



Technical Advisory Committee (TAC) Meeting Notice

Monday, March 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.

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Tentative Meeting Agenda	Page #
I. Welcome	
II. Regular Business	
A. Approval of TAC Agenda: March 23, 2026	
B. Approval of TAC Meeting Minutes: February 23, 2026	3 to 8
C. Director's Report <ul style="list-style-type: none"> i. FFY2027–FFY2030 Transportation Improvement Program (TIP) Development ii. Request for Proposals (RFP) Updates iii. Safe Routes to School (SRTS) Update iv. May 2026 Bike Month Planning v. Amtrak in Kansas 	9 to 10 11 to 12 13
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.	14
IV. Action	
A. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #8 – Nick Flanders, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #8 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #8 opened on February 27, 2026, and ran through March 13, 2026. No public comments were received.</i>	15 to 18
V. Discussion/Updates	
A. Charge Up Kansas – Tami Alexander, KDOT <i>The Kansas Department of Transportation's (KDOT's) Charge Up Kansas program implements the Kansas portion of the National Electric Vehicle Infrastructure (NEVI) formula program, which provides federal funding for the deployment of electric vehicle charging infrastructure.</i>	19

<p>B. Complete Streets – Katie Newman, WAMPO</p> <p><i>Complete Streets is a policy and design approach that ensures streets and roads are safe and accessible for all users, fostering active transportation, safety, and sustainability. Across the United States, Complete Streets initiatives have improved infrastructure with features like improved sidewalks, bicycle lanes, and transit-friendly corridors. In the Wichita metropolitan area, there have been efforts focused on retrofitting roadways to accommodate all modes of travel and integrating Complete Streets principles into long-range planning documents. A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit.</i></p>	<p>20 to 21</p>
<p>C. Commuter Flows Report – Peter Mohr, WAMPO</p> <p><i>The 2025 Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is prepared annually and has been updated using U.S. Census Bureau data from 2019-2023. These data were retrieved in December 2025 and represent the most recent data available at that time.</i></p>	<p>22</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 25 26 27 28</p>

Chad Parasa, TAC Secretary

March 16, 2026



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, February 23, 2026 @ 10:00 AM

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

Meeting Duration: 73 minutes

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Marcy Aycok, <i>REAP</i> Jack Brown, <i>Public Health</i> Kelly Broxterman, <i>Wichita Transit</i> Craig Crossette, <i>Regional Pathways</i> Steve Degenhardt, <i>Wichita</i> Joe Dessenberger, <i>Railroad Freight</i> 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> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>SCAC</i>	Alternates Lily Cherry, <i>Wichita Transit (non-voting)</i> Gary Janzen, <i>Wichita (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Nick Flanders, <i>WAMPO</i> Kevin Graham, <i>Andover</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Mohamed Moawad, <i>MAPD</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Brad Shores, <i>JEO</i> Chris Sweeney, <i>WAMPO</i> Jennifer Warren, <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 February 23, 2026, Agenda

Discussion: None.

Action: Approve the February 23, 2026, agenda, as presented. (14-0)¹

Motion: Dan Squires

Second: Paul Gunzelman

B. Approval of January 26, 2026, Meeting Minutes

Discussion: None.

Action: Approve January 26, 2026, meeting minutes, as presented. (14-0)

Motion: Joe Dessenberger

Second: Lynn Packer

¹ Two (2) voting TAC members did not arrive until after the votes to approve the February 2026 agenda and January 2026 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

C. Director's Report

i. **Bimonthly TIP Project Statuses**

Nick Flanders, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which 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 to have progress reports every two months. The TIP Project Statuses report for February 2026 was shared.

February 2026 TIP Project Statuses – <https://bit.ly/February232026-TIP-Project-Statuses>

ii. **FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment 8 Public Comment Period Open 02/27/2026-03/13/2026**

Mr. Flanders noted the upcoming Public Comment period for Amendment 8 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2025-2028 (October 1, 2024, through September 30, 2028). The 15-day Public Comment period is planned for February 27, 2026, through March 13, 2026. The FFY2025-FFY2028 TIP and amendment schedule can be viewed at www.wampo.org/transportation-improvement-program.

iii. **FFY2027-FFY2030 TIP Call for Projects, Applications Due March 6, 2026**

Mr. Flanders provided information about the Call for Projects for the FFY2027-FFY2030 TIP, applications for which are due March 6, 2026. WAMPO member jurisdictions should have received instructions on how to submit projects when the Call for Projects opened 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 Consultant Contract Update**

Mr. Flanders gave an update on the procurement process for a consultant team to perform a Household Travel Survey (HTS) in the WAMPO region. An RFP was issued in 2025, 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.

HTS data support WAMPO's federally required long-range transportation planning activities, including by providing inputs to the regional Travel Demand Model (TDM), which produces traffic volume and congestion forecasts that are considered during WAMPO's project selection processes and are made available to WAMPO member jurisdictions for

their own planning purposes. MPOs typically complete an HTS about every 10 years; WAMPO's last HTS was in 2011 and the next one has been delayed past the 10-year mark to avoid the data being skewed by the short-term effects of the COVID-19 pandemic. Since the last WAMPO HTS, there may have been significant changes in travel behavior in the region and in the demographic/economic makeup of the region. Also, new technologies for administering HTSs have become available since 2011.

The goal for the upcoming HTS is to obtain complete responses for all members of at least 2,000 households. Obtaining the desired number of complete responses from a representative sample within the region and weighting the results will be a very involved process, both for the survey respondents and for those administering the survey.

The final contract for a consultant to prepare and implement the next HTS is expected to include about \$900,000 of expenses, to be paid with federal Consolidated Planning Grant (CPG) funds and the required local match for those funds. It is anticipated that a contract will be presented to the TPB for approval in spring 2026.

Chad Parasa, WAMPO, added that the CPG funds budgeted for this project would be lost if WAMPO does not use them, as some of those funds come from past years and CPG funds come with deadline for using them. Conducting an HTS fulfills federal requirements for travel forecasting and transportation planning in metropolitan areas and is considered a "best practice" that MPOs across the country adhere to. HTSs often cost much more than \$900,000; recently the MPO for the St. Louis region awarded an HTS contract for about \$2-3 million. Besides providing TDM inputs, an HTS also provides useful data about travel patterns in the region, such as average trip lengths and mode shares.

Discussion:

Dan Squires and Gary Janzen asked if the Travel Demand Model (TDM) would be updated following the HTS. Mr. Parasa and Mr. Flanders shared that the RFP Scope of Work for the HTS project includes a specific task for integrating the results of the HTS into the WAMPO TDM. A full TDM update and recalibration are usually completed every five years, but such a full update happens on its own cycle is not part of this project.

Mr. Janzen asked about the anticipated expense of the HTS consultant contract and whether it aligns with that of the HTS WAMPO conducted in 2011 and those conducted in similar regions. Allison Smith, KDOT, responded that the cost is on par with and slightly lower than that for the Kansas City region. Mr. Parasa added that, initially, \$1.5-2 million had been set aside for the HTS project, but a proposal was received from a firm with significant expertise to do it for about \$900,000. Mr. Flanders provided examples of some of the factors that contribute to Household Travel Surveys being expensive to conduct.

v. Safe Routes to School (SRTS) Update

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

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

vi. 2025 WAMPO-Region Transit Ridership

Markey Jonas, WAMPO, presented the ridership numbers recorded in 2025 for each of the government-provided public transit services within the WAMPO region.

vii. Regional Active Transportation Plan Update

Mr. Parasa shared that WAMPO issued a Request for Proposals (RFP) for a consultant to develop a Regional Active Transportation Plan, open February 18-March 4, 2026. The WAMPO Transportation Policy Body (TPB) voted on February 10, 2026, to authorize WAMPO staff to issue this RFP.

3. Public Comment Opportunity

No comments.

4. Action

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

Mr. Flanders 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. The TAC was asked to consider and make a recommendation to the TPB on the

Project Selection Committee’s (PSC’s) FFY2026-FFY2028 suballocated federal funding award recommendations:

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%

Discussion:

Kristen Zimmerman asked if there are any changes to the FFYs in which projects are programmed to obligate. Mr. Flanders responded that the PSC’s updated suballocated funding award recommendations only increase individual projects’ overall funding amounts and do not address the FFY in which any of them will obligate.

Action: Recommend the TPB approve the PSC’s updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, as presented. (16-0)

Motion: Dan Squires

Second: Lynn Packer

B. Regional Transit Coordination Committee Formation

Ms. Negrete asked the TAC to make a recommendation to the TPB on whether to form 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. A draft, nonbinding committee roster was shared.

Discussion: None.

Action: Recommend the TPB approve the formation of a Regional Transit Coordination Committee, as presented. (16-0)

Motion: Dan Squires

Second: Craig Crossette

5. Discussion/Updates

A. KDOT Drive To Zero Plan

Jennifer Warren, KDOT, gave a presentation on the Kansas Drive To Zero (DTZ) Plan, KDOT's 2025-2029 Strategic Highway Safety Plan (SHSP). The presentation included an overview of current roadway data and trends, the structure, features, and goals of the plan, and details about stakeholder engagement and plan implementation efforts. The plan is available at www.ksdot.gov/drivetozero.

Drive To Zero Presentation Slides - <https://bit.ly/KDOT-DTZ-Slides>

6. Other Business

None.

7. Meeting adjourned at 11:14 AM

The next regular meeting will be held on Monday, March 23, 2026, at 10:00 AM.



Agenda Item 2Ci: Director's Report FFY2027-FFY2030 Transportation Improvement Program (TIP) Development

Nick Flanders, Transportation Planning Manager

Executive Summary

A Call for Projects for the FFY2027-FFY2030 Transportation Improvement Program (TIP) was open February 2, 2026, through March 6, 2026. WAMPO member jurisdictions submitted twenty-six (26) projects, twenty-two (22) of which were requested to be considered for suballocated federal funding. The Project Selection Committee (PSC) will make suballocated-federal-funding award recommendations in March-April 2026.

Background

WAMPO is in the process of developing the FFY2027-FFY2030 Transportation Improvement Program (TIP), due by August 2026. A Call for Projects for the FFY2027-FFY2030 TIP was open from February 2, 2026, through March 6, 2026. During the Call for Projects, WAMPO member jurisdictions submitted twenty-six (26) projects, twenty-two (22) of which were requested to be considered for suballocated federal funding. The Project Selection Committee (PSC) will make suballocated-funding award recommendations in March-April 2026.

Call for Projects Submissions Requesting Suballocated Federal Funding by Jurisdiction	
Wichita Public Works	6
Wichita Transit	2
Sedgwick County	3
Goddard and Sedgwick County	1
Goddard	1
Andover	3
Maize	2
Bel Aire	1
Haysville	1
Mulvane	1
Valley Center	1

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/local funding.

Tentative Timeline

- » 2/2/2026-3/6/2026: Call for Projects
- » **March-April 2026: PSC meetings 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



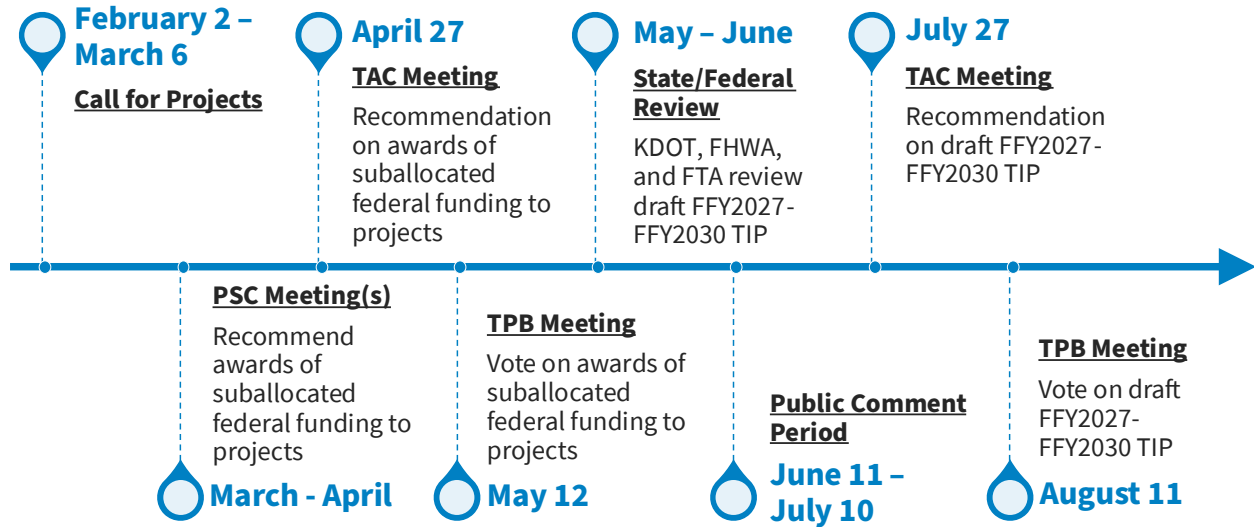
Agenda Item 2Ci: Director's Report FFY2027-FFY2030 Transportation Improvement Program (TIP) Development

Nick Flanders, Transportation Planning Manager



FFY2027-FFY2030 TIP Development Tentative Timeline

All Dates in 2026





Agenda Item 2Ciii: 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. WAMPO staff and consultants are working on existing-conditions reports for each participating school and are scheduling meetings to review those reports with school/district staff and local government staff. WAMPO is working with its member jurisdictions to recruit additional participating schools to begin data collection in 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

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; an interactive map of those schools is available at www.wampo.org/srts. Besides the school-specific plans, deliverables over the two-year project period include, among other things, 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.

Existing Conditions Reports

Currently, SRF and WAMPO staff are compiling school-specific data collected in fall 2025 into existing-conditions reports for each of the participating schools. Reports will be prepared by school district/diocese, with each district/diocese-level report featuring sections specific to each participating school and its data. Each report will include:

- » A review of relevant local plans
- » School-specific enrollment data and background information
- » Maps and characteristics of the nearby pedestrian and bicycle networks
- » Maps and characteristics of the nearby roadway network and of specific intersections within it
- » Crash data
- » School-specific site circulation maps, showing the routes that school buses, personal motor vehicles, pedestrians, and bicycle riders follow to enter and exit the school campus
- » Engagement data (survey responses, Student Travel Tallies, and walk audit findings)

As draft reports are completed, they are being reviewed by representatives of the corresponding schools, city/county staff, and WAMPO staff. For those reports that have been finalized, meetings are being scheduled to discuss their findings and begin discussions on possible recommendations. This process is anticipated to be completed by June 2026.



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

Kim Negrete, Multimodal Transportation Safety Planner

Local Matching Funds

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.

Next Steps

- » Existing-conditions reports are anticipated to be finalized in spring 2026 and WAMPO has begun scheduling meetings to review those reports with school/district staff and local government staff.
- » A draft Best Practices Guide, prepared by consultants, will be ready for WAMPO staff review in spring 2026.
- » Additional schools are being recruited to participate, 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 planning initiative by participating in SRTS-related meetings and assisting with the recruitment of schools for the spring 2026 round of data collection and engagement.

Attachments

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

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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.



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

Nick Flanders, Transportation Planning Manager

Agenda Item 4A: Action

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #8 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #8 opened on February 27, 2026, and ran through March 13, 2026. No public comments were received.

Background

Amendment #8 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the eighth amendment for this TIP, **adding five (5) new projects** and **modifying thirteen (13) projects**. The below-linked Amendment #8 summary also provides notice of **administrative adjustments to four (4) projects**, which do not require approval by the TAC or TPB.

The public comment period for Amendment #8 opened on February 27, 2026, and ran through March 13, 2026. No public comments were received. The FFY2025-FFY2028 TIP was adopted by the WAMPO Transportation Policy Body (TPB) on August 13, 2024, and may be found at www.wampo.org/transportation-improvement-program. The TAC is now asked to provide a recommendation on the proposed project additions/modifications.

Fiscal Considerations

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes (see following table), the TIP is fiscally constrained for the period FFY2025-FFY2028.



Agenda Item 4A: Action
FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #8

Nick Flanders, Transportation Planning Manager

WAMPO ID	Lead Agency	Project Title	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
40-015	City of Bel Aire	45th St N, Oliver to Woodlawn	(\$5,507,362)	\$0	\$5,507,362	\$0
40-540	City of Derby	Rock Road Corridor Improvements	(\$4,588,757)	\$0	\$4,588,757	\$0
RM-25-046	City of Goddard & Sedgwick County	183rd St Expansion	(\$870,000)	\$0	\$0	(\$870,000)
RM-25-044	City of Haysville	Meridian Street & Multiuse Trail	(\$753,201)	\$0	\$753,201	\$0
RM-25-022	City of Park City	85th Street and Broadway Roundabout	(\$831,528)	\$0	\$831,528	\$0
MB-25-010	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$691	\$0	\$2,809,309	\$2,810,000
RM-25-038	City of Wichita	127th St E, 13th to Douglas	(\$246,333)	\$0	\$978,309	\$731,976
RM-25-039	City of Wichita	Mt. Vernon and Hydraulic Intersection	\$1,000,000	\$0	\$0	\$1,000,000
RM-25-042	City of Wichita	Kellogg and Eisenhower Parkway Interchange [New Project]	\$500,000	\$0	\$2,100,000	\$2,600,000
RM-26-004	City of Wichita	Broadway Corridor Safety Improvement Project [New Project]	\$2,250,000	\$4,750,000	\$20,000,000	\$27,000,000
TM-25-001	City of Wichita	ITS – 21st and 119th St W to Downtown	\$990,000	\$0	\$0	\$990,000
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	(\$17,328)	\$0	\$17,328	\$0
40-511	Sedgwick County	Maple Street Pathway	(\$320,000)	\$0	\$320,000	\$0
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	(\$203,358)	\$0	\$203,358	\$0
RM-26-001	KDOT	I-235: ramps located at the I-235/K-96 junction	\$0	\$719,700	(\$1,232,800)	(\$513,100)
RN-26-001	KDOT	Andover: US-54 south backage road (Cloud/Clyde Street) from Allen Street 0.13 mile west and Allen Street 0.06 mile south [New Project]	\$829,000	\$2,000,000	\$0	\$2,829,000
RR-26-001	KDOT	Kanza Coop Andale Rail Project: Along the Kansas and Oklahoma Railroad, from MP 503.9 to MP 504.2; Hutchinson Subdivision, in Andale, KS. [New Project]	\$0	\$169,100	\$0	\$169,100
RR-26-002	KDOT	Truck Transport to Rail Transport: Along the Wichita Terminal Association, from the 25th street elevator to the 13th street flour mill; WTA Sub, in Wichita, KS [New Project]	\$0	\$2,832,400	\$0	\$2,832,400
MB-25-001*	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$0	\$0	\$0	\$0
RM-25-047*	City of Wichita	29th Street North and Broadway Intersection	\$900,000	\$0	\$325,000	\$1,225,000
MB-25-006*	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	\$0	\$0	\$0	\$0
RR-25-001*	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	\$0	(\$43,700)	\$0	(\$43,700)
		Total	(\$6,868,176)	\$10,427,500	\$37,201,352	\$40,760,676

* Administrative Adjustment

Suballocated Federal Funding

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 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 TAC concurred with the PSC’s recommendations on February 23, 2026, and the TPB voted to approve the recommended changes in suballocated federal funding awards on March 10, 2026.

Amendment #8 reflects these approved changes to suballocated federal funding awards in the FFY2025-FFY2028 TIP. Nine (9) projects would be amended to have their overall amount of suballocated federal funding increased, with some also undergoing changes to the mixture of suballocated funding program(s) they utilize, to ensure that the amount planned to be obligated from any given funding program does not exceed what is projected to be available. One (1) administratively adjusted project will have its mixture of utilized suballocated federal funding programs altered, without any change to its overall federal funding. One (1) of the projects proposed to be amended and one (1) administratively adjusted project have changes that do not affect the amount of funding they are programmed to receive from any given federal program.



Agenda Item 4A: Action
FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #8

Nick Flanders, Transportation Planning Manager

Changes in WAMPO-Suballocated Federal Funding

Sponsor	Project Title	STBG	CMAQ	TA	TA-STBG	CRP	TOTAL
City of Bel Aire	45th St N, Oliver to Woodlawn	\$5,507,362	--	--	--	--	\$5,507,362
City of Derby	Rock Road Corridor Improvements	\$2,137,629	\$2,986,791	--	-\$535,663	--	\$4,588,757
City of Haysville	Meridian Street & Multiuse Trail	\$144,842	--	--	\$608,359	--	\$753,201
City of Park City	85th Street and Broadway Roundabout	\$831,528	--	--	--	--	\$831,528
City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	--	\$1,230,271	\$1,894,591	--	-\$315,553	\$2,809,309
City of Wichita	127th St E, 13th to Douglas	\$978,309	--	--	--	--	\$978,309
City of Wichita	ITS – 21st and 119th St W to Downtown	--	--	--	--	--	\$0
Butler County	SW Butler Rd Multi-use Path at SW 150th St.	--	\$17,328	--	--	--	\$17,328
Sedgwick County	Maple Street Pathway	--	--	--	--	\$320,000	\$320,000
Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$203,358	--	--	--	--	\$203,358
City of Bel Aire	Bel Aire Bike Ped Trail Phase 1*	--	--	--	--	--	\$0
Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path*	\$8,891	\$398,900	--	--	-\$407,791	\$0
Total		\$9,811,919	\$4,633,290	\$1,894,591	\$72,696	-\$403,344	\$16,009,152

* Administrative Adjustment

Staff Recommendation

Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #8, as presented.

Action Options

- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #8, **as presented**.
- » Recommend the TPB **not approve** FFY2025-FFY2028 TIP Amendment #8.
- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #8, **with specific changes**.

Next Steps

- » April 14, 2026: TPB vote on FFY2025-FFY2028 TIP Amendment #8.
- » The approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in May 2026.

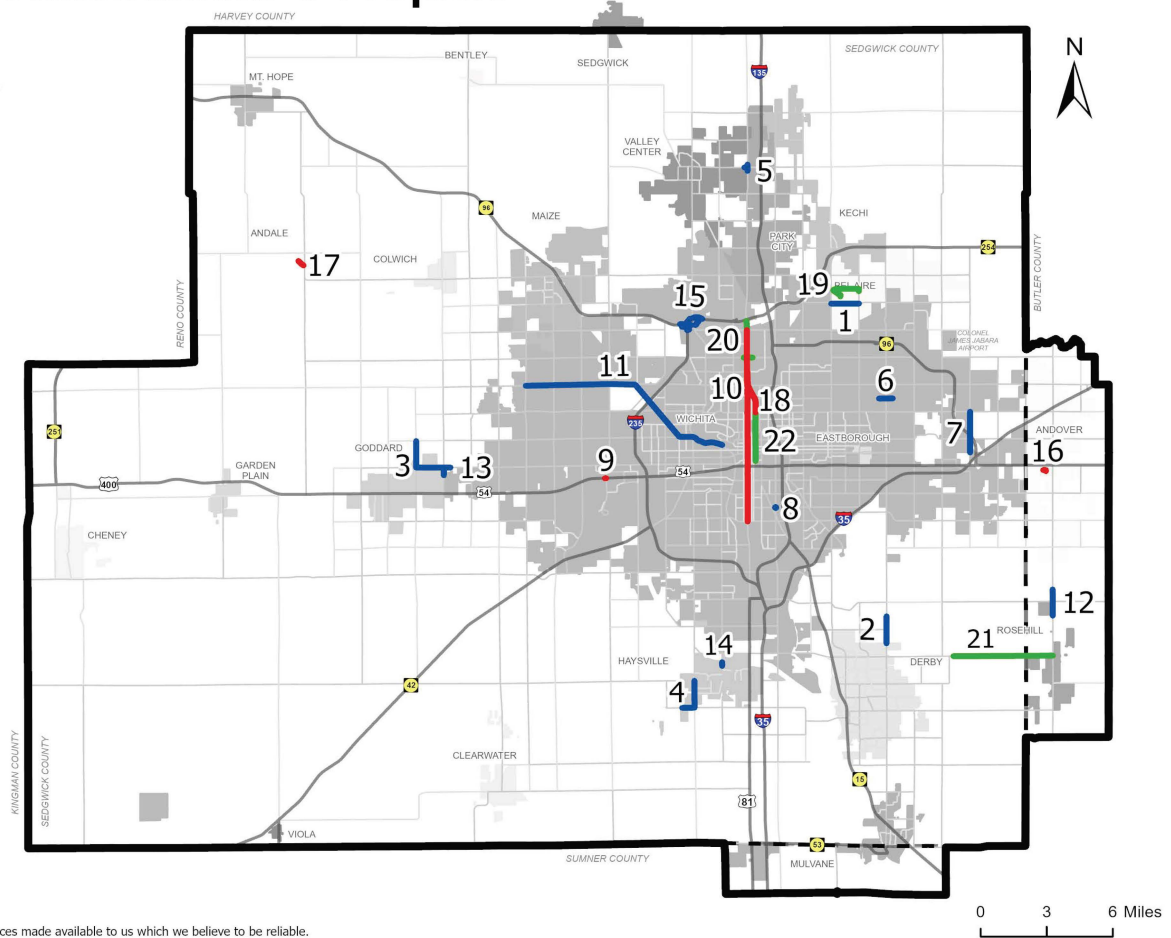
Attachments

- » **Map and Table of FFY2025-FFY2028 TIP Amendment #8 Projects**
- » **FFY2025-FFY2028 TIP Amendment #8 Summary** – <https://bit.ly/2025-2028-TIP-A8-Summary>



2025-2028 Transportation Improvement Program Amendment 8 Projects

- Amendment 8 New Projects
- Amendment 8 Amended Projects
- Administrative Adjustment 7.1 Projects
- WAMPO Planning Boundary
- County Boundaries



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 2/25/2026
 Folder: G:\TIP\2025-2028\Projects\TIP 2025-2028\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Lead Agency	Project Title	Total Project Cost
1	City of Bel Aire	45th St N, Oliver to Woodlawn	\$17,688,285
2	City of Derby	Rock Road Corridor Improvements	\$12,439,758
3	City of Goddard/ Sedgwick County	183rd St Expansion	\$4,675,000
4	City of Haysville	Meridian Street & Multiuse Trail	\$8,875,127
5	City of Park City	85th Street and Broadway Roundabout	\$2,040,583
6	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$10,897,454
7	City of Wichita	127th St E, 13th to Douglas	\$10,710,547
8	City of Wichita	Mt. Vernon and Hydraulic Intersection	\$4,050,000
9	City of Wichita	Kellogg and Eisenhower Parkway Interchange	\$2,600,000
10	City of Wichita	Broadway Corridor Safety Improvement Project	\$27,000,000
11	City of Wichita	ITS – 21st and 119th St W to Downtown	\$4,880,000
12	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,455,000
13	Sedgwick County	Maple Street Pathway	\$2,375,000
14	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,872,944
15	KDOT	I-235: ramps located at the I-235/K-96 junction	\$19,513,800
16	KDOT	Andover: US-54 south backage road (Cloud/Clyde Street) from Allen Street 0.13 mile west and Allen Street 0.06 mile south	\$2,829,000
17	KDOT	Kanza Coop Andale Rail Project: Along the Kansas and Oklahoma Railroad, from MP 503.9 to MP 504.2; Hutchinson Subdivision, in Andale, KS.	\$169,100
18	KDOT	Truck Transport to Rail Transport: Along the Wichita Terminal Association, from the 25th street elevator to the 13th street flour mill; WTA Sub, in Wichita, KS	\$2,832,400
19	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$1,247,963
20	City of Wichita	29th Street North and Broadway Intersection	\$6,975,000
21	Butler County/ Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	18 \$3,793,000
22	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	\$156,300



Executive Summary

The Kansas Department of Transportation's (KDOT's) Charge Up Kansas program implements the Kansas portion of the National Electric Vehicle Infrastructure (NEVI) formula program, which provides federal funding for the deployment of electric vehicle charging infrastructure.

Background

The National Electric Vehicle Infrastructure (NEVI) Formula Program was established through the federal Infrastructure Investment and Jobs Act (IIJA) to support the development of a national network of electric vehicle (EV) charging infrastructure. Under this program, states receive formula funding to deploy DC fast charging stations along designated Alternative Fuel Corridors. Kansas is expected to receive nearly \$40 million over five years through the NEVI program. Through the Charge Up Kansas program, KDOT administers these funds in collaboration with local governments, private partners, utilities, and other stakeholders. More information can be found in the Charge Up Kansas NEVI Plan: https://bit.ly/ChargeUp_KSNEVI_Plan_FY2026.



Executive Summary

Complete Streets is a policy and design approach that ensures streets and roads are safe and accessible for all users, fostering active transportation, safety, and sustainability. Across the United States, Complete Streets initiatives have improved infrastructure with features like improved sidewalks, bicycle lanes, and transit-friendly corridors. In the Wichita metropolitan area, there have been efforts focused on retrofitting roadways to accommodate all modes of travel and integrating Complete Streets principles into long-range planning documents. A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit.

Background

Complete Streets is a transportation policy and design approach that ensures streets and roads are planned, designed, operated, and maintained in ways that enable safe access for all users, regardless of their mode of transportation, age, or ability. This means accommodating pedestrians, bicycle riders, automobile users, and transit riders, both with and without disabilities. Complete Streets aims to create accessible and sustainable transportation networks that support healthy communities and vibrant economies.

Complete Streets policies emphasize the integration of multiple modes of transportation into street and road design, fostering active transportation options, reducing traffic congestion, improving safety, and enhancing the overall quality of life. The implementation of these policies often involves collaboration between regional agencies, local governments, and community stakeholders to achieve tailored solutions that address specific needs and priorities.

Across the United States, Complete Streets initiatives have transformed how transportation infrastructure is developed. Such initiatives have led to the creation of safer crosswalks, wider and more extensive sidewalks, protected bicycle lanes, and transit-friendly corridors, among other improvements. Many regions have adopted Complete Streets policies to prioritize safety, reduce vehicle emissions, and promote physical activity among residents.

In the Wichita metropolitan area, there is a growing recognition of the importance of Complete Streets. Efforts to date have included retrofitting existing roadways to accommodate multiple types of users and incorporating Complete Streets principles into long-range planning documents. These initiatives align with broader regional goals, such as reducing traffic fatalities and fostering more sustainable transportation networks.



Agenda Item 5B: Discussion/Updates

Complete Streets

Katie Newman, Transportation Planner

WAMPO Complete Streets Advisory Committee

A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The committee will consider, among other things:

- » Accommodating all road users
- » Having clear and accountable expectations of Complete Streets policies and projects
- » Addressing a variety of WAMPO member-jurisdiction characteristics
- » Establishing roadway-design best practices
- » Considering the contexts of roadways (e.g., surrounding land uses)
- » Incorporating Complete Streets metrics into project selection criteria
- » Having clear steps for implementing Complete Streets policies

The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit. The first meeting will be held on Wednesday, April 22, 2026, at 9:30 AM. Those interested in joining the committee are asked to contact Katie Newman at katherine.newman@wampo.org.



Executive Summary

The 2025 Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is prepared annually and has been updated using U.S. Census Bureau data from 2019-2023. These data were retrieved in December 2025 and represent the most recent data available at that time.

Background

When information about workers' residence locations and workplace locations are coupled, commuter flow data are generated. The 2025 Commuter Flows Report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas.

Labor markets extend beyond county and city boundaries. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the Wichita Area Metropolitan Planning Organization (WAMPO) region have a comparative advantage in particular industries, as evidenced by the number of workers that commute to those areas each day.

The data presented in this report include all cities within the WAMPO region. The primary sources are two programs administered by the United States Census Bureau: The Center for Economic Studies (CES) Longitudinal Employer-Household Dynamics (LEHD) program and the American Community Survey (ACS). These datasets are derived primarily from administrative records, such as W-2 filings, and from survey responses, and therefore may contain some limitations or inaccuracies.

Report Contents

This report is an update to the December 2024 Commuter Flows report and estimates commuter flows into, out of, and within all twenty-two (22) cities in the WAMPO region, as well as the region as a whole. Reports from 2021 through 2025 can be found on the WAMPO website, at www.wampo.org/commuter-flows. Information provided for each city include:

- » Inflow/Outflow/Internal-Flow Total Counts
- » Inflow/Outflow/Internal-Flow Historical Trends
- » Commuter Transportation-Mode Statistics
- » Percent of the Population in the Labor Force
- » Average Travel Time to Work
- » Workplace & Worker-Residence Locations (Heat Map)



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

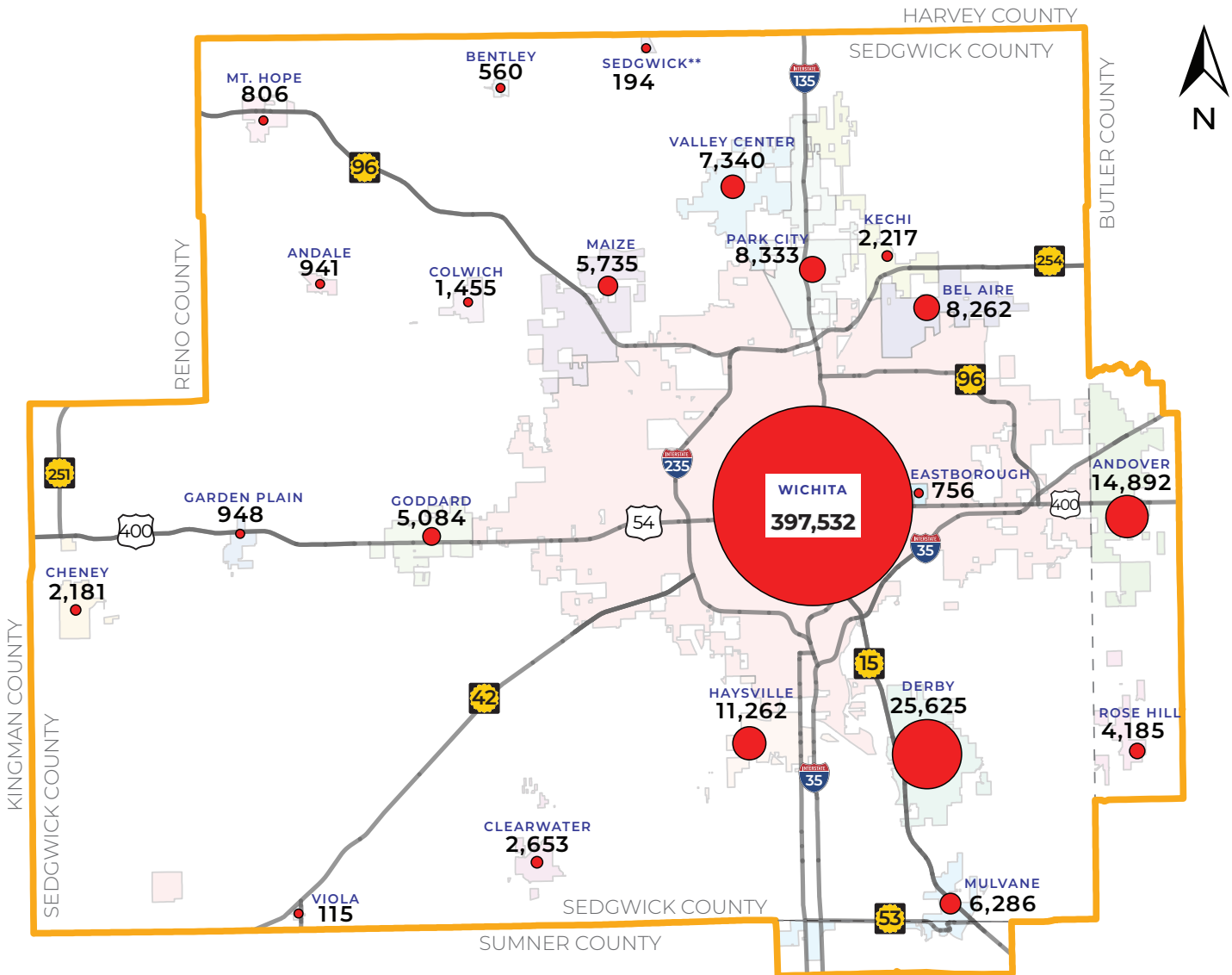
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO REGION PUBLIC TRANSIT RIDERSHIP

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

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

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

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

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

Points of Contact

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



WAMPO ACRONYM GLOSSARY

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

2026 TAC Representatives and Contact Information

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

**Current quorum is 11 based on appointed positions*

Revised 03/10/2026

2026 WAMPO MEETING SCHEDULE

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

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



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