007, and PL-26-008 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 4/15/2026
 Folder: G:\TIP\2027-2030\Projects\TIP 2027-2030\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

CANDIDATE PROJECTS FOR NEW SUBALLOCATED FEDERAL FUNDING AWARDS (FFY2027-FFY2030 TIP)

WAMPO ID	Lead Agency	Project Title	Eligible Funding Programs*				Requested FFY(s)	Alternate FFY(s)	Max. Federal Award**	Project Type***	Project Score
			TA	CMAQ	CRP	STBG					
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2029	2030	\$1,605,143	BR	53.50
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West				STBG	2028	2027	\$3,400,000	BR	30.00
TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee		CMAQ	CRP	STBG	2029, 2030	2028	\$3,200,000	TM	83.50
TM-26-001	Wichita	ITS - Central Ave, Seneca to 159th St E		CMAQ	CRP	STBG	2029, 2030		\$4,800,000	TM	81.50
RM-25-005	Bel Aire	45th, Woodlawn to Rock				STBG	2030	2028, 2029	\$7,257,049	RM	61.25
RM-25-040	Wichita	21st Street North, 119th Street West to St. Teresa				STBG	2029	2030	\$12,480,000	RM	57.75
40-066	Wichita	Pawnee Avenue, Greenwich Road to 127th Street East				STBG	2029	2030	\$6,686,400	RM	57.50
RM-26-006	Maize	119th Street Improvements (Phase 2 - 37th Street to Wilkinson)				STBG	2028	2029, 2030	\$3,072,620	RM	51.00
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2030	2028, 2029	\$6,479,497	RM	49.25
RM-25-009	Haysville	West Grand Improvements				STBG	2030	2028, 2029	\$4,011,948	RM	48.50
RM-25-046	Goddard & Sedgwick County	183rd St Expansion				STBG	2030	2029	\$3,850,000	RM	48.25
RM-26-007	Sedgwick County	R378: Pawnee Ave. between 151st St. and 183rd St. West				STBG	2030		\$4,160,000	RM	47.75
RM-26-005	Andover	Prairie Creek Road - KTA Bridge to 21st Street				STBG	2027	2028	\$1,430,536	RM	47.50
RM-25-018	Maize	119th Street Improvements From 29th Street to 37th Street				STBG	2028	2029, 2030	\$5,028,072	RM	46.25
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Intersection Improvements		CMAQ	CRP	STBG	2028	2029	\$1,248,000	RM	40.75
40-008	Andover	21st Street Improvements, from KTA Toll Booth to Andover Road				STBG	2029	2030	\$13,980,020	RX	60.25
RX-25-001	Andover	Andover Rd. from 21st St. north 1/2 Mile				STBG	2030	2029	\$5,535,200	RX	53.00
RN-25-003	Goddard	Crowne Drive Extension from US-54 to 23rd Street				STBG	2030	2029	\$4,384,000	RN	46.50
MB-26-001	Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln	TA	CMAQ	CRP	STBG	2029	2030	\$1,584,000	MB	72.00
PF-26-001	Wichita	Seneca Street & 55th Street South Sidewalks	TA	CMAQ	CRP	STBG	2029, 2030		\$1,692,000	PF	67.50
TR-26-002	Wichita Transit	Wichita Transit Hardware and Software Upgrades		CMAQ	CRP	STBG	2027	2028	\$1,170,232	TR	50.00
TR-26-003	Wichita Transit	Purchase of Replacement Buses		CMAQ	CRP	STBG	2029	2030	\$4,724,926	TR	45.00
PL-26-001	WAMPO	Interstate Passenger Rail Study Support				STBG	2028	2029	\$400,000	PL	N/A
PL-26-002	WAMPO	2030 MTP Development Assistance				STBG	2028		\$300,000	PL	N/A
PL-26-003	WAMPO, Wichita, & Sedgwick County	Traffic Count Database System (TCDS) Development				STBG	2029	2030	\$300,000	PL	N/A
PL-26-004	WAMPO, Wichita, & Sedgwick County	Pavement-Condition Report				STBG	2029	2030	\$300,000	PL	N/A
PL-26-005	WAMPO	Equipment to Monitor/Measure Pavement Ratings				STBG	2029	2030	\$200,000	PL	N/A
PL-26-006	WAMPO	Freight Study				STBG	2028	2029, 2030	\$250,000	PL	N/A
PL-26-007	WAMPO	Corridor Safety Study: US-54 [or Rock Rd., K-254, Broadway, K-15, etc.]				STBG	2030		\$100,000	PL	N/A
PL-26-008	WAMPO	Railroad-Crossing Safety Study				STBG	2030		\$100,000	PL	N/A

Total \$103,729,643

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

** Maximum federal award = 80% of reported qualifying costs (e.g., construction, construction engineering, implementation, transit capital)

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

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



Agenda Item 4B: Action
Supporting Wichita Transit 2026 Transit Safety Performance Measure Targets

Peter Mohr, WAMPO
 Raven Alexander, Wichita Transit

Executive Summary

Metropolitan Planning Organizations (MPOs) are required to set performance measures for roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. It is proposed that WAMPO support Wichita Transit’s 2026 transit safety targets, which they approved on April 14, 2026.

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to set targets for the various federal performance measures.

Transit Safety Targets

Under the FTA’s Public Transportation Agency Safety Plan (PTASP) rule, applicable transit agencies are required to develop safety plans that define how those agencies will implement Safety Management Systems (SMSs). These plans are required to include targets for performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. MPOs are federally required to set targets for these transit safety performance measures for their regions, in coordination with transit agencies and state governments. This requirement acknowledges the collaborative relationships needed to manage safety risks in transit systems.

It is proposed that WAMPO support Wichita Transit’s 2026 transit safety performance measure targets, which they approved on April 14, 2026.

Table 1: Wichita Transit 2026 Transit Safety Performance Measure Targets

Mode of Transit Service	Fatalities	Fatalities/100k VRM**	Bus Driver Injuries	Bus Patron Injuries	Facility Injuries	Injuries/100k VRM**	Safety Events	Safety Events/100k VRM**	VRM**/Major System Failure
Fixed route	0	0	0	0	0	0.046	39.5	2	20,000
Paratransit	0	0	0	0	0	0	11.25	1.4	80,000
Micro-transit*									
Vanpool*									

*Transit mode currently under pilot contracts for potential development but not utilized.

**VRM = Vehicle Revenue Miles



Supporting Wichita Transit 2026 Transit Safety Performance Measure Targets

Peter Mohr, WAMPO
Raven Alexander, Wichita Transit

Table 2: Wichita Transit 2025 Transit Safety Performance Measure Actuals

Mode of Transit Service	Fatalities	Fatalities/100k VRM**	Bus Driver Injuries	Bus Patron Injuries	Facility Injuries	Injuries/100k VRM**	Safety Events	Safety Events/100k VRM**	VRM**/Major System Failure
Fixed route	1	0.055	3	11	2	0.715	442	24.32	7,154
Paratransit	0	0	5	1	0	0.67	33	3.68	895,619
Micro-transit*									
Vanpool*									

*Transit mode currently under pilot contracts for potential development but not utilized.

**VRM = Vehicle Revenue Miles

Staff Recommendation

Recommend the TPB approve supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region, as presented.

Action Options

- » Recommend the TPB **approve** supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region, **as presented**.
- » Recommend the TPB **not approve** supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region.
- » Recommend the TPB **approve** supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region, **with specific changes**.

K-15 Corridor Management Plan

Sedgwick County



Visit the study webpage for the latest information:
ksdot.gov/K15-Corridor



STUDY OVERVIEW

A study of the K-15 corridor will assess current conditions, evaluate future growth and predict future transportation needs.

The study focuses on K-15 from 95th Street South in Derby to I-135 in Wichita. An expanded area east and west of the corridor will be considered for traffic influence. This will include housing areas, businesses, the limited river crossings and the numerous rail crossings.

Recommendations will be presented in a final study report listing improvements to lengthen the life of the current corridor and outline future changes.

Recommendations include a new interchange at MacArthur, KTA and 95th Street, improvements at various intersections and access control measures to enhance safety and capacity of the corridor.

Study partners include the cities of Derby and Wichita, Sedgwick County, the Kansas Turnpike Authority and the Wichita Area Metropolitan Planning Organization.

IKE – The Eisenhower Legacy Transportation Program – is a nearly \$10 billion investment in the future of Kansas. This 10-year program and the transportation improvements it will deliver play a key role in supporting economic growth and creating more options and resources to keep Kansans moving forward.

Winter 2026



K-15 corridor study area

PROJECT DETAILS

Length	6 miles
Scope	Traffic study: K-15 in Sedgwick County
Status	Phase 1 of traffic study

PROJECT CONTACT

Lindsey Milburn
 Public Involvement Specialist
 KDOT.Engagement@ks.gov
 785-296-3830



This information can be made available in alternative accessible formats upon request. For information about obtaining an alternative format, contact the KDOT Division of Communications, ksdot.publicinfo@ks.gov or phone 785-296-3585 (Voice)/Hearing Impaired – 711



Agenda Item 5B: Discussion/Updates

Safe Routes to School (SRTS) Spring Data Collection

Kim Negrete, Multimodal Transportation Safety Planner
Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-eight (58) schools have confirmed their participation. Spring 2026 data collection with a second round of schools has begun, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. Data collection is anticipated to be completed by the end of the 2025-2026 school year, in mid-May. WAMPO staff and consultants have scheduled six (6) meetings (two (2) already concluded and four (4) still to come) for school administration and local government staff to review existing-conditions reports and to present recommendation options for infrastructure improvements, programming, and policies. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.

Background

Safe Routes to School (SRTS) is a national initiative in the United States that aims to improve the safety and accessibility of walking and bicycle routes for students traveling to and from K-12 schools. The program was established in 2005, under the federal transportation legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The primary goals of the SRTS program are to promote safety, encourage active transportation, reduce traffic congestion, and create a sense of community. SRTS programs are typically implemented at the state and local levels, in cooperation with schools and school districts.

WAMPO has embarked on an extensive planning process to ensure the successful development of Safe Routes to School plans in the region. WAMPO staff and consultants (SRF Consulting Group, with subconsultants Alta Design and Shockey) are assisting member jurisdictions, their respective school districts, and private schools in the development of SRTS plans. The consultant contract for the WAMPO Safe Routes to School planning initiative is for an amount not to exceed \$499,934.50, through December 31, 2026. The federal funds used on this project require a 20% local match (i.e., 80% federal funding, 20% non-federal funding). WAMPO is in discussions with member jurisdictions regarding the provision of local matching funds for the SRTS planning initiative.

Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, the development of a Best Practices Guide, and aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts. The SRTS Stakeholder Committee continues to meet bimonthly to help guide the project. To date, fifty-eight (58) K-12 schools in the WAMPO region have confirmed their participation in this planning effort and will have individualized SRTS plans. An interactive map of those schools can be found at www.wampo.org/srts.

Next Steps

- » Utilizing data collected in fall 2025, including Student Travel Tally data, parent/caregiver survey responses, and school walk audit findings, WAMPO staff and consultants have scheduled six (6)



Agenda Item 5B: Discussion/Updates

Safe Routes to School (SRTS) Spring Data Collection

Kim Negrete, Multimodal Transportation Safety Planner
Peter Mohr, Manager of Transportation Engineering & Data

meetings (two (2) already concluded and four (4) still to come) for school administration and local government staff to review existing-conditions reports and to introduce recommendation options for infrastructure improvements, programming, and policies. The reports are anticipated to be finalized and provided to school and local government staff by the end of April 2026. After the reports have been reviewed, final recommendations will be developed and incorporated into final school-specific SRTS reports.

- » A draft Best Practices Guide, prepared by consultants, will be ready for WAMPO staff review in spring 2026.
- » Additional schools continue to be recruited to participate. Spring 2026 data collection for that second round of schools has begun, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. Data collection is anticipated to be completed by the end of the 2025-2026 school year, in mid-May.
- » Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting the SRTS initiative by participating in SRTS meetings and assisting with the recruitment of schools for the spring 2026 round of data collection and engagement.

Attachments

- » **WAMPO Safe Routes to School Webpage** – www.wampo.org/srts
- » **Draft Andover Public Schools (USD 385) Existing Conditions Report (Example Existing Conditions Report)** - <https://bit.ly/Andover-SRTS-Existing-Conditions-Draft>



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

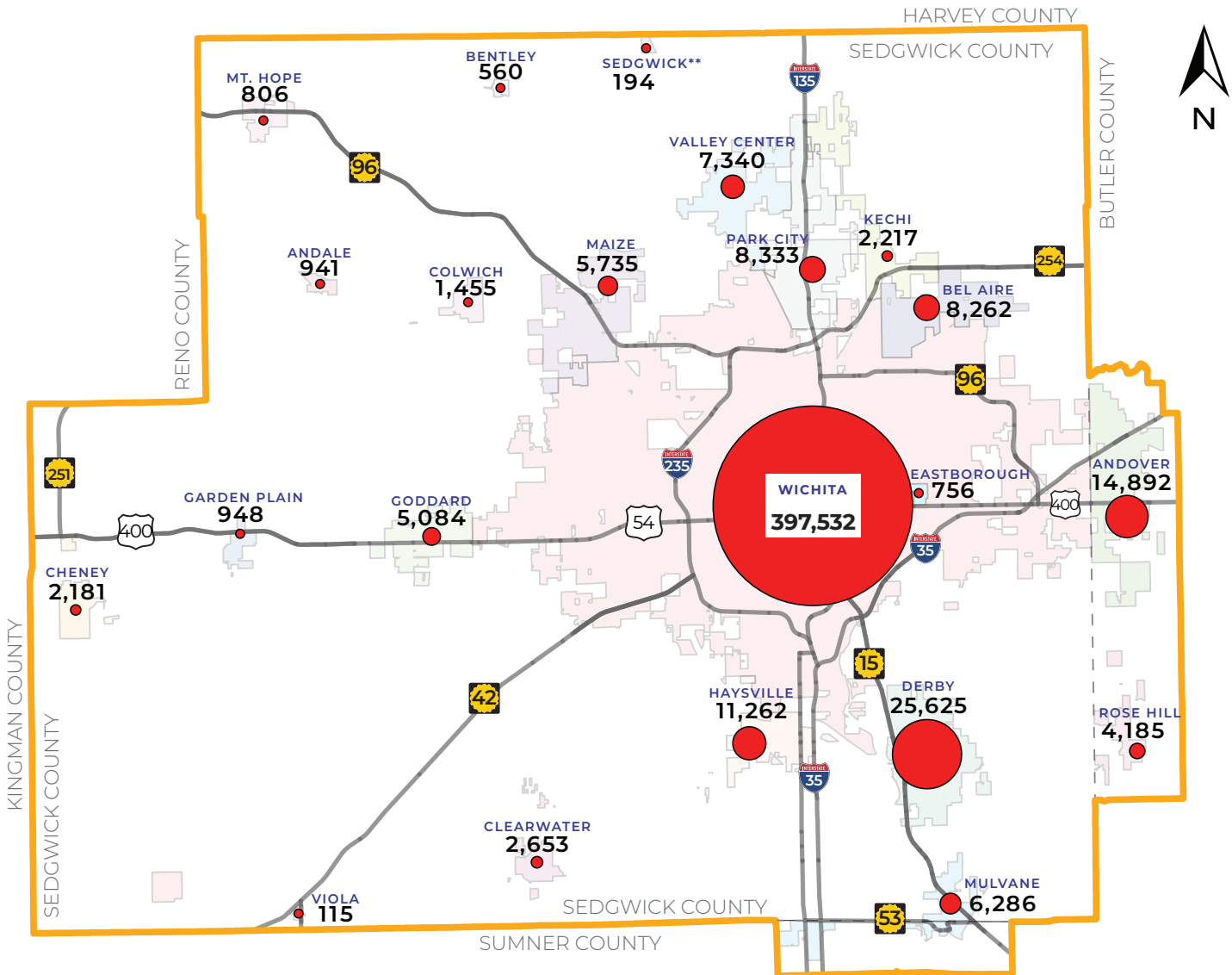
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO REGION PUBLIC TRANSIT RIDERSHIP

WAMPO monitors public transit ridership as part of the organization’s ongoing effort to keep member jurisdictions and stakeholders informed about transportation mode-share and travel patterns in the region. Understanding travel trends is essential for transportation planning and supports data-driven decision-making. Sharing ridership trends helps local governments, transit providers, and regional partners better understand travel needs, identify opportunities for coordination, and track progress toward regional mobility goals.

There are several government-provided transit services within the WAMPO region, including Wichita Transit, Derby Dash, Haysville Hustle, Sedgwick County Transportation, and Butler County Transit. The table below highlights the annual ridership for each of these providers.

Transit Provider	Annual Ridership					
	2020	2021	2022	2023	2024	2025
Wichita Transit	759,330	768,717	1,011,541	1,269,050	1,130,690	1,103,447
Derby Dash	7,098	9,289	8,142	7,799	7,868	7,589
Haysville Hustle	31*	2,192	3,316	2,993	3,361	3,421
Sedgwick County Transportation	9,692	10,666	9,352	9,564	5,828	5,108
Butler County Transit**	17,107	18,681	16,677	18,710	15,274	16,159

*Haysville Hustle began in November 2020, so the 2020 Haysville Hustle ridership data are not for a full year of operations.

**Butler County Transit ridership numbers cover all of Butler County, not just the portion within the WAMPO planning boundary.

Points of Contact

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



WAMPO ACRONYM GLOSSARY

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

2026 TAC Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	ALTERNATE EMAIL
TAC Chair, TPB Representative	Dan Woydziak	dwoydziak@bucoks.com		
City of Wichita Representative	Steve Degenhardt	sdegenhardt@wichita.gov	Gary Janzen	gjanzen@wichita.gov
City of Wichita Representative	Paul Gunzelman	pgunzelman@wichita.gov	Mike Armour	marmour@wichita.gov
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov	James Wagner	jwagner@wichita.gov
City of Wichita Transit Representative	Kelly Broxterman	kbroxterman@wichita.gov	Lily Cherry	lcherry@wichita.gov
Coordinated Transit Representative (District #9)	Char Ehrmann	char.ehrmann@breakthroughwichita.org	Christi Fletcher	cfletcher@bucoks.com
Sedgwick County Representative	Lynn Packer	lynn.packer@sedgwick.gov	Daniel Schrant	daniel.schrant@sedgwick.gov
Kansas Department of Transportation (KDOT)	Allison Smith	allison.smith@ks.gov	David Schwartz	david.schwartz@ks.gov
Kansas Department of Transportation (KDOT)	Duane Flug	duane.flug@ks.gov		
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.gov		
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyks.gov	Alex Lane	alexlane@derbyks.gov
Sedgwick County Association of Cities (SCAC)				
Sedgwick County Association of Cities (SCAC)	Justin Shore	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	Marcy Aycock	maycock@workforce-ks.com	Keith Lawing	klawing@workforce-ks.com
Regional Pathways Representative	Craig Crossette	ccrossette@goddardks.gov		
Air Quality Representative	Lizeth Ortega	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	Kevin Graham	kgraham@andoverks.gov		
Railroad Freight Representative (Named by TPB)	Joe Dessenberger	jdessenberger@maizeks.gov		
Economist (Named by TPB)				
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	Moumita Kundu	mkundu@wichita.gov		
Public Health Representative (Named by TPB)	Jack Brown	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	Javier Ahumada	javier.ahumada@dot.gov		
Federal Transit Administration Representative	Gerri Doyle	gerri.doyle@dot.gov		
Kansas Turnpike Authority Representative	Glen Scott	gscott@ksturnpike.com		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Senior Accountant	Chris Sweeney	christopher.sweeney@wampo.org		
WAMPO Transportation Funding Analyst Intern	Deepu Jadala	deepika.jadala@wampo.org		
WAMPO Transportation Planner	Katie Newman	katherine.newman@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Negrete	kimberly.negrete@wampo.org		
WAMPO Planning Analyst	Laura VanBurkleo	laura.vanburkleo@wampo.org		
WAMPO Community Planner	Markey Jonas	markey.jonas@wampo.org		
WAMPO Transportation Planning Manager	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		

**Current quorum is 10 based on appointed positions*

Revised 04/24/2026

2026 WAMPO MEETING SCHEDULE

Meeting dates and times are subject to change at the committee chair's discretion. Please visit www.wampo.org/events for schedule updates.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
	JANUARY 26		
FEBRUARY 10	FEBRUARY 23	FEBRUARY 5	FEBRUARY 4
MARCH 10	MARCH 23		
APRIL 14	APRIL 27		
MAY 12	MAY 18	MAY 21 <small>*Room 210</small>	MAY 6
JUNE 9	JUNE 22		
JULY 14	JULY 27		
AUGUST 11	AUGUST 24	AUGUST 6	AUGUST 5
SEPTEMBER 8	SEPTEMBER 28		
OCTOBER 13	OCTOBER 26		
NOVEMBER 10	NOVEMBER 23	NOVEMBER 5	NOVEMBER 4
DECEMBER 8			



*The Active Transportation Committee and Drive Safe Sedgwick meet as committees of the ICT Safe Coalition.