

2026 Unified Planning Work Program (UPWP)

*Approved by the Transportation
Policy Body on November 18, 2025*



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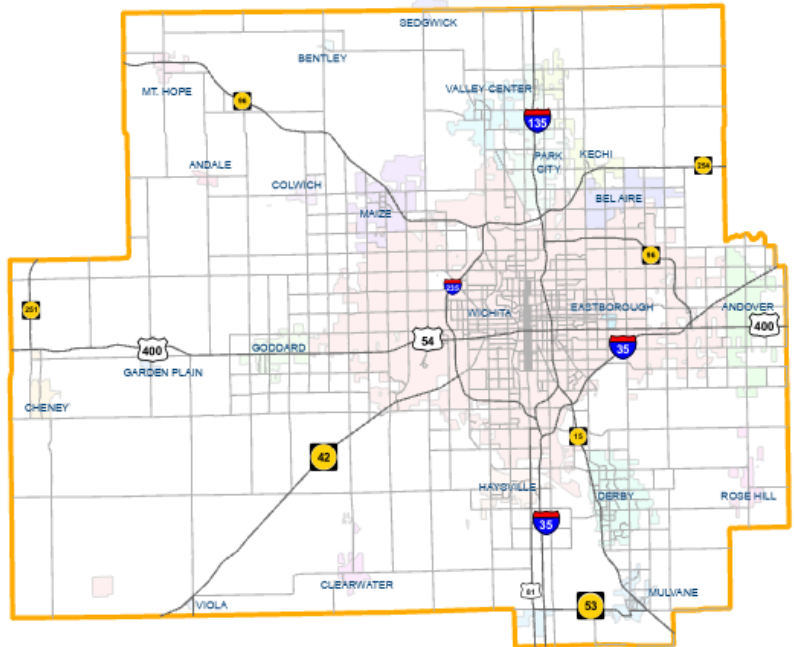
INTRODUCTION

Since the Federal-Aid Highway Act of 1962, Metropolitan Planning Organizations (MPOs) have been required by federal law and supported by federal funds in urbanized areas with a population greater than 50,000.

The Wichita Area Metropolitan Planning Organization (WAMPO) acts as the formal transportation-planning body for all of Sedgwick County and small portions of Butler and Sumner Counties, carrying out the intent of Title 23 of the U.S. Code of Federal Regulations (CFR), Part 450.

In 1974, the Governor of Kansas designated WAMPO as the official MPO for the Wichita Urbanized Area, as defined by the U.S. Census Bureau. WAMPO functions as a Transportation Management Area (TMA) as well, as the Wichita Urbanized Area exceeds the population threshold of 200,000 persons established in 23 CFR 450.104. The U.S. Department of Transportation (DOT) reviews and certifies the Wichita Area Metropolitan Planning Organization every four years.

Figure 1: WAMPO Planning Boundary



On October 28, 1993, the U.S. Department of Transportation, under the joint sponsorship of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), released updated regulations for the urban transportation planning and programming process. These regulations specified that:

(a) In Transportation Management Areas (TMAs), the TMA(s), in cooperation with the State and operators of publicly owned transit, shall develop unified planning work programs (UPWPs) that meet the requirements of 23 CFR Part 420, Subpart A and:

(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated within the area during the next one- or two-year period, regardless of funding sources or the agencies conducting the activities. The description should indicate who will perform the work, the schedule for completing it, and the products that will be produced.

(2) Document planning activities to be performed with funds provided under Title 23, U.S.C., and the Federal Transit Act (Federal Register, Vol. 58, No. 207, p. 58040).

Purpose

The purpose of the WAMPO Unified Planning Work Program (UPWP) is to describe the transportation planning and programming activities for the fiscal year and comply with the Federal planning regulations identified above.

The WAMPO UPWP not only describes the transportation-related work activities (and associated budget) during the fiscal year but also summarizes the planning activities completed during the prior fiscal year.

Our Role

WAMPO provides a regional forum for local, state, and federal agencies and the public to coordinate transportation planning. Our organizational mission and vision are as follows:

Vision

WAMPO aspires to develop an integrated regional transportation network that safely and efficiently moves people and goods to their intended destinations and aligns investments in the region's economic and transportation goals.

Mission

WAMPO is the lead independent agency for coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities.

In engagement with its member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.

WAMPO is also responsible for the development of both long- and short-range multimodal transportation plans, the selection and approval of projects for federal funding based on regional priorities, and the development of ways to manage traffic congestion.

Transportation planning includes various activities. Some of these are led by the MPO, while others are led by other entities and may include:

- Identification of short/long-range multimodal transportation needs;
- Analysis and evaluation of transportation improvements;
- Provision of technical and policy guidance to member communities;
- Estimation of future traffic volumes;
- Informing the public about planning activities;
- Studying the movement of traffic along major corridors; and
- Conducting various other planning studies.

Membership & Oversight Structure

Membership is open to any county or city government located, wholly or partially, in the designated planning area. Currently, WAMPO membership includes the following cities and counties:

City of Andale	City of Garden Plain	City of Rose Hill
City of Andover	City of Goddard	City of Sedgwick
City of Bel Aire	City of Haysville	City of Valley Center
City of Bentley	City of Kechi	City of Viola
City of Cheney	City of Maize	City of Wichita
City of Clearwater	City of Mount Hope	Butler County
City of Colwich	City of Mulvane	Sedgwick County
City of Derby	City of Park City	Sumner County
City of Eastborough		

The Kansas Department of Transportation (KDOT) is also a voting member of both the Transportation Policy Body and the Technical Advisory Committee.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) serve as advisory, non-voting representatives on WAMPO boards and committees.

Decision-Making Structure

The following three groups form the oversight and advising structure of WAMPO:

- **Transportation Policy Body (TPB)** - The Transportation Policy Body (TPB) is made up of local elected officials, as well as regional and state representatives. The TPB develops and implements WAMPO's transportation plans and makes the final approval of these documents and any amendments to them. The TPB acts as a regional forum for transportation planning and establishes the vision for the future of our transportation system.
- **TPB Executive Committee** - The Executive Committee provides strategic direction to staff on matters regarding the budget and finances, personnel, and law, as well as other organizational and administrative provisions. From the TPB, the Chair nominates members of the Executive Committee.
- **Technical Advisory Committee (TAC)** - The Technical Advisory Committee (TAC) reviews technical information about transportation studies and issues, and provides the TPB with professional recommendations on documents, plans, and activities. The TAC is comprised primarily of representatives of member governments and participating agencies' technical staff.

Representation and Voting

Population determines voting representation on the Transportation Policy Body (TPB). Each member government within the planning area with a minimum population of 2,000 receives at least one representative.

WAMPO bylaws provide for additional voting members for the City of Wichita and Sedgwick County on the TPB, based on predetermined population thresholds, as determined by the U.S. Census.

Staff

WAMPO staff positions include a full-time Executive Director and 14 full-time data, planning, GIS, and support positions. Potential internships are supported by WAMPO to promote career growth and talent from local universities and community colleges.

PLANNING ISSUES IN THE REGION

Many issues will influence what types of transportation infrastructure will require investment and the mode choices people will make. This annual work program is shaped by ongoing planning efforts, major project needs, issues related to transportation funding, and possible legislation that will help shape both near- and long-term planning efforts.

While the region may see substantial changes in the ways people, goods, and services are moved, cities and counties are still responsible for preserving and maintaining billions of dollars' worth of previous investments in the transportation system.

A balance of preserving the existing system and planning for future changes is very difficult but very necessary. Some of the existing infrastructure does not serve the same purpose that it did when it was originally constructed. The primary question that looms on the horizon for the system is:

Do communities want to continue to invest in the same types of infrastructure that they have always invested in, or should they look at repurposing (or even disinvesting in) that infrastructure to accommodate current and future needs?

MTP/Work Program Integration

The region's current long-range Metropolitan Transportation Plan (MTP), Metropolitan Transportation Plan 2050 (MTP 2050), was adopted in May 2025. WAMPO staff coordinate with local jurisdictions to discuss goals and priorities ranging from choice and connectivity to economic vitality and infrastructure condition. As WAMPO moves forward by engaging communities in discussions related to emerging technology, demographic changes, and the uncertainty of state and federal funds, the 2026 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future. View the MTP at www.wampo.org/mtp2050.

Transportation System Optimization

Many of the region's guiding documents, including MTP 2050, outline the need to manage and optimize the existing transportation system. MTP 2050 incorporates this direction, placing increased emphasis on opportunities to maintain and improve the current system.

Multimodal Opportunities

Increased transit ridership, development and completion of bicycle and pedestrian trail systems, and increased commuting levels by biking, walking, transit, and carpooling are becoming more important goals for the region. The UPWP includes funding for the development of best practices for the safety of all road users. Regional Active Transportation Plan work will progress in 2026.

Freight System Enhancement

It is estimated that the WAMPO region will continue to experience an increase in freight movement. While this will likely create some traffic-related concerns, freight movement increases could also be a significant catalyst in economic development. The 2026 UPWP will continue to coordinate with the statewide freight plan. Freight activities in the region will be monitored.

Data Collection, Analysis, and Modeling

WAMPO has ongoing data development and maintenance initiatives in 2026. Resources will be allocated to develop a data management plan and to collect transportation-system data to assist member communities in system maintenance and preservation. WAMPO staff will also correlate data with performance measures so that member communities will have a better idea of where to invest limited resources and how they might tie improvements together to improve regional functionality.

These functions will be tied to all forms of infrastructure and modes of transportation so that communities and WAMPO policymakers can make more data-driven decisions on where financial investments make the most sense and provide the best return on investment. To accomplish these tasks related to data collection and maintenance, the 2026 UPWP will continue tasks on data and GIS analysis. This data maintenance will form a solid foundation for the development and upkeep of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other planning documents.

Planning Element Coordination

With the probability of change of demographics, building trends, travel modes, shopping choices, and other lifestyle factors, substantial focus should be given to how various factors may influence transportation infrastructure and land use. The 2026 UPWP continues the task of monitoring the status of the region and determining how best to plan. While preparing for the unknown is stressful, it is much more cost-effective than reacting after the fact.

The 2026 UPWP programs resources for enhanced community engagement to find out more about what people expect in terms of transportation, what they are willing to pay for, and what they would like the transportation system to look like in the future.

PLANNING PRODUCTS

Plans need to be updated on a regular schedule to ensure they are accurate. Table 1 shows the status of WAMPO's Planning Products. WAMPO develops and maintains multiple other planning processes besides those that are federally required, including a Comprehensive Safety Action Plan (CSAP), Safe Routes to School plans, and a Regional Active Transportation Plan. However, these plans are not required and are not shown in Table 1.

Table 1: Planning Products Status

	2026				2027				2028				2029				2030			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Metropolitan Transportation Plan (MTP)																				
<i>Update required May 2030</i>																				
MTP 2050 was approved in May 2025.																				
Transportation Improvement Program (TIP)																				
<i>Approved biennially in August</i>																				
The FFY2025-FFY2028 TIP was approved in August 2024.																				
Unified Planning Work Program (UPWP)																				
<i>Approved annually in November</i>																				
The 2026 UPWP will be approved on November 18, 2025.																				
Public Participation Plan (PPP)																				
<i>Update required December 2027</i>																				
The current plan was approved in December 2022.																				
Congestion Management Process (CMP)																				
<i>Update required June 2029</i>																				
Approved in May 2024. Will be updated with the next MTP.																				
Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)																				
<i>Update required 2028</i>																				
Last approved in October 2023.																				
Title VI Program Manual & Limited English Proficiency Plan																				
<i>Update required in 2028</i>																				
Both plans will be updated in 2025.																				

Rev. 09/23/2025

2026 ANTICIPATED PRIORITIES & ACTIVITIES

- Safety initiatives and activities, including supporting ICT Safe: A Regional Transportation Coalition, implementing the Comprehensive Safety Action Plan (CSAP), and identifying eligible projects for and facilitating the use of an awarded Safe Streets and Roads for All (SS4A) Demonstration Grant.
- Completing various required tasks for MPO administration and operations. Ongoing accounting and financial reporting tasks. Completing the annual single audit.
- Metropolitan Transportation Plan 2050 (MTP 2050) implementation and administration. Monitor and conduct updates as needed. Participation in regional long-range planning.
- Bicycle and pedestrian planning. Continuation of annual counts and making the count data more robust through the use of automatic counters (purchased in 2024).
- Development of a Regional Active Transportation Plan, including Complete Streets planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
- Ongoing public transit and paratransit planning activities in coordination with Wichita Transit, KDOT, and private and public transit services.
- Safe Routes to School (SRTS) planning. Development of school-specific SRTS plans and an SRTS Best Practices Guide.
- Engaging and involving the public and stakeholders in transportation decision-making in the region. Member jurisdiction and planning partner outreach and coordination. Maintaining and implementing the Public Participation Plan (PPP) and Title VI Program Manual.
- Administration of the FFY2025-FFY2028 Transportation Improvement Program (TIP) and development of the FFY2027-FFY2030 TIP.
- Transportation data and modeling. Use of data and technology to enhance WAMPO and member jurisdiction resources. Ongoing maintenance and development of the regional Travel Demand Model (TDM). Coordination with interested member jurisdictions and exploring the development of additional data resource tools.
- Household Travel Survey (HTS). Data collection regarding travel patterns in the region.
- Participate in and support planning partners with regionally significant and community projects, including the City of Wichita Reconnecting Communities Pilot Grant – 21st Street Corridor, the I-135 Canal Route Modernization Study, and the Northwest Expressway Major Investment Study (MIS).

Appendix B correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the Safe Transportation Options Set-Aside requirement in IIJA, and MPO requirements.

TASK 1: MANAGEMENT, CLERICAL, & ADMINISTRATION

Objective: Support ongoing regional planning activities by offering professional staff services and committee support, administering the work program and budget, and executing agreements with partner agencies.

Sub-Task	Description	CPG + Local Match
1.0	Management & Administration	\$ 554,000
1.1	Operations, Management, Clerical & Administration	\$ 168,000
1.1	Operating Expenses from Appendix A	\$ 205,000
1.2	Budget & Financial Monitoring System	\$ 107,000
1.3	TPB, TAC, & EC Support	\$ 74,000

Sub-Task 1.1 – Operations, Management, Clerical, & Administration

Lead Agency	Timeframe	Budgeted Amount
WAMPO Staff Hours	Ongoing	\$ 168,000
WAMPO Operating	Ongoing	\$ 205,000

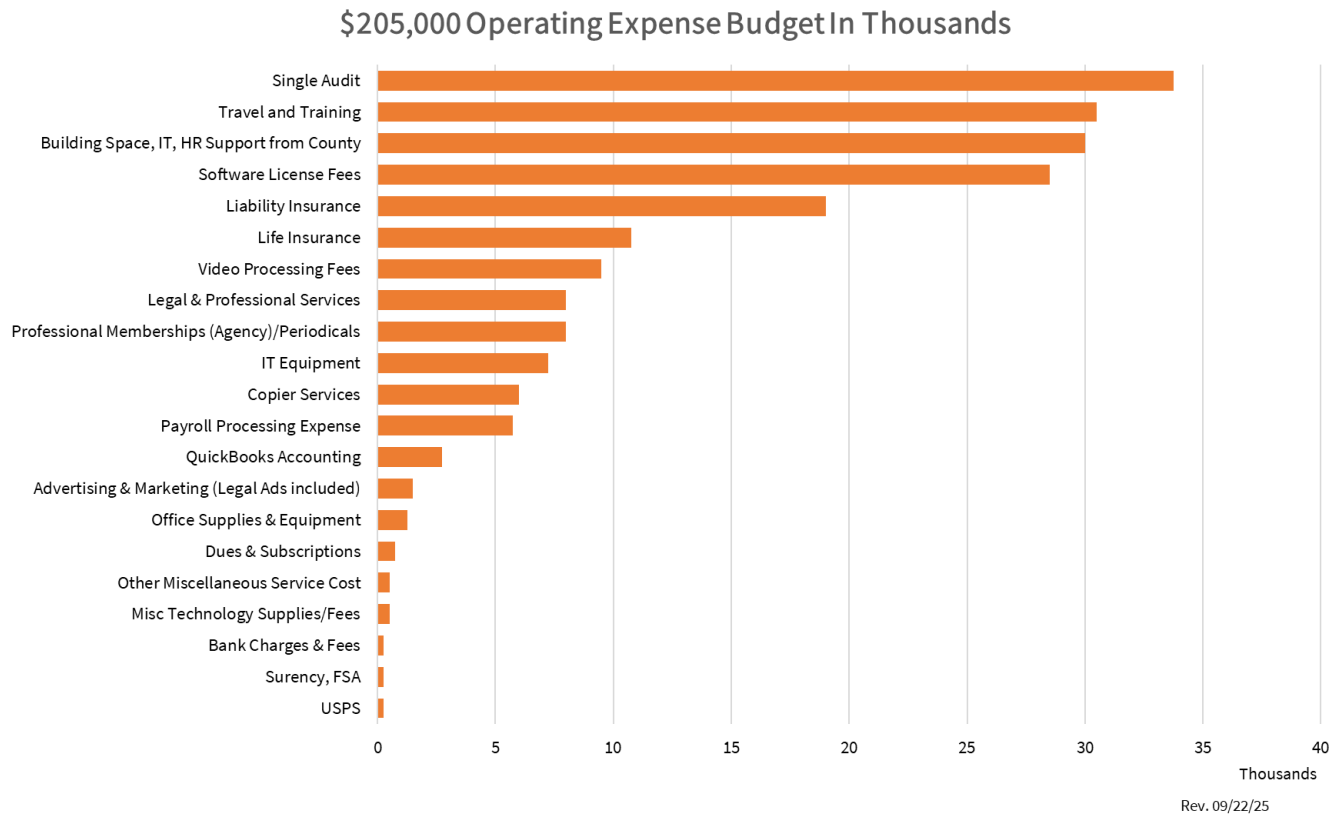
WAMPO has been efficiently and effectively managed and administered in compliance with local, state, and federal regulations since being designated as the regional MPO. The region's transportation planning tasks will continue to develop with support from activities included in operations, management, clerical, and administrative tasks.

Activities

- Internal staff meetings and meetings with KDOT.
- Provide overall agency leadership and management.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Staff paid time off and holidays.
- Monitor federal and state legislation related to transportation planning issues.
- Develop, maintain, and implement the agency's administration and personnel policies and procedures.
- Make travel arrangements and process travel paperwork for WAMPO staff.
- Administer WAMPO's policies and procedures in compliance with local, state, and federal regulations.
- Staff training and professional development.

Products

- Complete and submit quarterly activity reports to KDOT.
- Acquisition of equipment, supplies, and services for the office.



View the individual amounts for each of the line items in the Operating Expense budget in Appendix A.

Sub-Task 1.2 – Budget and Financial Monitoring Systems

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 107,000

WAMPO staff will administer and monitor ongoing operating and consultant-based expenditures throughout the fiscal year according to the adopted Unified Planning Work Program (UPWP) and various other project budgets. They will prepare and provide management and stakeholders with accurate and timely financial information to assist with the decision-making process and provide transparency. WAMPO staff will prepare and develop the 2027 UPWP budget and activities.

Activities

- Process payroll in coordination with the payroll processor.
- Prepare and submit Unified Planning Work Program (UPWP), Transportation Alternatives (TA), and Coronavirus Response and Relief Supplemental Appropriates Act (CRRSAA) funding requests to KDOT monthly.
- Coordinate with staff and consultants to record and process invoices regularly.
- Monitor current fiscal year Unified Planning Work Program (UPWP) budget and ongoing consultant-based project budgets.

Products

- Monthly balance sheet reconciliation and financial reports for management review.
- Administer amendments to the current UPWP, when necessary.
- Prepare and draft 2027 Unified Planning Work Program (UPWP) budget and activities.
- Work with the selected audit firm consultant to prepare and complete the annual single audit report.

Sub-Task 1.3 – TPB, TAC, and Executive Committee Support

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 74,000

WAMPO staff will make presentations to the Transportation Policy Body (TPB), the Technical Advisory Committee (TAC), and the Executive Committee. Staff will work with TPB, TAC, and the Executive Committee in reporting budget changes and needs. Staff will coordinate TPB and TAC meetings with board/committee members, stakeholders, and presenters, and prepare reports and information. Modal-specific committees will be coded to their applicable mode.

Activities

- Invite speakers and MPO/planning experts to present at committee meetings on topics benefiting members, such as funding, legislation, and planning.

Products

- Routinely prepare and distribute meeting agendas, minutes, website updates, and supporting documents for the TPB, TAC, and Executive Committee.

TASK 2: LONG RANGE PLANNING

Objective: Maintain and update the long-range Metropolitan Transportation Plan (MTP) to reflect the region's vision and goals, support it with best practices and the latest available data, and ensure that it is fiscally constrained. Manage and optimize regionally significant transportation infrastructure and services. The MTP update was approved in May 2025.

Sub-Task	Description	CPG + Local Match
2.0	Long-Range Planning	\$ 197,000
2.1	Overall Development and Maintenance of MTP	\$ 150,000
2.2	Other Long-Range Planning	\$ 47,000

Sub-Task 2.1 – Overall Development and Maintenance of MTP

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 150,000

Many aspects of WAMPO’s work feed into the development and implementation of the Metropolitan Transportation Plan (MTP). The current plan, Metropolitan Transportation Plan 2050 (MTP 2050), was approved in May 2025. WAMPO will implement and monitor progress on MTP 2050 and initiate the development of the next MTP, which is due by May 2030. This includes safety planning; investigating the nexus between transportation and economic development; considering the future of transportation technologies; performance-based planning; data development; and coordinating and partnering with regional and partner agencies, such as Wichita Transit, the Regional Economic Area Partnership (REAP), the Wichita Regional Chamber of Commerce, KDOT, Wichita State University (WSU), and local government entities.

Activities

- Maintain and implement MTP 2050 by continuing discussions around goals, policies, strategies, and priorities. Amendments and administrative revisions will be made as necessary. Ongoing public engagement for approved MTP 2050.
- Initiate the development of the next MTP.
- Research potential revenue sources for projects, including grant opportunities.
- Develop GIS data and databases and monitor trends, including but not limited to those related to demographics, land use, shopping, and freight, for their impact on the region.
- Monitor the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP.
- Update WAMPO’s Transportation Performance Management (TPM) by developing transportation system performance measures based on safety, infrastructure condition, reliability, and congestion.

Products

- MTP 2050 implementation. Amendments and administrative revisions as needed.
- Update federally required performance measures.

Sub-Task 2.2 – Other Long-Range Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 47,000

Staff will work on other long-range planning efforts that do not fall within the “Overall Development and Implementation of the MTP” category. These include working with our planning partners on long-range planning efforts.

Activities

- Ongoing implementation and maintenance of the Comprehensive Safety Action Plan (CSAP). Stay current on safety initiatives and planning best practices.
- Facilitate ICT Safe: A Regional Transportation Coalition.

- Coordinate and provide technical assistance for the annual KDOT/WAMPO Behavioral Safety Grant. Assist awardees with project development and promotion.
- Collaborate and assist with freight planning across the state of Kansas.
- Participate in development activities of the statewide long-range transportation plan as available. Involvement and coordination with the national SAFE ROADS initiative.
- Coordinating passenger rail activities (Amtrak) with planning partners.
- For the awarded Safe Streets and Roads for All (SS4A) demonstration grant, staff will coordinate with local jurisdictions to identify eligible projects for demonstration-grant funding. Grant award details are listed under “OTHER PLANNING”.
 - Staff will coordinate with jurisdictions to hire a consultant for the Regional Safety Analysis Study of corridors and assist with other strategies identified in the CSAP (Comprehensive Safety Action Plan).
- Monitor trip patterns and truck freight traffic. Maintain the 2022 Federal Roadway Functional Classification and Critical Urban Freight Corridors (CUFC) Maps. Conduct revisions as necessary.
- Work with the City of Wichita on the 21st Street Corridor Reconnecting Communities Pilot (RCP) project, KDOT’s I-135 Canal Route Modernization Study, KDOT’s K-15 Corridor Management Plan, and KDOT’s Northwest Expressway/Bypass Major Investment Study (MIS).

Products

- Quarterly ICT Safe: A Regional Transportation Coalition meetings.
- Updates and improvements to the Comprehensive Safety Action Plan, as needed.
- Regional Safety Analysis Study and CSAP updates as part of the Safe Streets and Roads for All (SS4A) demonstration grant (details listed under “OTHER PLANNING”).

TASK 3: MULTIMODAL PLANNING

Objective: Provide support to expand multimodal transportation options in the region to increase mobility and accessibility for all people.

Sub-Task	Description	CPG + Local Match
3.0	Multimodal Planning	\$ 441,500
3.1	Bicycle & Pedestrian Planning	\$ 26,000
3.2	Regional Active Transportation Plan*	\$ 181,000
3.3	Transit & Paratransit Planning	\$ 6,000
3.4	Complete Streets Planning¹	\$ 28,000
3.5	Safe Routes to School Planning	\$ 36,000
3.6	Safe Routes to School Plan Development*	\$ 164,500

¹ Complete Streets Planning is 100% federally funded

* Consultant Services

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 26,000

WAMPO will incorporate bicycle and pedestrian planning into the metropolitan transportation planning process by actively participating in local and regional bicycle-pedestrian planning meetings, cooperatively and continually interacting with local stakeholders, producing reports that provide information and data about active modes of transportation, including safety data, and updating the WAMPO Regional Active Transportation Plan.

Activities

- Carry out the annual bicycle and pedestrian count and associated reporting. Includes volunteer recruitment, coordinating project logistics, and reporting (April – December).
- Make presentations about bicycle and pedestrian issues at public, stakeholder, TAC, and TPB meetings, as needed.
- Provide analysis concerning improved bicycle and pedestrian safety.
- Staying current on bicycle and pedestrian planning issues.
- Support the Active Transportation Committee and the development of the Regional Active Transportation Plan.
- Research and usage training for bicycle and pedestrian counting equipment.
- Identifying locations, deploying automatic bicycle and pedestrian counters, and associated data reporting.

Products

- Conduct annual Bicycle & Pedestrian Count. Develop count reports and share them with community partners and stakeholders.
- Develop maps of bike/ped facilities for public use utilizing the latest technology.
- AADT reports for bicycle and pedestrian activity.
- Regional Active Transportation Plan.

Sub-Task 3.2 – Consultant Services: Regional Active Transportation Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2026	\$ 181,000

Staff hired a consultant in 2025 to complete a Regional Active Transportation Plan that will tie in with the Wichita Bicycle Plan. This project is anticipated to be completed by December 2026, with a total anticipated cost of \$200,000. \$181,000 is programmed for 2026. Development of the plan includes engagement with stakeholders from all WAMPO jurisdictions and a review of current active transportation plans. New opportunities for active transportation routes, trails, and paths that connect WAMPO communities will be explored. This effort will also identify highly visible active transportation ‘catalyst’ projects that can bring communities together and

support local economic development. Throughout the project, a database of existing regional bicycle and pedestrian infrastructure will be developed and maintained.

The Regional Active Transportation Plan will include Complete Streets Planning, which is separated into Sub-Task 3.4. Other WAMPO staff hours for the plan will be coded under 3.1.

Products

- Regional Active Transportation Plan.
- Updated active transportation plans for interested WAMPO jurisdictions.
- A GIS database of regional active transportation infrastructure.
- An updated “Greater Wichita Bike Map”.
- Detailed plans of potential active transportation ‘catalyst’ projects.

Sub-Task 3.3 – Transit & Paratransit Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 6,000

WAMPO will carry out coordinated public transit and paratransit planning activities in the region in coordination with Wichita Transit, KDOT, and private and public transit services.

Activities

- Stay current on transit and paratransit issues.
- Make transit-related presentations at public, stakeholder, TAC, and TPB meetings.
- Coordinate with planning partners regarding paratransit planning activities, including participation in Coordinated Transit District #9 (CTD 9) and Wichita-Sedgwick County Access Advisory Board (WSCAAB) meetings, as needed.
- Work with the Sedgwick County Health Department to address food access concerns.
- Coordinate with planning partners regarding transit planning activities, including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Coordinate with jurisdictions and transit providers regarding the implementation of the Regional Transit Implementation Plan, which was completed in 2025.

Products

- Maintain and implement the Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP).

Sub-Task 3.4 – Complete Streets Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 28,000

The Infrastructure Investment and Jobs Act (IIJA) requires each MPO to use at least 2.5% of its planning funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. WAMPO is completing this through many of its sub-tasks, but this specific “Complete Street Planning” sub-task will ensure that WAMPO staff meet this requirement. Complete Streets Planning will be incorporated into the Regional Active Transportation Plan by creating a toolkit for context-sensitive solutions and complete street initiatives for jurisdictions. Complete Streets Planning is 100% federally funded.

Activities

- Stay current on Complete Streets planning and related practices.
- Investigate complete streets policies/roadway cross sections. Incorporate complete streets into project selection discussions.
- Communicate information for public use regarding complete streets.

Products

- Development of a toolkit for context-sensitive solutions and complete street initiatives, including as part of the Regional Active Transportation Plan.
- Develop a WAMPO Complete Streets Policy as part of the Regional Active Transportation Plan.

Sub-Task 3.5 – Safe Routes to School Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 36,000

Staff will manage the development of Safe Routes to School (SRTS) plans with the selected consultant. Staff will maintain the SRTS Stakeholder Committee that will provide assistance and guidance to the consultant and schools. Completed SRTS plans will be published on WAMPO’s website and shared with KDOT’s SRTS program.

Activities

- Coordinate with schools and school districts.
- Assist selected consultant with the development of Safe Routes to School (SRTS) plans.
- Engagement activities, outreach, and educational support for SRTS.
- Attend USD 259 Transportation and Kansas SRTS Advisory Committee meetings.
- Communicate information for public use regarding Safe Routes to School.

Products

- School-specific Safe Routes to School (SRTS) plans.
- SRTS Best Practices Guide.

Sub-Task 3.6 – Consultant Services: Safe Routes to School Plan Development

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Until Dec. 2026	\$ 164,500

WAMPO hired a consultant in 2024 to develop Safe Routes to School (SRTS) plans, ensuring quality school and public engagement efforts are implemented. Incorporating the 6 E's – Engagement, Engineering, Encouragement, Education, Evaluation, and Enforcement – the plans will identify SRTS routes and improvements necessary on those routes. \$164,500 of CPG funding is programmed for this project in 2026, as well as additional Transportation Alternatives (TA) funding, as detailed under "OTHER PLANNING". Staff hours relating to this are in Sub-Task 3.5.

Products

- Develop Safe Routes to School (SRTS) plans for the WAMPO region.

TASK 4: COMMUNITY ENGAGEMENT

Objective: Engage the public, the media, and other stakeholders in the WAMPO planning process.

Sub-Task	Description	CPG + Local Match
4.0	Community Engagement	\$ 22,000
4.1	Public Participation	\$ 22,000

Sub-Task 4.1 – Public Participation

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 22,000

Engage and involve the general public and stakeholders in transportation decision-making in the region. Maintain and implement the WAMPO Public Participation Plan (PPP) and Title VI Program Manual. Develop, update, and distribute general information about the regional planning process and engage with planning partners.

Activities

- WAMPO updated the Public Participation Plan (PPP) in 2022. Implementation of the PPP will continue in 2026.
- Initiate development of the 2027 PPP update.
- Ensure compliance with state and federal civil rights regulations and requirements by carrying out WAMPO's Title VI program, which includes ensuring accessibility to programs and services for persons not proficient in the English language. WAMPO's Limited English Proficiency (LEP) Plan guides WAMPO to provide meaningful access.
- Maintain and implement the Title VI Program Manual and Limited English Proficiency (LEP) plan.

- Prepare, maintain, and submit required Title VI reporting documentation.
- Stay current on public participation topics and coordinate with planning partners regarding PPP activities.
- Develop, update, and distribute general information about the WAMPO planning process and products, including the following activities:
 - General website maintenance.
 - Maintain social media accounts.
 - Draft and develop publications for use with strategic outreach and communications.
 - Provide technical staff support for sponsoring, cosponsoring, or developing public forums and workshops.
- Public and stakeholder outreach and coordination.
- Member jurisdiction and planning partner outreach and coordination.
- Coordinate with board and committee members on community plan objectives.

Products

- Develop and maintain materials and outreach/education plans for use with identified WAMPO stakeholders.
- Develop and distribute quarterly newsletters.
- Title VI Annual Report to KDOT (end of August).
- Produce and distribute media releases, videos, and other outreach materials.
- Provide WAMPO presentations as requested.

TASK 5: SHORT RANGE PLANNING

Objective: Maintain the Transportation Improvement Program and manage WAMPO's Suballocated Funding Programs.

Sub-Task	Description	CPG + Local Match
5.0	Short Range Programming	\$ 72,000
5.1	Transportation Improvement Program	\$ 72,000

Sub-Task 5.1 – Transportation Improvement Program

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 72,000

In 2024, WAMPO completed a biennial update to the four-year Transportation Improvement Program (TIP), for Federal Fiscal Years (FFYs) 2025-2028; the FFY2027-FFY2030 TIP update will be completed in 2026. WAMPO staff are tasked with maintaining this fiscally constrained list of regional transportation-system-improvement projects that are consistent with WAMPO's current MTP. As part of the TIP development, maintenance, and amendment processes, there are suballocated federal funding programs that WAMPO manages.

Activities

- Develop and maintain TIP-related documents, reports, maps, and spreadsheets to provide consistent and accurate project information.
- Prepare and process TIP amendments, approximately four per year.
- Coordinate with project sponsors and state and federal planning partners.
- Develop and monitor policies and methodologies for suballocated-funding project selection.
- Manage and monitor WAMPO's suballocated federal funding programs, including monitoring obligation activity, regular balance reporting, and coordinating with KDOT and project sponsors.
- Development of the FFY2027-FFY2030 TIP, including the issuance of a call for projects, evaluation, and project scoring. Coordination with project sponsors.
- Work with the Project Selection Committee (PSC) to develop suballocated project funding priorities for the FFY2027-FFY2030 TIP.

Products

- FFY2027-FFY2030 TIP, including projects programmed to receive suballocated federal funding and projects programmed to receive non-suballocated federal funding.
- TIP amendments, approximately four per year.
- Bimonthly TIP Project Statuses report to the TAC and TPB.
- Annual federal reporting documents:
 - Annual Listing of Obligated Projects (ALOP) in the 4th quarter.
 - Information to KDOT for Congestion Mitigation and Air Quality annual report.
 - Information to KDOT for Transportation Alternatives report.

TASK 6: TRANSPORTATION DATA & MODELING

Objective: Support planning activities with data collection and analysis, mapping, technical writing, and modeling.

Sub-Task	Description	CPG + Local Match
6.0	Transportation Data and Modeling	\$ 1,032,000
6.1	Travel Demand Model	\$ 114,000
6.2	Transportation Data	\$ 131,000
6.3	Intelligent Transportation Systems*	\$ 5,000
6.4	Household Travel Survey**	\$ 782,000

* Consultant Services

**This sub-task may change throughout the year and will extend to 2028.

Sub-Task 6.1 – Travel Demand Model

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 114,000

As described below, in the “OTHER PLANNING” section, WAMPO hired JEO Consulting Group, with subconsultant Caliper, to provide support services for the regional Travel Demand Model (TDM). These support services will include updating, calibrating, and validating the TDM, providing on-call technical support, providing TDM outputs for WAMPO studies and reports, recommending improvements to the TDM, training WAMPO staff on the use of the TDM, and attending meetings. WAMPO staff will be tasked with facilitating, overseeing, managing, and reviewing the consultants’ work. Travel Demand Model staff hours will be coded under 6.1.

Activities

- Respond to TDM data requests.
- Extract input and output data from the TDM (in the form of databases, tables, spreadsheets, mapping files, and analyses) for use in WAMPO plans, reports, documents, and webpages.
- Receive training from consultants on the use of the TDM.
- Provide data to TDM consultants for updating, calibrating, and validating the model.
- Review TDM consultants’ recommendations on how to improve the model.
- Perform updates and modifications to the TDM and its inputs.
- Regularly meet with and correspond with TDM consultants to oversee their work.

Products

- Responses to TDM data requests.
- TDM input and output data for WAMPO plans, reports, documents, and webpages.

Sub-Task 6.2 – Transportation Data

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 131,000

Data are extremely important for effective transportation decision-making. WAMPO will act as a centralized data hub consolidating transportation-related data useful to member jurisdictions and planning partners.

Activities

- Continue to assist member communities with their data and mapping needs. This may include developing GIS datasets for sidewalks, ramps, street signs, wayfinding signs, bus stops, transit infrastructure, and other transportation infrastructure. Data may be evaluated for vulnerable populations, including children, the elderly, and people with disabilities.
- Monitor trip patterns and truck freight traffic to determine if updates to the Functional Classification or Critical Urban Freight Corridors (CUFC) maps are necessary.
- Implement Transportation Performance Management (TPM) by updating targets for transportation system performance measures based on safety, infrastructure condition, reliability, and congestion, as needed.

- Monitor the transportation network and system indicators to determine if there are congestion points and if those areas that are classified as bottlenecks are changing for the better or for the worse, and investigate recommendations for improvement.
- Investigate methods of monitoring air quality in the region and develop criteria for making periodic reports.
- Monitor the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP.
- Staff coordination and work activities related to performance of a regional I Household Travel Survey.
- Investigate smart technology and data in making transportation infrastructure and the various transportation modes more effective and efficient. Technology will bring changes to the types of vehicles and mode choices available in the future and may create a need to repurpose streets and other forms of transportation infrastructure.
- Stay current on evolving data analytics and technologies. Incorporate new technologies into models and processes.

Products

- Staff will develop a centralized data hub for transportation-related data.

Sub-Task 6.3 – Consultant Services: Intelligent Transportation Systems (ITS)

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2026	\$ 5,000

WAMPO hired a consultant to update the regional Intelligent Transportation System Architecture in 2024. The previous regional ITS architecture was last updated in 2006 and required an update to be consistent with Federal guidelines. The update is anticipated to be mostly completed by the end of 2025, with the possibility of regional stakeholder engagement and maintaining work carrying into 2026. The purpose of a regional ITS architecture is to illustrate and document the integration of ITS across the regional transportation network, so that the planning and deployment thereof can take place in an organized and coordinated fashion.

Products

- Updated Regional ITS Architecture. Maintaining work, as needed.
- Staff training for maintaining and updating the regional ITS architecture

Sub-Task 6.4 – Consultant Services: Household Travel Survey

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2028	\$ 782,000

WAMPO will hire (a) consultant(s) to prepare and implement a Household Travel Survey (HTS). This project is anticipated to procure and begin in late 2025 and end by December 2028, with a total anticipated cost of \$1,200,000. \$782,000 is programmed for 2026. Data collected through the Household Travel Survey will be used to inform future updates to the WAMPO Travel Demand Model (for example, updating parameters/coefficients based on the frequency with which people make trips for particular purposes, when they make those trips, where they make those trips, and by what mode they make those trips, depending on their household characteristics). Activities include designing and testing the survey(s)/survey instrument(s) (e.g., travel diary, GPS tracker) and sampling plan; public engagement related to the survey; recruiting (a) sample(s) of households in the WAMPO region to take part in the survey; communicating with recruited households throughout the survey process; collecting completed surveys; cleaning, weighting, and analyzing the data; writing a final report detailing the methodology used and summarizing the results; data and analysis on external trips (those that occur in the WAMPO region but have at least one end outside the region); purchasing third-party data; Quality Assurance/Quality Control activities; integrating results/data/analyses into the WAMPO Travel Demand Model; and regular collaboration and communication with WAMPO staff, boards, and committees. Staff hours will be coded under 6.2.

Products

- Draft and final Project Coordination and Management Plan.
- Draft and final Survey Management Plan.
- Draft and final Data Management Plan.
- Draft and final Quality Control Plan.
- Draft and final Stakeholder/Public Engagement Plan.
- Draft and final HTS sampling plan.
- HTS design, questions, and instrument(s).
- Draft and final technical memoranda on the HTS design, questions, and instrument(s).
- Draft and final reports on HTS testing.
- HTS public-engagement materials.
- HTS survey materials (e.g., recruitment and reminder mailings), and possibly incentives.
- HTS website.
- Other means of communication with survey respondents (e.g., toll-free phone line, PO Box).
- HTS data (raw, cleaned, weighted/expanded, and anonymized versions).
- HTS draft and final reports.
- External-trips data/analysis and draft and final reports.
- Purchased third-party data.
- Travel Demand Model inputs/parameters derived from results.

OTHER PLANNING

There are seven other planning projects included in WAMPO's 2026 UPWP. They are Wichita Transit's Planning Program Activities, the City of Wichita's 21st Street Corridor Project, the Canal Route Modernization Study, Travel Demand Model Support Services, Coordinated Transit

District #9 Mobility Management Program, Safe Streets and Roads for All (SS4A) Demonstration Grant, and Safe Routes to School (SRTS) Planning Assistance. Projects included in this section are not CPG-funded but are included in the UPWP due to their significance in the WAMPO region.

Wichita Transit FTA 5307 Program Regional Transportation Planning Program Activities

Lead Agency	Timeframe	Budgeted Amount
Wichita Transit	Yearly	\$ 80,000

Wichita Transit has several planning activities planned for 2026:

- Implementation of the Transit Network Plan, which includes transferring operations to the new Multimodal Facility and introducing route improvements.
- Amenities planning to determine what amenities can be added or removed from stops based on usage and accessibility, to include conceptual design of microhubs.
- Development of microtransit pilot.
- Route-level planning to make plans for detours, minor route adjustments for routes to run more efficiently, pilot developments, etc.
- Establish, track, and report performance measure targets.
- Continue to participate in annual ongoing planning activities and processes (short-range planning, grant development, maintenance planning and reporting, and other activities), including updating the TIP and UPWP.
- WAMPO will assist Wichita Transit to facilitate the FTA 5310 Program, which focuses on enhancing mobility for seniors and individuals with disabilities by providing funding for transportation services and infrastructure. Staff will work closely with local partners to ensure that these essential services are accessible and effectively meet the needs of the community.
 - Issue a call for eligible FTA 5310: Enhanced Mobility for Seniors and People with Disabilities program projects within the community.
 - Develop and facilitate a competitive selection and recommendation process for the screening of FTA 5310 projects.
- Community education and public engagement: Wichita Transit continues to provide travel training to individuals and groups interested in learning how to use the fixed route system. Transit Orientation is provided to social services agency staff to better assist their clients needing or currently using paratransit services or the fixed route system.

Wichita's 21st Street Corridor

Lead Agency	Timeframe	Budgeted Amount
City of Wichita	Until Dec. 2026	\$ 1,250,000

The City of Wichita was awarded \$1,000,000 of Reconnecting Communities Pilot (RCP) funds with a required \$250,000 local match for a planning study on how best to reconnect the 21st

Street Corridor, a vital portion of the city that is divided by several at-grade railroad crossings and a recessed Interstate 135. WAMPO staff may assist in this project as detailed in Sub-Task 2.2.

I-135 Canal Route Modernization Study

Lead Agency	Timeframe	Budgeted Amount
KDOT	Until Dec. 2026	\$ 1,600,000

The Kansas Department of Transportation was awarded \$1,600,000 in Better Utilizing Investments to Leverage Development (BUILD) discretionary grant funding for the Canal Route Modernization Study. This project will complete a Planning and Environmental Linkages (PEL) study to develop options for replacing infrastructure along a segment of I-135 in Wichita. Staff may assist in this project as detailed in Sub-Task 2.2.

Travel Demand Model Support Services

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Sep. 2027	\$ 180,000

WAMPO hired JEO Consulting Group, with subconsultant Caliper, to provide support services for the regional Travel Demand Model (TDM). These support services will include updating, calibrating, and validating the TDM, providing on-call technical support, providing TDM outputs for WAMPO studies and reports, recommending improvements to the TDM, training WAMPO staff on the use of the TDM, and attending meetings. The contract will continue until September 1, 2027. This is the continuation of TIP project 40-514, "WAMPO Travel Demand Model Update", funded with CRRSAA funds. WAMPO staff will assist and manage the consultants. Staff hours relating to this are in Sub-Task 6.1.

Coordinated Transit District #9 Mobility Management Program

Lead Agency	Timeframe	Budgeted Amount
CTD #9***	Jul. 2025 - Jun. 2026	\$ 98,311

*** New contract Jul. 2026

WAMPO is the host for the Mobility Management Program for Coordinated Transit District #9, which is a seven-county region in South Central Kansas. Mobility Management is a multi-level approach that connects individuals to existing public transportation options while working with transportation providers to ensure service is safe, affordable, and accessible for all. Mobility Managers are fully funded by KDOT.

Tasks for Kansas Mobility Managers vary by region but generally include assessing current needs and gaps, creating regional and statewide networks, and acting as a regional clearinghouse for information and discussions.

- Connect the public to transportation options by attending community events, providing individual travel training sessions as needed, and presenting to groups as requested.
- Actively participate in various groups/coalitions to assess needs, address gaps, and make connections.
- Advocate for public transportation by sharing the benefits of transit and the needs of providers with decision-makers.
- Increase the public's awareness and perception of public transit services throughout the region by creating and sharing data-driven infographics, flyers, brochures, etc.
- Assist in the statewide implementation of Kansas Mobility Week.
- Connect regional providers to partners across the state.

Safe Streets and Roads for All (SS4A) Demonstration Grant

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2028	\$ 1,175,000

In December 2023, WAMPO was awarded a federal Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant in the amount of \$940,000. The total project cost is \$1,175,000 (\$940,00 federal, \$235,000 non-federal). As outlined in the notice of award, the funds will be used by WAMPO to conduct supplemental planning and demonstration activities including, 1) a pilot behavioral messaging campaign related to speeding, intersection safety, and vulnerable road users, 2) a before/after safety analysis of previously implemented safety countermeasures to help increase community support, 3) a feasibility study using temporary materials such as flex posts and movable barriers to limit turning radii, 4) piloting an alert system which sends real-time notifications to drivers via online mapping applications to inform them of approaching emergency vehicles, and 5) working with the City of Andover to collect/analyze local crash data to inform the MPO's Action Plan. Staff hours relating to this are in Sub-Task 2.2.

Safe Routes to School Planning Assistance

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until April 15, 2027	\$ 150,000

WAMPO hired a consultant in 2024 to develop Safe Routes to School (SRTS) plans, ensuring quality school and public engagement efforts are implemented. Incorporating the 6 E's – Engagement, Engineering, Encouragement, Education, Evaluation, and Enforcement – the plans will identify SRTS routes and improvements necessary on those routes. Transportation Alternatives (TA) funding is programmed for this project in the FFY2025-FFY2028 Transportation Improvement Program (TIP) with WAMPO I.D. P-23-03 and titled “Safe Routes to School Planning Assistance”. Additional CPG funding is programmed for this project, as detailed under Sub-Task 3.6. Staff hours relating to this are in Sub-Task 3.5.

REVENUES AND EXPENDITURES

WAMPO's funds come from two primary sources: federal planning funds and member-community assessments of dues and fees on obligated projects in the TIP. WAMPO receives an annual allocation of federal planning funds to perform the functions of an MPO, as defined in 23 CFR.

Federal funds are eligible to cover up to 80% of total project costs, requiring the remaining 20% to be nonfederal matching funds. WAMPO assesses the annual dues of member communities to assist in meeting the 20% matching amounts. Another source of matching funds is TIP assessments paid by member communities on annual allocations of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funds suballocated by WAMPO. Each community that receives WAMPO-suballocated STBG, CMAQ, TA, or CRP funds pays a TIP Fee.

Additionally, under the Infrastructure Investment and Jobs Act (IIJA), which requires each MPO to use at least 2.5% of its planning funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, Complete Streets Planning is 100% federally funded.

WAMPO also receives nominal administrative fees from Wichita Transit for the pass-through of FTA 5310 Federal Funds.

The following charts indicate the anticipated revenues, expenditures, and matching-fund requirements for the 2026 UPWP.

Local Match Sources

WAMPO's primary funding sources are Consolidated Planning Grant (CPG) funds, membership dues, and Transportation Improvement Program (TIP) fees. CPG funds are made available to WAMPO from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for transportation planning purposes, as outlined in the annual Unified Planning Work Program (UPWP), with the requirement that a 20% local match be provided.

WAMPO's 20% local match requirement is met through membership dues (\$50,000 per year, total) and TIP fees. On March 8, 2022, the Transportation Policy Body approved setting a 3% TIP fee for FFY2023 and then resetting the fee to 2.4% per year through FFY2032. This means the agencies that have a WAMPO-suballocated funded project in the applicable fiscal year pay the percentage-based fee. TIP fees are invoiced over the summer and are due to WAMPO by August 31 prior to the federal fiscal year of the project. For example, a FFY2027 project would need to have its TIP fees paid by August 31, 2026, as the 2027 Federal Fiscal Year starts on October 1, 2026. WAMPO awards approximately \$12-15 million per year in suballocated funding.

It is anticipated that the 2.4% TIP fee would generate a minimum of \$240,000 per year. This funding is combined with the membership dues to provide the 20% local match required to utilize federal funds for WAMPO's transportation planning processes.

2026 Anticipated Revenues

WAMPO	Federal Consolidated Planning Grant			
	CPG	Federal	Local	Total
	2025 Anticipated Carryover	\$ 1,100,006	\$ 275,002	\$ 1,375,008
	2026 Estimate	\$ 1,023,983	\$ 255,996	\$ 1,279,979
	Total	\$ 2,123,990	\$ 530,997	\$ 2,654,987
Wichita Transit	FTA Section 5307			
		Federal	Local	Total
	Regional Transportation Planning Activities	\$ 80,000	\$ -	\$ 80,000
	Total Wichita Transit Planning	\$ 80,000	\$ -	\$ 80,000
City of Wichita	Reconnecting Communities Pilot (RCP)			
		Federal	Local	Total
	21st Street Corridor	\$ 1,000,000	\$ 250,000	\$ 1,250,000
	Total City of Wichita Funding	\$ 1,000,000	\$ 250,000	\$ 1,250,000
KDOT	I-135 Canal Route Modernization Study			
		Federal	Local	Total
	BUILD Grant	\$ 1,600,000	\$ -	\$ 1,600,000
	Total BUILD Grant Funding	\$ 1,600,000	\$ -	\$ 1,600,000
WAMPO	Travel Demand Model (TDM) Support Services			
		Federal	Local	Total
	Travel Demand Model (TDM) Support Services	\$ 180,000	\$ -	\$ 180,000
	Total Federal Funding	\$ 180,000	\$ -	\$ 180,000
CTD #9	Coordinated Transit District (CTD) Mobility Management			
		State	Local	Total
	Mobility Management (100% KDOT funded)***	\$ 98,311	\$ -	\$ 98,311
	Total CTD #9 Funding	\$ 98,311	\$ -	\$ 98,311
*** New contract Jul. 2026				
WAMPO	Safe Streets and Roads for All (SS4A) Demonstration Grant			
		Federal	Local	Total
	SS4A Grant Funding	\$ 940,000	\$ 235,000	\$ 1,175,000
	Total SS4A Grant Funding	\$ 940,000	\$ 235,000	\$ 1,175,000
WAMPO	Safe Routes to School Planning Assistance			
		State	Local	Total
	Transportation Alternatives Funding	\$ 120,000	\$ 30,000	\$ 150,000
	Total TA Funding	\$ 120,000	\$ 30,000	\$ 150,000
Total Regional Transportation Planning Funding				
		Federal	Local	Total
Anticipated Revenues		\$ 6,142,301	\$ 1,045,997	\$ 7,188,298

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2026 Anticipated Expenditures

WAMPO	Federal Consolidated Planning Grant			
	CPG	Federal	Local	Total
	WAMPO staff ¹	\$ 954,400	\$ 231,600	\$ 1,186,000
	Consultant expenses	\$ 906,000	\$ 226,500	\$ 1,132,500
	Total	\$ 1,860,400	\$ 458,100	\$ 2,318,500

¹ Complete Streets Planning is 100% federally funded

Wichita Transit	FTA Section 5307			
	5307	Federal	Local	Total
	Regional Transportation Planning Activities	\$ 80,000	\$ -	\$ 80,000
	Total Wichita Transit Planning	\$ 80,000	\$ -	\$ 80,000

City of Wichita	Reconnecting Communities Pilot (RCP)			
	RCP	Federal	Local	Total
	21st Street Corridor	\$ 1,000,000	\$ 250,000	\$ 1,250,000
	Total City of Wichita Funding	\$ 1,000,000	\$ 250,000	\$ 1,250,000

KDOT	I-135 Canal Route Modernization Study			
		Federal	Local	Total
	BUILD Grant	\$ 1,600,000	\$ -	\$ 1,600,000
	Total BUILD Grant Funding	\$ 1,600,000	\$ -	\$ 1,600,000

WAMPO	Travel Demand Model (TDM) Support Services			
		Federal	Local	Total
	Travel Demand Model (TDM) Support Services	\$ 180,000	\$ -	\$ 180,000
	Total Federal Funding	\$ 180,000	\$ -	\$ 180,000

CTD #9	Coordinated Transit District (CTD) Mobility Management			
	CTD	State	Local	Total
	Mobility Management (100% KDOT funded)***	\$ 98,311	\$ -	\$ 98,311
	Total CTD #9 Funding	\$ 98,311	\$ -	\$ 98,311

*** New contract Jul. 2026

WAMPO	Safe Streets and Roads for All (SS4A) Demonstration Grant			
		Federal	Local	Total
	SS4A Grant Funding	\$ 940,000	\$ 235,000	\$ 1,175,000
	Total SS4A Grant Funding	\$ 940,000	\$ 235,000	\$ 1,175,000

WAMPO	Safe Routes to School Planning Assistance			
		State	Local	Total
	Transportation Alternatives Funding	\$ 120,000	\$ 30,000	\$ 150,000
	Total TA Funding	\$ 120,000	\$ 30,000	\$ 150,000

Total Regional Transportation Planning Anticipated Expenditures				
	Federal	Local	Total	
Expenditures	\$ 5,878,711	\$ 973,100	\$ 6,851,811	
Anticipated Unprogrammed	\$ 263,590	\$ 72,897	\$ 336,487	

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2026 Anticipated Expenditure Detail

Sub-Task	Description	State and Local			Federal			Total
		WAMPO	KDOT	Other	CPG Funds	Other		
					KDOT	Amount	Agency	
1.1	Operations, Management, Clerical & Administration	\$ 33,600	\$ -	\$ -	\$ 134,400	\$ -		\$ 168,000
1.1	Operating Expenses from Appendix A	\$ 41,000	\$ -	\$ -	\$ 164,000	\$ -		\$ 205,000
1.2	Budget & Financial Monitoring System	\$ 21,400	\$ -	\$ -	\$ 85,600	\$ -		\$ 107,000
1.3	TPB, TAC, & EC Support	\$ 14,800	\$ -	\$ -	\$ 59,200	\$ -		\$ 74,000
2.1	Overall Development and Maintenance of MTP	\$ 30,000	\$ -	\$ -	\$ 120,000	\$ -		\$ 150,000
2.2	Other Long-Range Planning	\$ 9,400	\$ -	\$ -	\$ 37,600	\$ -		\$ 47,000
3.1	Bicycle & Pedestrian Planning	\$ 5,200	\$ -	\$ -	\$ 20,800	\$ -		\$ 26,000
3.2	Regional Active Transportation Plan*	\$ 36,200	\$ -	\$ -	\$ 144,800	\$ -		\$ 181,000
3.3	Transit & Paratransit Planning	\$ 1,200	\$ -	\$ -	\$ 4,800	\$ -		\$ 6,000
3.4	Complete Streets Planning¹	\$ -	\$ -	\$ -	\$ 28,000	\$ -		\$ 28,000
3.5	Safe Routes to School Planning	\$ 7,200	\$ -	\$ -	\$ 28,800	\$ -		\$ 36,000
3.6	Safe Routes to School Plan Development*	\$ 32,900	\$ -	\$ -	\$ 131,600	\$ -		\$ 164,500
4.1	Public Participation	\$ 4,400	\$ -	\$ -	\$ 17,600	\$ -		\$ 22,000
5.1	Transportation Improvement Program	\$ 14,400	\$ -	\$ -	\$ 57,600	\$ -		\$ 72,000
6.1	Travel Demand Model	\$ 22,800	\$ -	\$ -	\$ 91,200	\$ -		\$ 114,000
6.2	Transportation Data	\$ 26,200	\$ -	\$ -	\$ 104,800	\$ -		\$ 131,000
6.3	Intelligent Transportation Systems*	\$ 1,000	\$ -	\$ -	\$ 4,000	\$ -		\$ 5,000
6.4	Household Travel Survey**	\$ 156,400	\$ -	\$ -	\$ 625,600	\$ -		\$ 782,000
	FTA 5307 Program Regional Transportation Planning Activities	\$ -	\$ -	\$ -	\$ -	\$ 80,000	FTA - 5307, 5310	\$ 80,000
	Reconnecting Communities Pilot (RCP) - 21st Street Corridor	\$ -	\$ -	\$ 250,000	\$ -	\$ 1,000,000	FHWA - RCP Program	\$ 1,250,000
	I-135 Canal Route Modernization Study	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	FHWA - BUILD	\$ 1,600,000
	Travel Demand Model Support Services	\$ -	\$ -	\$ -	\$ -	\$ 180,000	FHWA - CRRSAA	\$ 180,000
	Coordinated Transit District #9 - Mobility Management ***	\$ -	\$ 98,311	\$ -	\$ -	\$ -	KDOT - Mobility Mgmt	\$ 98,311
	Safe Streets and Roads for All (SS4A) Demonstration Grant	\$ -	\$ 176,250	\$ 58,750	\$ -	\$ 940,000	FHWA - SS4A	\$ 1,175,000
	TA Funds - Safe Routes to School Planning Assistance	\$ -	\$ -	\$ 30,000	\$ -	\$ 120,000	FHWA - SRTS	\$ 150,000
	Total	\$ 458,100	\$ 274,561	\$ 338,750	\$ 1,860,400	\$ 3,920,000		\$ 6,851,811

¹ Complete Streets Planning is 100% federally funded

* Consultant Services

** This sub-task may change throughout the year and will extend to 2028.

*** New contract Jul. 2026

2026 Unified Planning Work Program Budget

Staff Budget		
Sub-Task	Description	CPG + Local Match
1.1	Operations, Management, Clerical & Administration	\$ 168,000
1.2	Budget & Financial Monitoring System	\$ 107,000
1.3	TPB, TAC, & EC Support	\$ 74,000
2.1	Overall Development and Maintenance of MTP	\$ 150,000
2.2	Other Long-Range Planning	\$ 47,000
3.1	Bicycle & Pedestrian Planning	\$ 26,000
3.3	Transit & Paratransit Planning	\$ 6,000
3.4	Complete Streets Planning ¹	\$ 28,000
3.5	Safe Routes to School Planning	\$ 36,000
4.1	Public Participation	\$ 22,000
5.1	Transportation Improvement Program	\$ 72,000
6.1	Travel Demand Model	\$ 114,000
6.2	Transportation Data	\$ 131,000

¹Complete Streets Planning is 100% federally funded
Each task above includes salaries and benefits

1.1	Operating Expenses from Appendix A	\$ 205,000
	Total WAMPO Staff and Operating	\$ 1,186,000

Consultant Services		
Sub-Task	Description	CPG + Local Match
3.2	Regional Active Transportation Plan*	\$ 181,000
3.6	Safe Routes to School Plan Development*	\$ 164,500
6.3	Intelligent Transportation Systems*	\$ 5,000
6.4	Household Travel Survey**	\$ 782,000
	Total Consultant Services	\$ 1,132,500

*Consultant Services

**This sub-task may change throughout the year and will extend to 2028.

See next page

Total		
Task	Staff Salaries and Benefits + Consultant Services	CPG + Local Match
1.0	Management & Administration	\$ 554,000
2.0	Long-Range Planning	\$ 197,000
3.0	Multimodal Planning	\$ 441,500
4.0	Community Engagement	\$ 22,000
5.0	Short Range Programming	\$ 72,000
6.0	Transportation Data and Modeling	\$ 1,032,000
	Total Expenses	\$ 2,318,500

Additional Planning		
Entity	Program	Federal + Local Match
Wichita Transit	FTA 5307 Program Regional Transportation Planning Activities	\$ 80,000
City of Wichita	Reconnecting Communities Pilot (RCP) - 21st Street Corridor	\$ 1,250,000
KDOT	I-135 Canal Route Modernization Study	\$ 1,600,000
WAMPO	Travel Demand Model Support Services	\$ 180,000
CTD #9	Coordinated Transit District #9 - Mobility Management ***	\$ 98,311
WAMPO	Safe Streets and Roads for All (SS4A) Demonstration Grant	\$ 1,175,000
WAMPO	TA Funds - Safe Routes to School Planning Assistance	\$ 150,000

*** New contract Jul. 2026

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APPENDIX A – SUB-TASK 1.1 OPERATING EXPENSES LINE ITEMS

Expense	Budget
USPS	\$ 250
Surency, FSA	\$ 250
Bank Charges & Fees	\$ 250
Misc Technology Supplies/Fees	\$ 500
Other Miscellaneous Service Cost	\$ 500
Dues & Subscriptions	\$ 750
Office Supplies & Equipment	\$ 1,250
Advertising & Marketing (Legal Ads included)	\$ 1,500
QuickBooks Accounting	\$ 2,750
Payroll Processing Expense	\$ 5,750
Copier Services	\$ 6,000
IT Equipment	\$ 7,250
Professional Memberships (Agency)/Periodicals	\$ 8,000
Legal & Professional Services	\$ 8,000
Video Processing Fees	\$ 9,500
Life Insurance	\$ 10,750
Liability Insurance	\$ 19,000
Software License Fees	\$ 28,500
Building Space, IT, HR Support from County	\$ 30,000
Travel and Training	\$ 30,500
Single Audit	\$ 33,750
Total Operating Expenses	\$ 205,000

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APPENDIX B – 2025 UPWP ACCOMPLISHMENTS

Task 1 – Operations, Management, Clerical, & Administration
Administered WAMPO's policies and procedures in compliance with local, state, and federal regulations. Performed administrative and personnel tasks.
Adjusted staffing roles to better coordinate work efforts and hired staff as needed.
Continued to refine budgeting process. Expanded internal accounting controls, continued internal accounting system and provided accounting transparency. Submitted activity reports to KDOT.
Monitored and maintained the 2025 Unified Planning Work Program (UPWP). Drafted the 2026 UPWP.
Completed annual single audit.
Prepared and distributed TPB, TAC, and Executive Committee agenda packets.
Staff attended professional training and conferences.
Task 2 – Long Range Planning
Completed the development of Metropolitan Transportation Plan 2050 (MTP 2050). Coordination with state and federal partners, local jurisdictions, board/committee members, and the public.
Maintained and implemented <i>REIMAGINED MOVE</i> 2040 and MTP 2050, once approved.
Coordinated with regional & partner agencies and local government entities, regarding transportation and long-range planning in the region.
Continued to monitor relevant growth, development data, and patterns in the region as well as the trends that could impact regional investment in infrastructure and in mode choices.
Monitored the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP. Updated performance measures.
Implemented and updated the Comprehensive Safety Action Plan (CSAP). Facilitated and further developed ICT Safe: A Regional Transportation Coalition.
For the awarded Safe Streets and Roads for All (SS4A) Demonstration Grant, coordinated with local jurisdictions and FHWA, and worked to identify eligible projects.
Task 3 – Multimodal Planning
Conducted bicycle and pedestrian planning by participating in local and regional bicycle-pedestrian planning meetings, interacted with local stakeholders and produced informative reports.
Presented on multimodal topics at public, stakeholder, TAC, and TPB meetings, as needed. Provided analyses concerning improved safety for vulnerable road users.
Updated bicycle and pedestrian count data. Deployed automatic counting equipment.
Supported Wichita Bicycle Plan work and the began developing the Regional Active Transportation Plan.
Completed development of the Regional Transit Implementation Plan.
Carried out coordinated public transit and paratransit planning activities in the region in coordination with Wichita Transit, KDOT, CTD #9, and other public and private transit service providers.
Investigated complete streets policies and communicated complete streets information to the public.
Safe Routes to School (SRTS) plan development. Collected data, established contacts, and coordinated engagement.

Task 4 – Community Engagement
Implemented, maintained, and monitored compliance with the WAMPO Public Participation Plan (PPP). Updated the Title VI Program Manual and and Limited English Proficiency (LEP) Plan.
Member jurisdiction and planning partner outreach and project coordination. Collaborated with members on community plan objectives.
Updated and maintained the WAMPO website and social media accounts.
Developed and distributed quarterly newsletters. Published press releases and public notices.
Updated, and distributed general information about WAMPO and transportation planning, regionally significant news, and education and outreach materials to stakeholders and the public.
Participated in regular state and federal meetings. Attended relevant community and partner events.
Task 5 – Short Range Planning
Managed WAMPO's Suballocated Funding Programs. Monitored obligation activity, monthly balance reporting, and coordinated with KDOT and project sponsors.
Maintained the FFY2025-FFY2028 Transportation Improvement Program and related documents, reports, maps, etc. Processed quarterly TIP amendments.
Coordinated with project sponsors and state and federal regulators. Prepared bimonthly TIP project status reports, consistent with the TIP Reasonable Progress Policy.
Task 6 – Transportation Data & Modeling
Responded to Travel Demand Model (TDM) data requests and worked with the consultant to validate and calibrate TDM forecasts.
Assisted member communities with data and mapping needs. Worked on developing a centralized hub for GIS and transportation-related data.
Monitored the transportation network and system indicators, including federally mandated and local performance measures. Implemented Transportation Performance Management (TPM) by developing transportation system performance measures based on safety, infrastructure condition, reliability, and congestion.
Updated the commuter travel patterns report. Monitored trip patterns and truck freight traffic to determine if updates to Functional Classification or Critical Urban Freight Corridors were needed.
Investigated technology and data in making transportation infrastructure and the various transportation modes more effective and efficient.
Updated the Regional Intelligent Transportation Systems (ITS) Architecture.

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APPENDIX C – PLANNING TASKS & MTP/PLANNING FACTOR ALIGNMENT

The following table correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the Safe Transportation Options Set-aside requirement in IIJA (requires each MPO to use ≥2.5% of planning funds on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities), and MPO requirements.

Area		Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
MTP Goals	Safe & Reliable	X	X	X		X	X
	Universal & Accessible	X	X	X	X	X	X
	Connected & Multimodal	X	X	X	X	X	X
	Environmental & Financial Stewardship	X	X	X		X	X
Planning Factors in Federal Code (1)	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	X	X	X	X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users	X	X	X		X	X
	Increase the security of the transportation system for motorized and non-motorized users	X	X	X		X	X
	Increase accessibility and mobility of people and freight	X	X	X		X	X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	X	X	X	X	X	X
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	X	X	X		X	X
	Promote efficient system management and operation	X	X	X	X	X	X
	Emphasize the preservation of the existing transportation system	X	X	X	X	X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X	X			X	X
	Enhance travel and tourism	X	X	X	X	X	X
	Safe Transportation Options Set-aside (2)		X	X		X	
MPO Requirements	Metropolitan Transportation Plan	X	X	X	X		X
	Transportation Improvement Program	X	X	X	X	X	X
	Public Participation Plan	X			X		
	Congestion Management Process	X					X
	Award Federal Funding	X	X			X	
	Decision Making Structure	X	X	X	X	X	X

1 - Scope of the metropolitan transportation planning process, 23 CFR 450.306, <https://www.ecfr.gov/current/title-23/section-450.306>

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2 - Infrastructure Investment and Jobs Act, Set-aside for Increasing Safe and Accessible Transportation Options, Section 11206, https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/metro_planning.cfm