



Technical Advisory Committee (TAC) Meeting Notice

Monday, February 23, 2026, @ 10:00 AM

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

Virtual
 Click the link below for
 online meeting access.
[**JOIN HERE**](#)

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I. Welcome	
II. Regular Business	
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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.	16
IV. Action	
A. <u>FFY2026-FFY2028 Project Selection Committee (PSC) Suballocated Federal Funding Award Recommendations</u> – Nick Flanders, WAMPO <i>KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed going forward (including for the current FFY), with the result that the amount of suballocated federal funding that needs to be awarded and programmed in the WAMPO TIP for FFY2026-FFY2028 is greater than was previously known. To address this situation, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make updated suballocated federal funding award recommendations. The TAC is now asked to make a formal recommendation to the TPB on the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects.</i>	17 to 19

<p>B. Regional Transit Coordination Committee Formation – Kim Negrete and Laura VanBurkleo, WAMPO <i>WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support public-transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the fulfillment of WAMPO’s adopted Regional Transit Implementation Plan. WAMPO staff would provide facilitation and technical support. The TAC is asked to make a recommendation to the TPB on whether to establish such a committee.</i></p>	20 to 22
<p>V. Discussion/Updates</p>	
<p>A. KDOT Drive to Zero Plan – Vanessa Spartan, KDOT <i>This presentation will provide an overview of the Kansas Drive To Zero Plan, KDOT’s 2025-2029 Strategic Highway Safety Plan (SHSP). More information is available at www.ksdot.gov/about/our-organization/divisions/transportation-safety/drive-to-zero.</i></p>	
<p>VI. Other Business</p>	
<p>VII. Adjournment</p>	
<p>VIII. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Region Public Transit Ridership C. WAMPO Acronym Glossary D. Technical Advisory Committee Roster E. 2026 WAMPO Meeting Schedule 	<p>23 to 24</p> <p>25</p> <p>26</p> <p>27</p> <p>28</p>

Chad Parasa, TAC Secretary

February 17, 2026



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes
 Monday, January 26, 2026 @ 10:00 AM

Hybrid Meeting: *Online & 271 W 3rd St., Room 203, Wichita, KS 67202* Meeting
 Duration: 54 minutes

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Marcy Aycock, <i>REAP</i> Kelly Broxterman, <i>Wichita Transit</i> Steve Degenhardt, <i>Wichita</i> Joe Dessenberger, <i>Railroad Freight</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i> Jolene Graham, <i>Economist</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</i> <i>(non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Chris Brown, <i>SRF</i> Gerri Doyle, <i>FTA</i> Nick Flanders, <i>WAMPO</i> Kevin Graham, <i>Andover</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i>	Alex Lane, <i>Derby</i> Brett Letkowski, <i>GFT</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Rami Stucky Laura VanBurkleo, <i>WAMPO</i> Tyler Voth, <i>WSP</i> J.B. Wilson, <i>KDOT</i> Kristen Zimmerman, <i>PEC</i>

1. Chair Dan Woydziak called the meeting to order at 10:01 AM.

2. Regular Business

A. Approval of January 26, 2026, Agenda

Discussion: None.

Action: Approve the January 26, 2026, agenda, as presented. (16-0)¹

Motion: Paul Gunzelman

Second: Lynn Packer

B. Approval of November 24, 2025, Meeting Minutes

Discussion: None.

Action: Approve November 24, 2025, meeting minutes, as presented. (17-0)

Motion: Lynn Packer

Second: Paul Gunzelman

¹ One (1) voting TAC member did not arrive until after the vote to approve the January 2026 agenda. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](#). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

C. Director's Report

i. **Bimonthly TIP Project Statuses**

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for January 2026 was shared.

January 2026 TIP Project Statuses – <https://bit.ly/January2026-TIP-Project-Statuses>

ii. **PSC Addressing Projected FFY2026-FFY2028 Suballocated Funding Balances**

Nick Flanders, WAMPO, explained that KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed in FFY2026 and beyond. Previously, awards from a given suballocated federal funding program in a given FFY were restricted to a “Limitation Distribution” of approximately 85% of WAMPO’s Apportionment for that program/FFY. This was to provide a funding “cushion” at the end of each FFY to avoid the accidental overprogramming of funds. Now, there are no more Limitation Distributions and WAMPO is expected to award 100% of the Apportionments for each FFY. During the period when Limitation Distributions were in effect, the resultant unawarded funds accumulated from one FFY to the next, meaning there is now a large balance of carryover funds for WAMPO to award to projects. KDOT expects WAMPO to expend its balance of carryover funds by the end of FFY2028.

To address the large projected surpluses of suballocated federal funding in FFY2026-FFY2028, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make funding-award recommendations. Those recommendations will be considered by the TAC on February 23, 2026, and voted on by the TPB on March 10, 2026. Any funding changes that the TPB approves will be reflected in the Transportation Improvement Program (TIP) through Amendment 8, which will go to the TAC for a recommendation on March 23, 2026, and to the TPB for an approval vote on April 14, 2026.

iii. **Upcoming FFY2027-FFY2030 TIP Call for Projects, February 2-March 6, 2026**

Mr. Flanders provided information about an upcoming Call for Projects for the FFY2027-FFY2030 TIP, February 2-March 6, 2026. WAMPO member jurisdictions will receive instructions on how to submit projects when the Call for Projects opens on February 2, 2026. This is an opportunity for projects to be considered for suballocated federal funding. In addition to projects awarded suballocated federal funding, all other federally funded or regionally significant transportation projects are also required to be listed in the TIP and should be submitted. A tentative schedule for the development of the FFY2027-FFY2030 TIP was presented, wherein the final TPB approval vote would be expected in August 2026.

iv. Household Travel Survey (HTS) Request for Proposals (RFP) Update

Mr. Mohr provided a status update on the procurement process for a consultant team that will perform a Household Travel Survey (HTS) in the WAMPO region. The RFP was issued last year and a consultant selection committee chose one of three submitted proposals to follow up on with contract negotiations. WAMPO is currently in discussions with the selected consultant team and with KDOT staff regarding the particulars of the contract, including the fee schedule.

v. Regional Transit Coordination Committee Formation

Kim Negrete, WAMPO, discussed the potential formation of a Regional Transit Coordination Committee. WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support public-transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the implementation of WAMPO's adopted Regional Transit Implementation Plan. WAMPO staff would provide facilitation and technical support. A TAC recommendation and a TPB vote on the formation of such a committee will be sought at upcoming meetings.

3. Public Comment Opportunity

No comments.

4. Action

A. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #7

Mr. Mohr asked the TAC to make a recommendation to the TPB on proposed Amendment #7 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #7 opened on January 2, 2026, and ran through January 16, 2026. No public comments were received. TIP Amendment #7 adds six (6) new projects and modifies seven (7) projects. There are administrative adjustments to six (6) additional projects, which do not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the federal requirements met by TIP Amendment #7: it is consistent with the current Metropolitan Transportation Plan, MTP 2050, and is fiscally constrained. The financial impact is an additional cost of \$158.8 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 March 2026.

Discussion: None.

Action: Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #7, as presented. (17-0)

Motion: Dan Woydziak

Second: Paul Gunzelman

B. Supporting KDOT Federal Performance-Measure Targets

Mr. Mohr asked the TAC to make a recommendation to the TPB on whether to support KDOT's current federal performance-measure targets. The FHWA and 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. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2025, WAMPO chose to support KDOT in achieving its federal performance-measure targets. Since then, KDOT has adopted updated PM1 targets.

Discussion:

Steve Degenhardt asked why it appears that some of the KDOT 2026 PM1 targets for crash fatalities and serious injuries are higher than their 2025 targets were. Mr. Mohr explained that the targets, which are 5-year averages, are based on observed data trends and are federally required to be achievable. Targets may be set with the goal of slowing down the rate of increase in crash fatalities and serious injuries, with the result that the target values do not appear to decline from one year to the next.

Action: Recommend the TPB approve supporting KDOT's federal performance-measure targets as of 2026, as presented. (17-0)

Motion: Steve Degenhardt

Second: Paul Gunzelman

5. Discussion/Updates

A. Safe Routes to School (SRTS) Update

Ms. Negrete and Chris Brown, SRF, presented on WAMPO's work 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-four (54) schools have confirmed their participation. The Fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. WAMPO staff and consultants are working on existing conditions reports for each participating school and will begin scheduling meetings to review those reports with school/district staff and local government staff in February 2026. WAMPO will work with its member jurisdictions to recruit additional participating schools starting in February-March 2026. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.

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

Discussion:

Chad Parasa, WAMPO, asked Mr. Brown whether the areas of concern around participating schools (e.g., sidewalk gaps, unsafe roadway crossings) that he presented on for the development of school-specific Existing Conditions reports were identified through parent/caregiver survey responses or through walk audits performed around the schools. Mr. Brown replied that the areas of concern identified on the map referenced were from parent/caregiver survey results. Walk audit results were used to confirm the survey findings and add detail to other maps within the existing conditions reports.

B. Behavioral Safety Toolkit Development

Ms. Negrete announced that WAMPO staff are recruiting member-jurisdiction staff and community partners to serve on an advisory committee to assist with the development of a toolkit of behavioral safety resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behavior on roadways. Input provided by member-jurisdiction staff on the advisory committee will ensure that the resources in the toolkit are useful for meeting local communities' needs and account for the constraints within which they must work. The toolkit of behavioral-safety resources is anticipated to be completed in July 2026 and will be made available on WAMPO's safety webpage.

C. Projects Obligated in FFY2025

Laura VanBurkleo, WAMPO, explained that before a transportation project can use federal funds that have been awarded/programmed to it in the TIP/STIP, the funds need to be “obligated,” an administrative step that officially obligates the federal government to provide the funding to the project. Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. In FFY2025, twenty-eight (28) transportation projects in the WAMPO region had federal funding obligations or deobligations, netting more than \$35 million.

WAMPO FFY2025 Annual Listing of Obligated Projects – <https://bit.ly/FFY2025-ALOP>

6. Other Business

J.B. Wilson, KDOT, spoke about the K-254: Rock, Webb, & Greenwich Interchange Study. An open house will be held on Thursday, February 5, 2026, 5:00 PM-7:00 PM, at Wichita Northeast Magnet High School in Bel Aire. Marcy Aycok, REAP, added that a meeting for K-254 members will be held on February 6, 2026, and information will be posted on K-254 social channels.

7. Meeting adjourned at 10:55 AM

The next regular meeting will be held on Monday, February 23, 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 February 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 February 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.

Because there was no December 2025 TAC meeting or January 2026 TPB meeting, the last TIP Project Statuses Report was presented three months after the one before it. In order to get back onto the bimonthly schedule called for in the Reasonable Progress Policy, this round of updates to the TAC and TPB is being presented only one month after the one that preceded it.

Next Steps

- » An update will be delivered to the TPB on March 10, 2026.
- » Project sponsors have been requested to provide information for the next bimonthly update by April 3, 2026, tentatively for presentation to the TAC on April 27, 2026, and to the TPB on May 12, 2026.

Attachments

- » **TIP Project Statuses Report, February 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	\$4,915,049.00	STBG, TA-STBG	\$4,915,049.00	\$0.00	\$4,915,049.00	June 2026	July 2026	N/A	July 2027
MB-25-010	Wichita	Redbud Multi-Use Path near Rock Road Phase 2	2026, 2027	\$2,353,308.00	TA, CRP	\$2,353,308.00	\$0.00	\$2,353,308.00	May 2026	June 2026	N/A	Mid 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	Let Fall 2025.	Fall 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	\$4,348,531.00	\$0.00	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.	July 2026
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	Let September 2024. Construction started.	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	100% paid out.	May 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	Study completed & working w/ FTA to extend allocation for Technology component.	December 31, 2025
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 7)

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
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



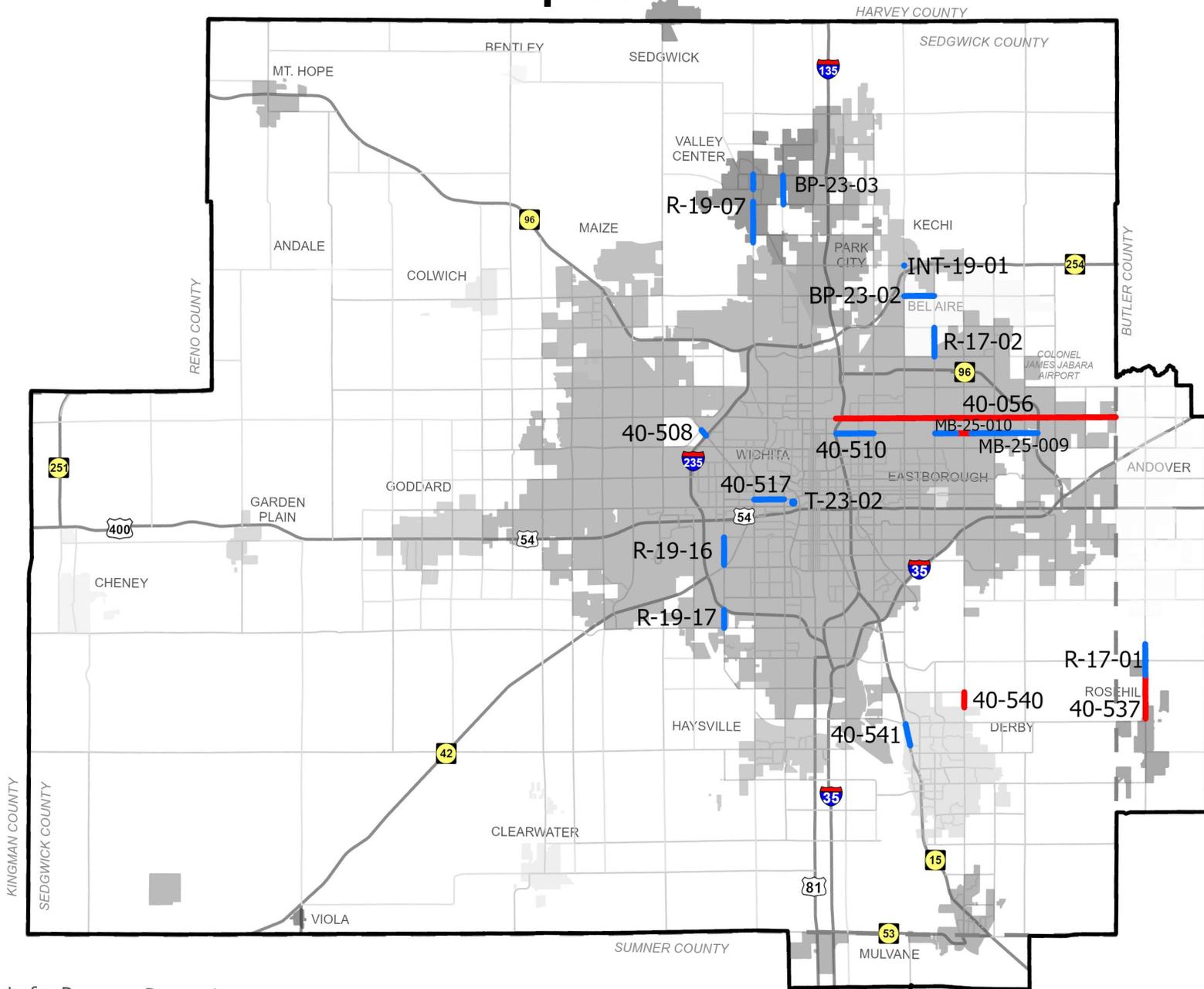
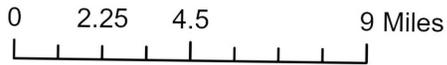
Transportation Improvement Program

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: 1/26/2026
 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.



Executive Summary

A Call for Projects for the FFY2027-FFY2030 Transportation Improvement Program (TIP) is open from February 2, 2026, through March 6, 2026.

Background

WAMPO is in the process of developing the FFY2027-FFY2030 Transportation Improvement Program (TIP), due by August 2026. WAMPO staff opened a Call for Projects for the FFY2027-FFY2030 TIP on February 2, 2026, which will run through **March 6, 2026**. All member jurisdictions should have received instructions on how to fill out a downloadable project-information template (available at www.wampo.org/transportation-improvement-program) and provide any applicable supporting documentation for the Call for Projects, including for projects whose sponsors wish that they be considered for awards of WAMPO suballocated federal funding during FFY2027-FFY2030.

All federally funded or regionally significant transportation projects are required to appear in the TIP. This includes projects that get awarded suballocated federal funding, projects that are to receive non-suballocated federal funding, and projects that are regionally significant but only have state and/or local funding.

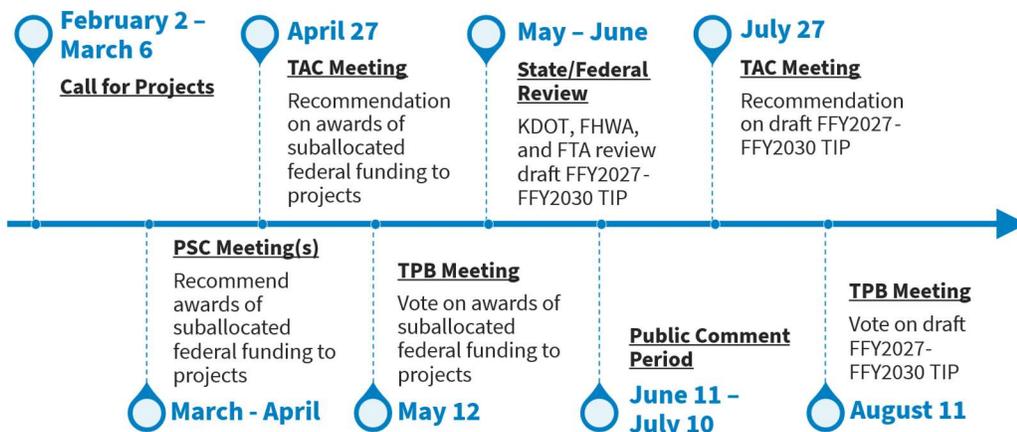
Tentative Timeline

- » **2/2/2026-3/6/2026: Call for Projects**
- » March-April 2026: PSC meeting(s) to recommend awards of suballocated federal funding
- » 4/27/2026: TAC recommendation on awards of suballocated federal funding
- » 5/12/2026: TPB vote on awards of suballocated federal funding
- » May-June 2026: KDOT, FHWA, and FTA review of draft FFY2027-FFY2030 TIP
- » 6/11/2026-7/10/2026: Public-comment period
- » 7/27/2026: TAC recommendation on draft FFY2027-FFY2030 TIP
- » 8/11/2026: TPB vote on draft FFY2027-FFY2030 TIP



FFY2027-FFY2030 TIP Development Tentative Timeline

All Dates in 2026





Agenda Item 2Civ: Director's Report
Household Travel Survey Consultant Contract Update

Nick Flanders, Transportation Planning Manager

Executive Summary

In 2025, in accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff issued a Request for Proposals for a consultant to prepare and implement a regional Household Travel Survey (HTS). Interviews were held with the consultant teams that submitted proposals in fall 2025 and a selection committee chose one to negotiate a contract with. The final contract is anticipated to include about \$900,000 of expenses and will be presented to the TPB for approval at an upcoming meeting. The last WAMPO-region HTS was completed in 2011. New, up-to-date HTS data will support WAMPO's federally required long-range transportation planning activities, which are informed by traffic volume and congestion forecasts from a Travel Demand Model (TDM), whose continued accuracy is dependent on the collection, processing, and analysis of high quality HTS data. This is consistent with the practices of other MPOs.

Background

In 2025, in accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff issued a Request for Proposals for a consultant to prepare and implement a regional Household Travel Survey (HTS). Interviews were held with the consultant teams that submitted proposals in fall 2025 and a selection committee chose one to negotiate a contract with. A contract with the selected consultant will be presented to the TPB for approval at an upcoming meeting. That contract is anticipated to include about \$900,000 of costs, in a not-to-exceed arrangement. WAMPO's 2026 UPWP, approved by the TPB on November 10, 2025, budgets \$782,000 for HTS-related consultant services (www.wampo.org/upwp, Sub-Task 6.4). The project is expected to continue past the end of 2026 and end by December 2028.

Properly collected, processed, and analyzed HTS data are essential to keeping the WAMPO Travel Demand Model (TDM) up to date and accurate. The last WAMPO HTS was completed in 2011; since typical travel behaviors in a region change over time (e.g., more people working from home, more people having their retail purchases delivered to them instead of going to stores, the introduction of new modes of transportation, demographic shifts within the region), relatively recent HTS data are necessary in order to have a reliable TDM and accurately represent and forecast how people use the transportation system. Additionally, over time, survey instruments have become more sophisticated and able to provide more detailed data (e.g., transitioning from asking respondents to remember and write down all the details of their trips to having respondents install smartphone applications that use GPS to track their trips over the course of one or more days) that can be used to produce corresponding enhancements to the sophistication of a region's TDM. HTS data and the traffic volume and congestion forecasts produced by the TDM are important tools for WAMPO's federally required long-range transportation planning activities, such as developing the Metropolitan Transportation Plan (MTP) and the Congestion Management Process (CMP). This is consistent with the practices of other MPOs.

Deliverables asked of the selected consultant team include, but are not limited to:

- » HTS sampling plan
- » HTS design, questions, and instrument(s)
- » HTS public-engagement materials
- » HTS website and toll-free phone line for use by respondents
- » HTS data (raw data, cleaned data, and weighted data)
- » HTS data analysis, including integrating it with other data sources (e.g., Location-Based Services (LBS) data)
- » HTS draft and final reports



Agenda Item 2Cv: Director's Report **Safe Routes to School (SRTS) Update**

Kim Negrete, Multimodal Transportation Safety Planner

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-four (54) schools have confirmed their participation. The Fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. WAMPO staff and consultants are working on existing-conditions reports for each participating school and will begin scheduling meetings to review those reports with school/district staff and local government staff in March 2026. WAMPO will work with its member jurisdictions to recruit additional participating schools starting in February-March 2026. 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 bi-monthly to help guide the project. To date, fifty-four (54) 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.



Agenda Item 2Cv: Director's Report **Safe Routes to School (SRTS) Update**

Kim Negrete, Multimodal Transportation Safety Planner

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 are currently developing existing-conditions reports for individual schools, on the basis of which draft recommendations will be formulated. The reports are anticipated to be completed in February-March 2026 and WAMPO will begin scheduling meetings to review those reports with school/district staff and local government staff in March 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.
- » Starting in February 2026, additional participating schools will be recruited, with data collection at those schools planned to begin in March 2026.
- » 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 prior to the planned 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>



Executive Summary

There are several government-provided public transit services within the WAMPO region. This report provides an update on the ridership recorded for each agency in 2025.

Background

As part of an ongoing effort to keep stakeholders informed, WAMPO maintains an up-to-date table showcasing annual ridership figures for the government-provided public transit services within the WAMPO region.

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

WAMPO-Region Ridership

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

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



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
FFY2026-FFY2028 Project Selection Committee (PSC)
Suballocated Federal Funding Award Recommendations

Nick Flanders, Transportation Planning Manager

Executive Summary

KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed going forward (including for the current FFY), with the result that the amount of suballocated federal funding that needs to be awarded and programmed in the WAMPO TIP for FFY2026-FFY2028 is greater than was previously known. To address this situation, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make updated suballocated federal funding award recommendations. The TAC is now asked to make a formal recommendation to the TPB on the PSC’s updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects.

Background

KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed going forward (including for the current FFY). Previously, whenever KDOT informed WAMPO of how much suballocated funding it was anticipated to have to award that FFY, rather than reporting the full amount of the Apportionment, they reported a “Limitation Distribution,” usually equal to about 85% of the Apportionment; with about 15% of each FFY’s Apportionment going unused, the carryover balances added up over the years, unless they were programmed during August Redistribution. Now, however, KDOT has started the practice of reporting to WAMPO what the full Apportionments are estimated to be for the FFY, including carryover balances that are based on full Apportionments and not on Limitation Distributions. This does not mean the amount of suballocated federal funding available in the WAMPO region has increased, but it does mean the amount that needs to be programmed in the TIP is greater than was previously known. Consequently, there are significant unprogrammed amounts of suballocated funding to award for FFY2026 and beyond. KDOT staff wrote that “KDOT’s expectation is that WAMPO expend their balance of carryover apportionment by the end of FFY 2028.”

Projected Surplus Suballocated Funding to Award, FFY2026-FFY2028

Pre-FFY2026 Estimated Carryover Available	\$8,468,853.43		
	FFY2026	FFY2027	FFY2028
Estimated Apportionment	\$17,553,540.22	\$17,553,540.22	\$17,553,540.22
Awarded to Projects	\$14,582,200.00	\$14,748,721.00	\$14,789,051.00
Apportionment - Awarded (noncumulative)	\$2,971,340.22	\$2,804,819.22	\$2,764,489.22
Projected Ending Balance (cumulative)	\$11,440,193.65	\$14,245,012.87	\$17,009,502.09

These projections of available suballocated federal funding in FFY2026-FFY2028 assume KDOT-provided estimates of FFY2026 Apportionments to the WAMPO region will hold constant through FFY2027 and FFY2028.

PSC Recommendations

The WAMPO Project Selection Committee (PSC) met on January 22, 2026, and recommended that the twelve (12) projects that are currently programmed in the WAMPO TIP to have their initial obligation of suballocated federal funding in FFY2026-FFY2028 all have their awarded levels of suballocated federal funding increased



Agenda Item 4A: Action
FFY2026-FFY2028 Project Selection Committee (PSC)
Suballocated Federal Funding Award Recommendations

Nick Flanders, Transportation Planning Manager

to the maximum of 80% of their qualifying project costs that were shown in the TIP at that time (if they were not already at that 80% maximum). The PSC-recommended funding-level revisions are summarized on a project-by-project basis in the following table:

Lead Agency	Project	Current Programmed Fed. \$	Current % Fed. Funding	PSC-Recommended Addition	Revised Programmed Fed. \$ if Approved	Revised % Fed. Funding if Approved
City of Derby	Rock Road Corridor Improvements	\$4,915,049	41.37%	\$4,588,757	\$9,503,806	80.00%
City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$2,753,454	39.60%	\$2,809,309	\$5,562,763	80.00%
Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,238,997	68.72%	\$203,358	\$1,442,355	80.00%
City of Haysville	Meridian Street & Multiuse Trail	\$5,262,961	69.98%	\$753,201	\$6,016,162	80.00%
City of Park City	85th Street and Broadway Roundabout	\$581,183	32.91%	\$831,528	\$1,412,711	80.00%
City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$778,400	80.00%	\$0	\$778,400	80.00%
Sedgwick County	Maple Street Pathway	\$1,320,000	64.39%	\$320,000	\$1,640,000	80.00%
City of Bel Aire	45th St N, Oliver to Woodlawn	\$7,527,266	46.20%	\$5,507,362	\$13,034,628	80.00%
City of Wichita	ITS - 21st St and Maize to Downtown	\$2,832,000	80.00%	\$0	\$2,832,000	80.00%
City of Wichita	127th St E, 13th to Douglas	\$5,960,547	68.72%	\$978,309	\$6,938,856	80.00%
Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,062,672	78.72%	\$17,328	\$1,080,000	80.00%
Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path	\$2,573,600	80.00%	\$0	\$2,573,600	80.00%
		\$36,806,129	55.75%	\$16,009,152	\$52,815,281	80.00%

In this table, “Current % Fed. Funding” and “Revised % Fed. Funding if Approved” are both calculated based on each project’s qualifying costs shown in the TIP as of January 22, 2026, when the PSC made its recommendations. If a project’s estimated qualifying costs subsequently increase, that is not reflected here, and any further increase in the project’s awarded suballocated federal funding towards the maximum of 80% of its revised qualifying costs would be contingent on the PSC, TAC, and TPB choosing to make such an award prior to funds being obligated on the project (e.g., when the PSC meets in March-April 2026 to consider suballocated federal funding awards for the FFY2027-FFY2030 TIP).

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 KDOT-provided estimates of FFY2026 Apportionments of federal transportation funding suballocated to the WAMPO region will hold constant through FFY2027 and FFY2028 (see above), enacting the PSC’s recommendations would leave a projected end-of-FFY2028 surplus of \$1,000,350, which could be awarded to projects that do not already have suballocated federal funding awarded to them or to projects with awarded-but-not-yet-obligated suballocated funding and whose qualifying-cost estimates in the TIP are revised upward from what they were when the PSC met on January 22, 2026. There will be an opportunity for such funding awards when the PSC meets in March-April 2026 to make suballocated federal funding recommendations for the FFY2027-FFY2030 TIP, the Call for Projects for which is open through March 6, 2026.



Agenda Item 4A: Action
FFY2026-FFY2028 Project Selection Committee (PSC)
Suballocated Federal Funding Award Recommendations
Nick Flanders, Transportation Planning Manager

PSC Recommendation

Recommend the TPB approve the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, as presented.

Action Options

- » Recommend the TPB **approve** the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, **as presented**.
- » Recommend the TPB **not approve** the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects.
- » Recommend the TPB **approve** the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, **with specific changes**.

Next Steps

- » March 10, 2026: TPB approval vote on PSC's and TAC's suballocated federal funding award recommendations for FFY2026-FFY2028 projects.
- » March 23, 2026: TAC recommendation on FFY2025-FFY2028 TIP Amendment 8, enacting TPB-approved changes to suballocated federal funding awards to current FFY2026-FFY2028 projects.
- » April 14, 2026: TPB approval vote on FFY2025-FFY2028 TIP Amendment 8, enacting TPB-approved changes to suballocated federal funding awards to current FFY2026-FFY2028 projects.
- » March-April 2026: PSC meeting(s) to make suballocated federal funding award recommendations for the FFY2027-FFY2030 TIP.



Agenda Item 4B: Action

Regional Transit Coordination Committee Formation

Kim Negrete, Multimodal Transportation Safety Planner

Laura VanBurkleo, Planning Analyst

Executive Summary

WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support public-transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the fulfillment of WAMPO's adopted Regional Transit Implementation Plan. WAMPO staff would provide facilitation and technical support. The TAC is asked to make a recommendation to the TPB on whether to establish such a committee.

Background

Public transit services and needs vary widely across the WAMPO region, and many providers face challenges related to limited funding, service capacity, and coverage area. While the adopted WAMPO Regional Transit Implementation Plan identifies strategies to improve and expand transit services, enacting such strategies often requires coordination between city/county governments, transit agencies, and other partners.

The TAC is asked to make a recommendation to the TPB on whether to establish a Regional Transit Coordination Committee to support transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the fulfillment of the Regional Transit Implementation Plan. The proposed Regional Transit Coordination Committee would be intended to:

- » Review identified potential strategies listed in the Regional Transit Implementation Plan
- » Identify public-transit strategies or efforts currently underway or planned to be implemented in the region in the near term
- » Determine whether there are priority strategies for the region or for specific WAMPO member jurisdictions
- » Share innovative transit-related ideas, tools, and practices
- » Encourage dialogue and coordination among WAMPO member jurisdictions and other partners
- » Provide transit-related updates and findings to the TAC and TPB

Committee Formation and Structure

Section 8.2 of the TPB Bylaws states that “[t]he TPB may designate ... committees or subcommittees as necessary to investigate and report on specific subject areas of interest to it.”

If the TPB chooses to create a Regional Transit Coordination Committee, its membership may include WAMPO member jurisdiction representatives, transit-related partners, employers and other entities with an interest in public transit, and various stakeholders with transit-related expertise. Among others, those who were members of the Regional Transit Implementation Plan Steering Committee would be invited to join the standing Regional Transit Coordination Committee. For reference, please see the attached draft, nonbinding committee membership roster. Upon the formation of a Regional Transit Coordination Committee being approved, WAMPO staff would prepare and maintain the committee membership roster on an ongoing basis.



Agenda Item 4B: Action

Regional Transit Coordination Committee Formation

Kim Negrete, Multimodal Transportation Safety Planner

Laura VanBurkleo, Planning Analyst

The committee is proposed to be a staff-supported, discussion-oriented body, rather than a decision-making body. The Regional Transit Coordination Committee would have no prescribed authority beyond serving as a coordinating body for regional transit in the WAMPO region. WAMPO staff would provide facilitation and technical support.

Committee meetings would be held quarterly. The dates, times, and location(s) of those meetings would be determined with input from committee members.

Staff Recommendation

Recommend the TPB approve the formation of a Regional Transit Coordination Committee, as presented.

Action Options

- » Recommend the TPB **approve** the formation of a Regional Transit Coordination Committee, **as presented**.
- » Recommend the TPB **not approve** the formation of a Regional Transit Coordination Committee.
- » Recommend the TPB **approve** the formation of a Regional Transit Coordination Committee, **with specific changes**.

Next Steps

- » March 10, 2026: TPB vote on establishment of Regional Transit Coordination Committee.
- » March-May 2026: Committee formation, if approved by the TPB. WAMPO staff would coordinate with committee members, develop initial agenda topics and supporting materials, and schedule committee meetings. WAMPO staff would provide updates to the TAC and TPB, as appropriate, regarding committee activities and outcomes.

Attachments

- » **Draft, Nonbinding Regional Transit Coordination Committee Membership Roster**
- » **WAMPO Regional Transit Implementation Plan** – <https://bit.ly/WAMPO-Regional-Transit-Implementation-Plan>

Regional Transit Coordination Committee Membership Roster

Name	Organization	Email Address	Status
Crystal Noles	Butler County	cnoles@bucoks.com	Invited
Jolene Graham	City of Andover	jgraham@andoverks.gov	Invited
Ted Henry	City of Bel Aire	thenry@belaireks.gov	Invited
TBD	City of Colwich	TBD	
Jenny Foster-Farquhar	City of Derby	jennyfoster-farquhar@derbyks.gov	Invited
Kristen McDaniel	City of Haysville	kmcdaniel@haysvilleks.gov	Confirmed
Kent Hixson	City of Mulvane	khixson@mulvane.us	Invited
TBD	City of Valley Center	TBD	
Maria Cornejo	Futures Unlimited (Sumner County)	mariac@futures-unlimited.org	Confirmed
Ricki Ellison	Greater Wichita Partnership	ricki@greaterwichitapartnership.org	Confirmed
Angeline Johnson	Greater Wichita Partnership	angeline@greaterwichitapartnership.org	Invited
Tami Bradley	Greater Wichita Partnership	tami@greaterwichitapartnership.org	Invited
Rene Hart	KDOT	rene.hart@ks.gov	Confirmed
Kaylie Mistretta	Mulvane Senior Center	mulvaneseniorcenter@gmail.com	Invited
Madison Shriner	Park City Senior Center	mshriner@parkcityks.gov	Invited
Justin Shore	City of Clearwater & REAP	jshore@clearwaterks.org	Confirmed
Keith Lawing	REAP/Workforce Alliance	kLawing@workforce-ks.com	Invited
Marcy Aycock	REAP/Workforce Alliance	maycock@workforce-ks.com	Confirmed
Emily Jensen	Sedgwick County	emily.Jensen@sedgwick.gov	Confirmed
Kate Young	Wichita State University (PPMC)	kate.young@wichita.edu	Invited
Penny Feist	Wichita Transit	pfeist@wichita.gov	Confirmed
Raven Alexander	Wichita Transit	ralexander@wichita.gov	Confirmed
TBD	FTA	TBD	
Craig Crossette	Goddard	ccrossette@goddardks.gov	Confirmed



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 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		
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@haysvilleks.gov		
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)				
Railroad Freight Representative (Named by TPB)	Joe Dessenberger	jdessenberger@maizeks.gov		
Economist (Named by TPB)	Jolene Graham	jgraham@andoverks.gov		
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 11 based on appointed positions*

Rev. 01/20/2026

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 7	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.