



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, April 27, 2026 @ 10:00 AM

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

Meeting Duration: 68 minutes

Voting Members in Attendance		
Marcy Aycok, <i>REAP</i> Kelly Broxterman, <i>Wichita Transit</i> Craig Crossette, <i>Regional Pathways</i> Steve Degenhardt, <i>Wichita</i> Joe Dessenberger, <i>Railroad Freight</i> Char Ehrmann, <i>CTD #9</i> Duane Flug, <i>KDOT</i>	Paul Gunzelman, <i>Wichita</i> Moumita Kundu, <i>Urban Land Use Planning & Development Trends</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i>	Allison Smith, <i>KDOT</i> Dan Squires, <i>SCAC</i> Alternates Alex Lane, <i>SCAC (non-voting)</i> James Wagner, <i>Wichita (non-voting)</i>
Other Attendees		
Raven Alexander, <i>Wichita Transit</i> Emily Jensen, <i>Sedgwick County Transportation</i> Angeline Johnson, <i>Greater Wichita Partnership</i> Markey Jonas, <i>WAMPO</i>	Alan Kailer, <i>Bike Walk Wichita</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i>	Chad Parasa, <i>WAMPO</i> Chris Sweeney, <i>WAMPO</i> Laura VanBurkleo, <i>WAMPO</i> Tyler Voth, <i>WSP</i> J.B. Wilson, <i>KDOT</i>

1. Standing in for the TAC Chair, TAC Secretary Chad Parasa called the meeting to order at 10:02 AM.

2. Regular Business

A. Approval of April 27, 2026, Agenda

Discussion: None.

Action: Approve the April 27, 2026, agenda, as presented. (12-0)¹

Motion: Craig Crossette

Second: Steve Degenhardt

B. Approval of March 23, 2026, Meeting Minutes

Discussion: None.

Action: Approve the March 23, 2026, meeting minutes, as presented. (12-0)

Motion: Lynn Packer

Second: Steve Degenhardt

¹ Three (3) voting members did not arrive until after the votes to approve the April 2026 agenda and March 2026 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](#). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

C. Director's Report

i. **Bimonthly TIP Project Statuses**

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO suballocated 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 April 2026 was shared.

April 2026 TIP Project Statuses – <https://bit.ly/April2026-TIP-Project-Statuses>

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

Mr. Mohr provided an update on Requests for Proposals (RFPs) recently conducted by WAMPO for the development of a Regional Active Transportation Plan and for performing a Household Travel Survey (HTS). Consultants have been selected for both projects and draft contracts have been developed. Recent guidance from KDOT has emphasized the need for more robust documentation of indirect costs. Consequently, the selected consultants have been asked to provide comprehensive, audited overhead information. WAMPO staff, in coordination with KDOT, are working with the selected consultants to ensure all cost estimates are compliant with FHWA guidance before draft contracts are brought to the TPB for consideration.

iii. **Regional Connections Presentation Series**

Markey Jonas, WAMPO, shared that WAMPO is coordinating a presentation series and is inviting jurisdictions and planning partners to present updates on local projects, policies, or programs of regional significance to the TPB. Six (6) presentations have been made so far, and presentations will continue at regular TPB meetings.

Recordings of completed presentations are available at <https://bit.ly/WAMPO-Regional-Connections-Playlist>. Please email markey.jonas@wampo.org to reserve a time to present.

iv. **Safe Streets and Roads for All (SS4A) Update**

Kim Negrete, WAMPO, shared that in December 2023, WAMPO was awarded a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant for \$940,000. WAMPO and FHWA staff have been working on a draft grant agreement, which is currently under review by the FHWA and will eventually be brought to the TPB for an approval vote. Under that draft agreement, activities funded by the grant will include conducting a pilot behavioral messaging campaign, a Regional Safety Study (including before-and-after safety analyses and feasibility studies/demonstration projects), and working with the City of Andover to collect/analyze local crash data to inform an SS4A Action Plan. New guidance from the FHWA recommends dividing this project into three phases: (1) supplemental planning

activities and safety campaign, (2) planning and design of demonstration projects, and (3) implementation and evaluation of demonstration projects. This phased approach allows for additional planning and analysis prior to the identification of specific demonstration projects to carry out. WAMPO will hire a consultant to perform data collection and analysis in coordination with WAMPO and member-jurisdiction staff, rather than each participating member jurisdiction having to carry out its own demonstration projects.

The U.S. Department of Transportation (USDOT) has released a Notice of Funding Opportunity (NOFO) for FFY2026 SS4A funding. This is the final round of SS4A funding under the Infrastructure Investment and Jobs Act (IIJA). The application deadline is May 26, 2026, at 4:00 PM CDT. Approximately \$1 billion is available.

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

v. KDOT Behavioral Safety Grant, Application Open 04/09/2026-05/15/2026

Ms. Negrete announced that KDOT is accepting applications through May 15, 2026, for Behavioral Safety Grants in FFY2027 (October 1, 2026, through September 30, 2027), providing funding for a variety of education and communication campaigns and other non-infrastructure safety countermeasures. More information is available at www.KSDOT.gov/EEER.

3. Public Comment Opportunity

No comments.

4. Action

A. Project Selection Committee (PSC) Suballocated Federal Funding Award Recommendations for FFY2027-FFY2030 TIP

Laura VanBurkleo, WAMPO, asked the TAC to make a formal recommendation to the TPB on whether to enact the PSC's suballocated federal funding award recommendations for the FFY2027-FFY2030 TIP. From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects, asking WAMPO member jurisdictions to submit candidate projects for new awards of suballocated federal funding in the forthcoming FFY2027-FFY2030 TIP. Submitted projects were scored, reviewed, and considered by the Project Selection Committee (PSC) at a meeting on March 30, 2026, for recommendations to the TAC and TPB on which projects to award new suballocated federal funding in the FFY2027-FFY2030 TIP. The TAC was asked to consider and make a recommendation to the TPB on the PSC's suballocated federal funding award recommendations for the FFY2027-FFY2030 TIP:

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

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

Discussion:

Les Mangus expressed concerns about project scoring and selection not being very transparent processes and the projects with the highest calculated scores not necessarily being the ones recommended by the PSC for funding, as well as about project sponsors not getting to make presentations on their projects or otherwise having more opportunities to make their cases to the PSC. Mr. Mohr replied that no set of scoring criteria can reflect everything that a reasonable person might anticipate it to and that the concerns raised could be revisited prior to future selection processes, possibly through the review/revision of the scoring criteria and related processes.

Allison Smith stated that, as a non-voting KDOT representative at the March 30, 2026, PSC meeting, she did not see project scoring or ranking provided to the PSC, or how any scores/ranks were calculated. Mr. Mohr replied that project scores/ranks and breakdowns of how those scores/ranks were calculated, were included in materials distributed to the PSC members in advance of the meeting.

Lynn Packer, a member of the PSC, added that project scores are one of the factors considered during the project selection process. Some other factors include how well a given project meets the requirements of a given federal funding program and whether it could utilize whatever remainder of funding is projected to be available from a given program in a given year.

James Wagner noted that there are different scorecards for different types of projects, meaning the scores of different kinds of projects are not always directly comparable, which is another reason that project selections do not always entirely reflect project scoring.

Craig Crossette shared a few ideas on how to improve transparency in future project selection processes, such as increasing the visibility of information regarding when and where PSC meetings are to be held. He also noted that another possible factor in project selection may be ensuring that as many different jurisdictions as possible get a chance to be considered for funding, especially if some have not received suballocated federal funding for a long time, while others have recently received far more.

Mr. Mangus asked about the Project Types assigned to each project for scoring purposes, inquiring what distinction is made between Roadway Reconstruction/Modernization projects and Roadway Expansion projects. Mr. Mohr responded that WAMPO staff would provide a detailed response to that question after the meeting.

Ms. Smith commented that, as a result of the scoring criteria, public transit projects often do not score as well as other projects and that the scoring criteria could possibly be adjusted to address that issue.

Mr. Mohr noted that WAMPO's project scoring criteria are adopted by the TPB, which would need to approve any changes to them.

Action: Recommend the TPB approve the PSC's project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP, as presented. (13-1)²

Motion: Craig Crossette

Second: Shawn Mellies

B. Supporting Wichita Transit 2026 Transit Safety Performance Measure Targets

Mr. Mohr and Raven Alexander, Wichita Transit, asked the TAC to make a recommendation to the TPB on whether to support Wichita Transit's 2026 transit safety performance measure targets. Metropolitan Planning Organizations (MPOs) are required to set performance measures targets for roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. WAMPO must either develop its own transit safety performance measure target or support those of Wichita Transit.

Ms. Alexander discussed the federally required transit safety performance measures: fatalities, fatalities per 100,000 Vehicle Revenue Miles (VRM), bus driver injuries, bus patron injuries, facility injuries, injuries per 100,000 VRM, safety events, safety events per 100,000 VRM, and VRM/major system failure. Ms. Alexander presented 2025 local data on these performance measures and discussed ways in which Wichita Transit will attempt to improve on them in 2026, such as through training and hiring practices and the types of vehicles purchased.

It is proposed that the TAC recommend the TPB approve supporting Wichita Transit's 2026 transit safety performance measure targets for the WAMPO region, which Wichita Transit approved on April 14, 2026:

² One (1) voting member left before the vote to recommend the TPB approve the PSC's project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP.

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

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

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

**VRM = Vehicle Revenue Miles

Discussion:

Shawn Mellies asked when Wichita Transit’s new transit facility will open. Ms. Alexander answered that it will likely be May 28, 2026.

Action: Recommend the TPB approve supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region, as presented. (13-0)³

Motion: Dan Squires

Second: Steve Degenhardt

5. Discussion/Updates

A. K-15 Corridor Management Plan Update

J.B. Wilson, KDOT, gave an update on the K-15 Corridor Management Plan. Mr. Wilson stated that this study looks at the K-15 corridor from I-135 to 95th Street and was selected based on public input. The goal is to extend the life of the existing roadway as long as possible before considering full grade separation, while identifying both short- and long-term improvements. K-15 is influenced by several key factors, including surrounding urban development and major employers, such as Boeing and McConnell Air Force Base. It also serves commuters from Derby and Mulvane and provides important connections to the Kansas Turnpike, I-235, and I-135. The railroad running parallel to K-15 and the Arkansas River also impact travel patterns.

KDOT executive staff will ultimately determine what moves forward, and there is currently no funding programmed beyond this study. The study is the first step in a longer process. Any improvements would likely be broken into multiple projects and constructed over a number of years. The study includes projections of future traffic and identifies capacity and safety needs along the corridor. One consideration is access management, including potential closures or consolidations. Reducing access can help limit conflict points and improve operations. In some cases, improvements at the remaining intersections, like dedicated turn lanes, may be included to handle redistributed traffic. Mr. Wilson concluded by going through some proposed interchange designs at key locations on the corridor.

³ Two (2) voting members left before the vote to recommend the TPB approve supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region.

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.

More information is available at www.ksdot.gov/K15-Corridor.

Discussion:

Mr. Mellies asked what kind of public feedback KDOT has received on the proposed concepts for the corridor. Mr. Wilson responded that KDOT has gathered some feedback that they are still working to answer, and that, so far, that feedback seems largely positive. KDOT is still gathering public comments.

B. Safe Routes to School (SRTS) Spring Data Collection

Ms. Negrete gave an update on the Safe Routes to School (SRTS) planning initiative in the region. WAMPO staff and consultants are working on existing-conditions reports for each participating school and are scheduling meetings with school/district staff and local government staff in spring 2026 to review those reports and to begin discussing potential recommendations for improvements to include in the final SRTS plans. Additional participating schools are still being sought, with the spring 2026 round of engagement and data collection activities already in progress. Fifty-four (54) schools took part in the fall 2025 round of data collection and, so far, four (4) more have been recruited for the spring 2026 round.

Mr. Mohr provided more in-depth data-collection reporting. As part of the SRTS planning initiative, schools were requested to conduct student travel tallies. So far, thirty-nine (39) schools have submitted sufficient data for analysis. This effort is continuing through spring 2026, with additional schools requested to conduct student travel tallies, besides those that completed them in fall 2025. Mr. Mohr discussed the factors considered in the school-specific existing-conditions reports that are being prepared, including school characteristics, population, socioeconomic status, accessibility, enrollment data, pedestrian networks, roadway characteristics, and distances between students' homes and the school. An analysis has identified several meaningful two- and three-variable models for predicting the percentage of students who travel to and from a given school by walking, by family vehicle, and by school bus. The analysis did not identify strong or consistent models for predicting use of the modes of public transit, carpool, bicycle, or "other" nonmotorized travel. Additional data being collected in spring 2026 may improve modeling for all travel-to-school modes. Such models may be used to estimate mode shares at schools that do not have complete Student Travel Tally data.

6. Other Business

None.

7. Meeting adjourned at 11:10 AM

The next regular meeting will be held on Monday, May 18, 2026, at 10:00 AM.