



## Technical Advisory Committee (TAC) Meeting Notice

### Monday, January 26, 2026, @ 10:00 AM

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

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

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<b>II. Regular Business</b>	
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iv. Household Travel Survey (HTS) Request for Proposals (RFP) Update	
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<b>III. Public Comment Opportunity</b>	
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 <a href="mailto:wampo@wampo.org">wampo@wampo.org</a> at least one day before the meeting.	13
<b>IV. Action</b>	
A. <a href="#">FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #7</a> – Peter Mohr, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #7 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #7 opened on January 2, 2026, and ran through January 16, 2026. No public comments were received.</i>	14 to 17
B. <a href="#">Supporting KDOT Federal Performance-Measure Targets</a> – Peter Mohr, WAMPO <i>The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2025, WAMPO chose to support KDOT in achieving its federal performance-measure targets. Since then, KDOT has adopted updated PM1 targets. The TAC is now asked to make a recommendation to the TPB on whether to support KDOT's current federal performance-measure targets.</i>	18 to 20

<b>V. Discussion/Updates</b>	
<p>A. <b><u>Safe Routes to School (SRTS) Update</u></b> – Kim Negrete, WAMPO, and Chris Brown, SRF  <i>WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-four (54) schools have confirmed their participation. The Fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. WAMPO staff and consultants are working on existing-conditions reports for each participating school and will begin scheduling meetings to review those reports with school/district staff and local government staff in February 2026. WAMPO will work with its member jurisdictions to recruit additional participating schools starting in February-March 2026. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.</i></p>	<p>21 to 22</p>
<p>B. <b><u>Behavioral Safety Toolkit Development</u></b> – Kim Negrete, WAMPO  <i>WAMPO staff are recruiting member-jurisdiction staff and community partners to serve on an advisory committee to assist with the development of a toolkit of behavioral safety resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behavior on roadways. Input provided by member-jurisdiction staff on the advisory committee will ensure that the resources in the toolkit are useful for meeting local communities’ needs and account for the constraints within which they must work. The toolkit of behavioral-safety resources is anticipated to be completed in July 2026 and will be made available on WAMPO’s safety webpage.</i></p>	<p>23 to 24</p>
<p>C. <b><u>Projects Obligated in FFY2025</u></b> – Laura VanBurkleo, WAMPO  <i>Before a transportation project can use federal funds, the funds need to be “obligated.” Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. In FFY2025, twenty-eight (28) transportation projects in the WAMPO region had federal funding obligations or deobligations, totaling more than \$35 million.</i></p>	<p>25 to 28</p>
<b>VI. Other Business</b>	
<b>VII. Adjournment</b>	
<b>VIII. WAMPO Reference Material</b> <ul style="list-style-type: none"> <li>A. WAMPO Region Population Table and Map</li> <li>B. WAMPO Region Public Transit Ridership</li> <li>C. WAMPO Acronym Glossary</li> <li>D. Technical Advisory Committee Roster</li> <li>E. 2026 WAMPO Meeting Schedule</li> </ul>	<p>29 to 30  31  32  33  34</p>

Chad Parasa, TAC Secretary

January 20, 2026



# Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, November 24, 2025 @ 10:00 AM

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

Meeting Duration: *40 minutes*

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Marcy Aycock, <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> Char Ehrmann, <i>CTD #9</i> Danielle Gabor, <i>SCAC</i>	Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i> Moumita Kundu, <i>Urban Land Use Planning &amp; 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>	<b>Alternates</b> Lily Cherry, <i>Wichita Transit (non-voting)</i> Christi Fletcher, <i>CTD #9 (non-voting)</i> Daniel Schrant, <i>Sedgwick County (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Chris Brown, <i>SRF</i> Gerri Doyle, <i>FTA</i> Nick Flanders, <i>WAMPO</i> Markey Jonas, <i>WAMPO</i>	Brett Letkowski, <i>GFT</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Brad Shores, <i>JEO</i> Chris Sweeney, <i>WAMPO</i> Laura VanBurkleo, <i>WAMPO</i> Kristen Zimmerman, <i>PEC</i>

**1. Chair Dan Woydziak called the meeting to order at 10:02 AM.**

**2. Regular Business**

**A. Approval of November 24, 2025, Agenda**

**Discussion:** None.

**Action:** Approve the November 24, 2025, agenda, as presented. (16-0)<sup>1</sup>

**Motion:** Paul Gunzelman

**Second:** Dan Squires

**B. Approval of October 27, 2025, Meeting Minutes**

**Discussion:** None.

**Action:** Approve the October 27, 2025, meeting minutes, as presented. (16-0)

**Motion:** Lynn Packer

**Second:** Moumita Kundu

<sup>1</sup> One (1) voting TAC member did not arrive until after the votes to approve the November 2025 agenda and October 2025 minutes and to recommend approval of the Title VI Program Manual & Limited English Proficiency (LEP) plan.

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](mailto:wampo@wampo.org).

### C. Director's Report

#### i. Draft 2026 Meeting Schedule

Markey Jonas, WAMPO, discussed the draft 2026 WAMPO meeting schedule. In the draft 2026 meeting schedule, all but one of the proposed meeting dates are consistent with the usual patterns for each board/committee: the exception is that the May 2026 TAC meeting is proposed to be held one week earlier than usual, on the third Monday of the month (May 18, 2026), in order to not conflict with Memorial Day. Additionally, there will not be a January 2026 TPB meeting. TPB approval of the meeting schedule is required and will be sought at the December 9, 2025, TPB meeting.

#### ii. Regional Connections Presentation Series

Ms. Jonas 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 into 2026 at regular TPB meetings. Please email [markey.jonas@wampo.org](mailto:markey.jonas@wampo.org) to reserve a time to present.

#### iii. Request for Proposals (RFP) Updates

Peter Mohr, WAMPO, provided an update on recent WAMPO Requests for Proposals (RFPs), noting that contract negotiations with prospective consultants are underway for the Regional Active Transportation Plan and Household Travel Survey (HTS) projects. The consultant contract for the Regional Active Transportation Plan project is being finalized and is anticipated to be presented to the TPB for approval on December 9, 2025. Meanwhile, for the HTS project, a consultant team has been chosen by a selection committee from among three (3) consultant teams that submitted proposals and were interviewed; contract negotiations with the selected firm are underway.

### 3. Public Comment Opportunity

No comments.

### 4. Action

#### A. Title VI Program Manual and Limited English Proficiency (LEP) Plan Updates

Ms. Jonas stated that WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities and shared details about WAMPO's draft updated Title VI Program Manual and Limited English Proficiency (LEP) plan. Title VI requires that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity under the control of WAMPO. Compliance with Title VI includes ensuring the accessibility of programs and services for individuals not proficient in the English language.

Ms. Jonas provided an overview of Title VI regulations, as outlined in Federal Transit Administration (FTA) Circular 4702.1B, which requires funding recipients to update their Title VI programs every three (3) years. WAMPO's Title VI Program Manual includes, among other things,

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WAMPO's Title VI notice to the public, complaint procedures, complaint forms, and documentation that no Title VI complaints have been filed against WAMPO to date. WAMPO maintains a Limited English Proficiency (LEP) plan that guides the provision of meaningful access to the transportation planning process for people with a limited ability to communicate in English. In accordance with the Safe Harbor Provision that vital documents must be translated into the language of any LEP language group that constitutes at least either 1,000 people in the region or 5% of the overall population (whichever is less), WAMPO translates vital documents into Spanish and Vietnamese, including all core Title VI materials. Additional translation and interpretation services may be offered when possible and reasonable. Last updated in 2022, WAMPO's Title VI Program Manual and Limited English Proficiency (LEP) plan have been updated by WAMPO staff and reviewed by KDOT, the FHWA, the FTA, and WAMPO's legal counsel. The TAC was asked to make a recommendation to the TPB on the draft updated Title VI Program Manual and Limited English Proficiency (LEP) plan.

Draft Updated Title VI Program Manual – <https://bit.ly/Draft-Title-VI-Update>

Draft Updated Limited English Proficiency (LEP) Plan – <https://bit.ly/Draft-LEP-Plan-Update>

**Discussion:** None.

**Action:** Recommend the TPB approve the Title VI Program Manual and Limited English Proficiency (LEP) plan, as presented. (16-0)

**Motion:** Joe Dessenberger

**Second:** Paul Gunzelman

## 5. Discussion/Updates

### A. Safe Routes to School (SRTS) Update

Mr. Mohr stated that 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 SRTS plans.

Chris Brown, SRF, provided additional details about the extensive data collection and engagement activities completed over the past several months. The SRTS project team has conducted more than 50 school walk audits, met with school and local-government staff, observed arrival and dismissal operations, and collected parent/caregiver survey responses. Student Travel Tallies are also being collected from each participating school. The presentation shared early findings from the data collection efforts and examples from several schools of how the data are being used.

#### **Discussion:**

Chad Parasa, WAMPO, noted how much effort has been put into data collection thus far and asked whether there would be criteria for prioritizing the recommendations. Mr. Brown agreed that it is important to have criteria for qualitatively prioritizing recommendations.

Moumita Kundu asked if neighborhood plans for the areas surrounding the schools have been referenced or considered, sharing that some may or may not include details about sidewalk improvements or other matters relevant to SRTS. Mr. Brown said that neighborhood plans have been discussed as something to review and incorporate into the repository of information being collected.

Lynn Packer asked when recommendations will be shared with the TPB. Mr. Brown responded that preliminary reports with potential recommendations will be shared with school/district and city/county partners for their review and input in the next few months, with the plan to have more detailed recommendations by the end of summer 2026. Dan Squires commented that the sooner the recommendation reports can be shared, the better, noting that local governments are more likely to be able to program funding for projects into their annual budgets if the recommendations are shared by spring 2026.

Steve Degenhardt asked if the parent/caregiver survey was targeted geographically for participating schools. Mr. Brown responded that the survey was open to anyone, but the majority of responses came from the parents/caregivers of students at participating schools, as those schools advertised the survey to the parents/caregivers of their students. In contrast, the Student Travel Tallies cover only the participating schools, as they were collected by school staff in each classroom during the school day.

## **B. 2012-2025 Annual Bicycle and Pedestrian Data Report**

Mr. Mohr shared that WAMPO's annual bicycle and pedestrian counts, conducted since 2012, offer crucial insights into nonmotorized travel trends in the region. Of the forty (40) planned count locations for 2025, at least one two-hour count was completed at thirty-eight (38) of them, and at twenty-six (26) locations, at least one weekday and one weekend count were performed, which is required for the meaningful estimation of location-specific nonmotorized Annual Average Daily Traffic (AADT).

During a review of draft AADT estimates, some past-year inconsistencies were discovered in the application of conversion factors from the National Bicycle and Pedestrian Documentation (NPBD) program. To address this, WAMPO staff reviewed all raw count data and documented a clear interpretation of methods from the NPBD. The resultant methodologies have now been applied consistently to data from all years in which counts were conducted. The data and updated nonmotorized AADT estimates are detailed in the 2012-2025 Annual Bicycle and Pedestrian Data Report.

In addition to recruiting volunteers to conduct bicycle and pedestrian counts, nine (9) MioVision automatic bicycle and pedestrian counters were deployed during the 2025 count. Several of those counters were placed at locations where manual counts were also conducted to validate the accuracy of the results and assess the practical feasibility of deploying such equipment.

**Discussion:**

Paul Gunzelman asked if the automatic counters would be deployed at different locations during the 2026 count. Mr. Mohr responded that WAMPO staff would be interested in deploying them to additional locations as well as the same locations as in 2025, in order to compare results from multiple years.

Lynn Packer asked if the automatic counters are deployable in most of the 2025 count locations. Mr. Mohr said that they can be deployed wherever there is something to attach the counters to, such as a utility pole.

**6. Other Business**

None.

**7. Meeting adjourned at 10:42 AM**

**The next regular meeting will be held on Monday, January 26, 2026, at 10:00 AM.**



## Executive Summary

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

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## Background

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

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

Because there was no December 2025 TAC meeting or January 2026 TPB meeting, the attached TIP Project Statuses Report is being presented three months after the previous update. In order to get back onto the bimonthly scheduled called for in the Reasonable Progress Policy, the next round of updates to the TAC and TPB after this one will be only one month later.

## Next Steps

- » An update will be delivered to the TPB on February 10, 2026.
- » Project sponsors have been requested to provide information for the next bimonthly update by February 6, 2026, tentatively for presentation to the TAC on February 23, 2026, and to the TPB on March 10, 2026.

## Attachments

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

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2026 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated FFY2026 Obligation Date	Anticipated Let Date	Progress Towards Using All Obligated Funds	Anticipated Project Completion Date
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$9,347,040.00	STBG, TA	\$5,451,987.00	\$3,895,053.00	\$5,451,987.00	TBD	October 22, 2025	N/A	TBD
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	\$4,200,000.00	STBG, CMAQ	\$1,861,856.00	\$2,338,144.00	\$1,861,856.00	TBD	October 17, 2025	Authority to Award received November 10, 2025.	Summer 2026
40-540	Derby	Rock Road Corridor Improvements	2026	\$4,915,049.00	STBG, TA-STBG	\$4,915,049.00	\$0.00	\$4,915,049.00	April 2026	May 21, 2026	N/A	May 2027
MB-25-010	Wichita	Redbud Multi-Use Path near Rock Road Phase 2	2026, 2027	\$2,353,308.00	TA, CRP	\$2,353,308.00	\$0.00	\$2,353,308.00	May 2026	June 2026	N/A	TBD
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	\$292,242.00	CRP	N/A	\$292,242.00	\$0.00	N/A	N/A	Let Fall 2025.	Spring 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	\$3,912,000.00	STBG, TA	N/A	\$3,912,000.00	\$0.00	N/A	N/A	Authority to Award received December 9, 2025.	Spring 2027
40-510	Wichita	17th St N, I-135 to Hillside	2025	\$2,400,000.00	STBG, TA	N/A	\$2,400,000.00	\$0.00	N/A	N/A	Authority to Award received November 2025.	November 2026
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	\$417,310.00	CRP	N/A	\$308,252.42	\$109,057.58	N/A	N/A	Project has let. Construction started.	Summer 2026
MB-25-009	Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	2025	\$4,348,531.00	TA, CRP	N/A	\$4,348,531.00	\$0.00	N/A	N/A	Authority to Award received December 9, 2025.	December 2026
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	N/A	\$200,000.00	\$0.00	N/A	N/A	Have started using.	December 2026
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	\$400,000.00	CMAQ	N/A	\$400,000.00	\$0.00	N/A	N/A	Equipment ordered for \$6,375.	July 2026
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	N/A	\$6,170,227.57	\$628,903.43	N/A	N/A	Let September 2024. Construction started.	February 2026
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	N/A	\$1,982,546.44	\$451,306.56	N/A	N/A	Let July 2024. Project construction substantially complete.	October 2025
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	N/A	\$1,000,000.00	\$0.00	N/A	N/A	Let September 2024.	June 1, 2026
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,782,270.00	\$0.00	N/A	N/A	Construction began September 2025.	Summer 2026
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	\$7,893,582 of obligated funds have been spent.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$6,742,554.60	\$630,760.40	N/A	N/A	Let in October 2023 and Construction started in January 2024	Construction completed July 2025. Pending final closeout.
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	N/A	\$2,195,582.00	\$0.00	N/A	N/A	\$1,920,252.12 of obligated funds have been spent.	Reopened to traffic on 5/24/2024. Project pending final closeout.
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	All federal funding has been expended.	Awaiting drawdown.
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	N/A	\$366,988.00	\$0.00	N/A	N/A	Last invoice received, paid, and filed with KDOT.	Plan is complete. Pending final closeout.
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	100% paid out.	Pending reconstruction: Earliest start date is late 2025.
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Study completed & working w/ FTA to extend allocation for Technology component.	December 31, 2025
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	N/A	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Construction complete and reopened to traffic. Pending final closeout.
T-15-005	Wichita Transit	Transit: Bus Purchase	2018	\$1,359,089.00	STBG, CMAQ	N/A	\$1,359,089.00	\$0.00	N/A	N/A	Awaiting final bus purchase.	TBD

**FFY2026 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 6)**

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
RM-25-039	Wichita	Mt. Vernon and Hydraulic Intersection	HSIP	\$2,200,000.00
RM-25-043	Sedgwick County	R381: MacArthur from 215th St West to K-42	HRRR	\$1,600,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$5,200,000.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$726,773.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00



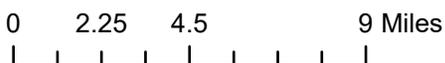
# Transportation Improvement Program

## Current Suballocated Projects

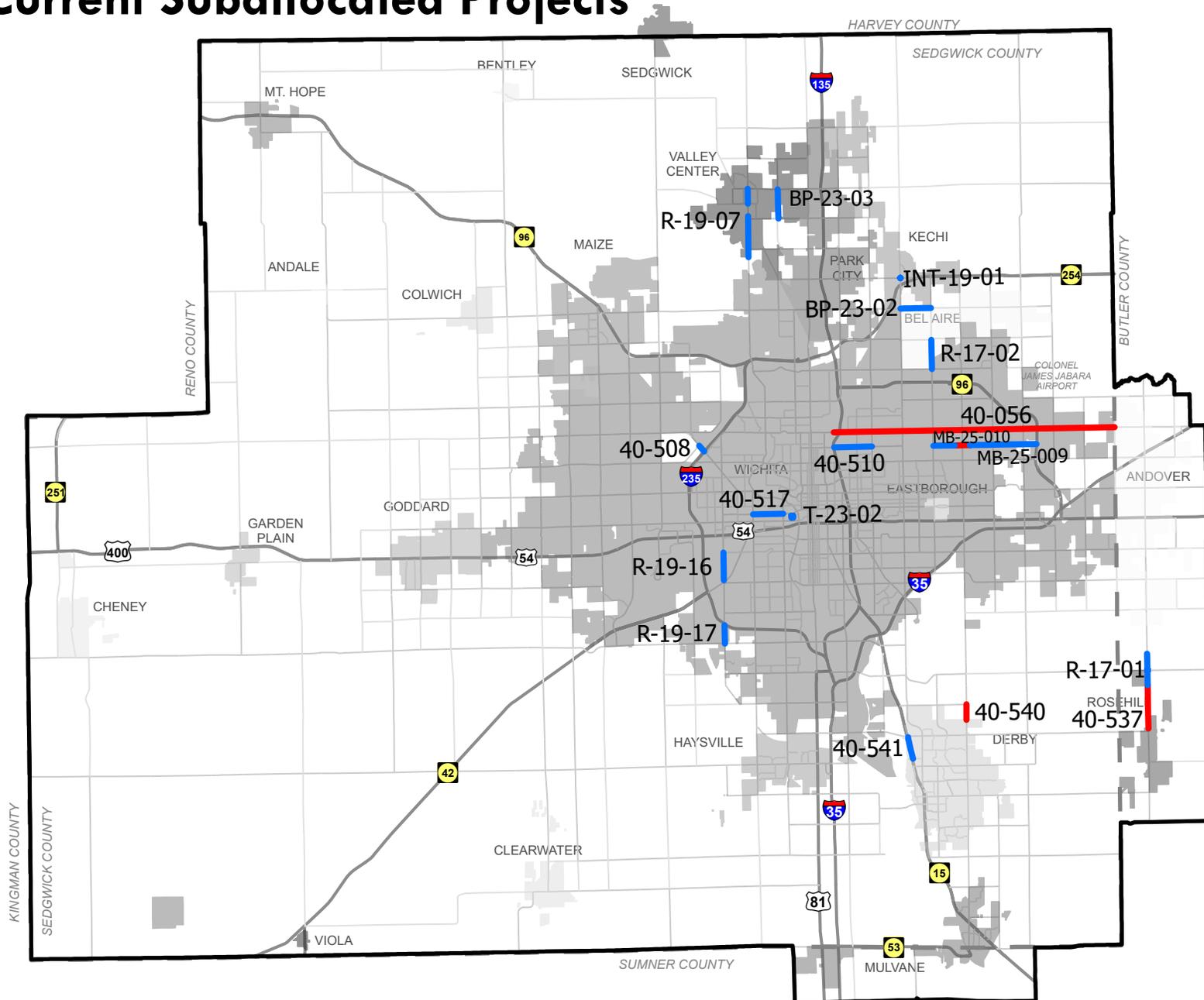
### Legend

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

\*P-23-03, ITS-23-02, T-15-005, 40-509, 40-525, and 40-544 are not mappable



Source: WAMPO  
 Produced by: WAMPO  
 Date Exported: 10/13/2025  
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





## Executive Summary

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

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## Background

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

WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the implementation of the Regional Transit Implementation Plan. The proposed Regional Transit Coordination Committee would be intended to:

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

## Committee Formation and Structure

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

If the TPB chooses to create a Regional Transit Coordination Committee, its membership may include WAMPO jurisdiction representatives, transit-related partners, employers and other entities with an interest in public transit, and various stakeholders with transit-related expertise. Among others, those who were members of the Regional Transit Implementation Plan Steering Committee would be invited to join the standing Regional Transit Coordination Committee. Prior to any vote on committee formation, a draft, nonbinding committee membership roster will be provided to the TAC and TPB for reference. Upon the formation of a Regional



## **Agenda Item 2Cv: Director's Report Regional Transit Coordination Committee Formation**

Kim Negrete, Multimodal Transportation Safety Planner  
Laura VanBurkleo, Planning Analyst

Transit Coordination Committee being approved, WAMPO staff would prepare and maintain the committee membership roster on an ongoing basis.

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

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

### **Next Steps**

- » February 10, 2025: Discussion of possible committee formation with TPB.
- » February 23, 2026 (tentative): TAC recommendation.
- » March 10, 2026 (tentative): TPB vote on establishment of Regional Transit Coordination Committee.
- » March-May 2026: Committee formation, if approved by the TPB. WAMPO staff would coordinate with committee members, develop initial agenda topics and supporting materials, and schedule committee meetings. WAMPO staff would provide updates to the TAC and TPB, as appropriate, regarding committee activities and outcomes.

### **Attachment**

- » **WAMPO Regional Transit Implementation Plan** - <https://bit.ly/WAMPO-Regional-Transit-Implementation-Plan>



### **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](mailto:wampo@wampo.org) at least one day prior to the meeting.



## Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #7 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #7 opened on January 2, 2026, and ran through January 16, 2026. No public comments were received.

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## Background

Amendment #7 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the seventh amendment for this TIP, **adding six (6) new projects** and **modifying seven (7) projects**. The below-linked Amendment #7 summary also provides notice of **administrative adjustments to six (6) projects**, which do not require approval by the TAC or TPB.

The public comment period for Amendment #7 opened on January 2, 2026, and ran through January 16, 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](http://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 #7**

Peter Mohr, Manager of Transportation Engineering & Data

WAMPO ID	Lead Agency	Project Title	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
RM-25-044	City of Haysville	Meridian Street & Multiuse Trail	\$0	\$0	\$0	\$0
40-510	City of Wichita	17th St N, I-135 to Hillside	\$1,437,587	\$0	\$0	\$1,437,587
B-24-02	KDOT	I-135 North of US-54 Interchange North to 21st Interchange	\$0	\$150,000	\$1,600,000	\$1,750,000
EV-26-001	KDOT	City of Park City: Sinclair located at 6209 North Broadway Avenue [New Project]	\$151,900	\$0	\$607,500	\$759,400
R-21-06	KDOT	K-96: From I-135 to I-35 in Wichita	\$0	\$0	\$0	\$0
R-23-03	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	\$0	\$0	\$0	\$0
RM-26-001	KDOT	I-235: ramps located at the I-235/K-96 junction [New Project]	\$0	\$2,310,000	\$17,716,900	\$20,026,900
RM-26-002	KDOT	Sedgwick County: Various Intersections [New Project]	\$0	\$0	\$26,200	\$26,200
RM-26-003	KDOT	City of Bel Aire: Intersections of N Greenwich Road and E 53rd Street N (North and South), N Greenwich Road and E 45th Street N, N Oliver Street and E 53rd Street N, and N Webb Road and E 53rd Street N [New Project]	\$0	\$0	\$31,788	\$31,788
RX-26-001	KDOT	K-96: Capacity Improvements from Woodlawn to Rock Road [New Project]	\$0	\$25,800,000	\$103,200,000	\$129,000,000
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$258,313	\$0	\$1,033,250	\$1,291,563
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$488,119	\$0	\$1,363,498	\$1,851,617
TR-26-001	Wichita Transit	Hybrid Bus Purchase [New Project]	\$516,696	\$0	\$2,066,786	\$2,583,482
40-540*	City of Derby	Rock Road Corridor Improvements	\$0	\$0	\$0	\$0
BP-23-03*	City of Valley Center	Seneca St Multiuse Path	\$0	\$0	\$0	\$0
MB-25-010*	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$0	\$0	\$0	\$0
MB-25-006*	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	\$0	\$0	\$0	\$0
RM-25-043*	Sedgwick County	R381: MacArthur from 215th St West to K-42	\$0	\$0	\$0	\$0
R-23-04*	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$0	\$78,700	\$0	\$78,700
		<b>Total</b>	<b>\$2,852,615</b>	<b>\$28,338,700</b>	<b>\$127,645,922</b>	<b>\$158,837,237</b>

\* Administrative Adjustment

Two (2) of the projects proposed to be amended and four (4) of the administratively adjusted projects have programmed WAMPO-suballocated federal funding. However, none of the proposed project amendments or administrative adjustments affect the amount of funding that any given project receives from any given WAMPO-suballocated federal program.

**Changes in WAMPO-Suballocated Federal Funding**

Sponsor	Project Title	STBG	CMAQ	TA	TA-STBG	CRP	TOTAL
City of Haysville	Meridian Street & Multiuse Trail	--	--	--	--	--	\$0
City of Wichita	17th St N, I-135 to Hillside	--	--	--	--	--	\$0
City of Derby	Rock Road Corridor Improvements*	--	--	--	--	--	\$0
City of Valley Center	Seneca St Multiuse Path*	--	--	--	--	--	\$0
City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2*	--	--	--	--	--	\$0
Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path*	--	--	--	--	--	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

\* Administrative Adjustment



## **Agenda Item 4A: Action** **FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #7**

Peter Mohr, Manager of Transportation Engineering & Data

### **Staff Recommendation**

Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #7, as presented.

### **Action Options**

- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #7, **as presented**.
- » Recommend the TPB **not approve** FFY2025-FFY2028 TIP Amendment #7.
- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #7, **with specific changes**.

### **Next Steps**

- » February 10, 2026: TPB vote on FFY2025-FFY2028 TIP Amendment #7.
- » 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 March 2026.

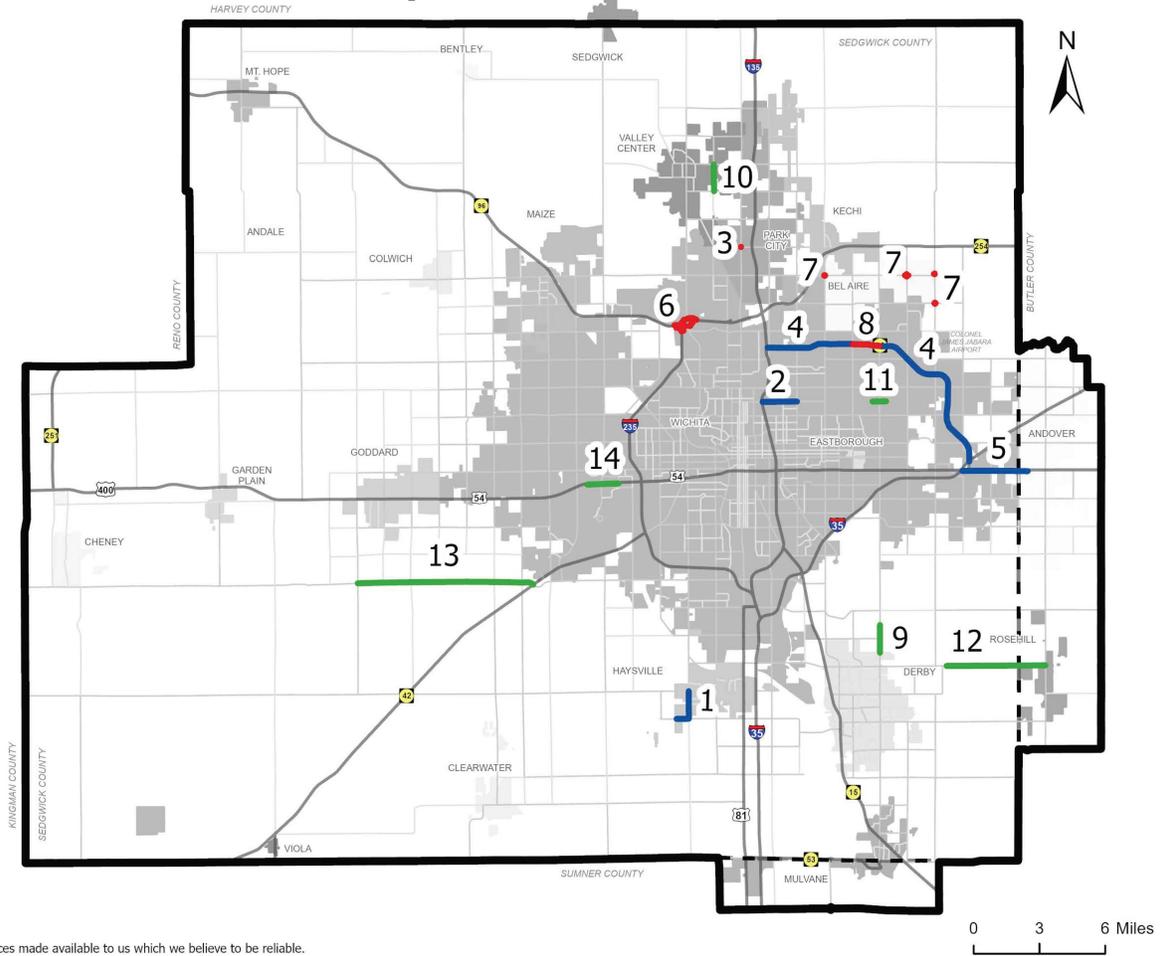
### **Attachments**

- » **Map and Table of FFY2025-FFY2028 TIP Amendment #7 Projects**
- » **FFY2025-FFY2028 TIP Amendment #7 Summary** – <https://bit.ly/2025-2028-TIP-A7-Summary>



# 2025-2028 Transportation Improvement Program Amendment 7 Projects

- Amendment 7 New Projects
- Amendment 7 Amended Projects
- Administrative Adjustment 6.1 Projects
- WAMPO Planning Boundary
- County Boundaries



Source: WAMPO  
 Produced by: WAMPO  
 Date Exported: 12/30/2025  
 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 Haysville	Meridian Street & Multiuse Trail	\$8,875,127
2	City of Wichita	17th St N, I-135 to Hillside	\$6,225,000
3	KDOT	City of Park City: Sinclair located at 6209 North Broadway Avenue	\$759,400
4	KDOT	K-96: From I-135 to I-35 in Wichita	\$63,912,800
5	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	\$425,090,000
6	KDOT	I-235: ramps located at the I-235/K-96 junction	\$20,026,900
7	KDOT	City of Bel Aire: Intersections of N Greenwich Road and E 53rd Street N (North and South), N Greenwich Road and E 45th Street N, N Oliver Street and E 53rd Street N, and N Webb Road and E 53rd Street N	\$31,788
8	KDOT	K-96: Capacity Improvements from Woodlawn to Rock Road	\$129,000,000
9	City of Derby	Rock Road Corridor Improvements	\$12,439,758
10	City of Valley Center	Seneca St Multiuse Path	\$591,185
11	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$8,087,454
12	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	\$3,793,000
13	Sedgwick County	R381: MacArthur from 215th St West to K-42	\$2,060,000
14	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$2,145,900
N/A	KDOT	I-135 North of US-54 Interchange North to 21st Interchange	\$2,000,000
N/A	KDOT	Sedgwick County: Various Intersections	\$26,200
N/A	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$7,185,375
N/A	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$7,480,750
N/A	Wichita Transit	Hybrid Bus Purchase	\$2,583,482



## **Executive Summary**

The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2025, WAMPO chose to support KDOT in achieving its federal performance-measure targets. Since then, KDOT has adopted updated PM1 targets. The TAC is now asked to make a recommendation to the TPB on whether to support KDOT's current federal performance-measure targets.

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## **Performance-Based Planning**

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures (PMs) are quantitative criteria used to evaluate progress. Performance-measure targets are the benchmarks against which progress is assessed using available data.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA). This rule specifies the requirements for state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to implement a performance-based approach to planning and programming.

## **Federal Performance Measures (PMs)**

Under the Planning Rule framework, the FHWA has three performance-measure rules (PM1, PM2, and PM3) and the FTA has a transit-asset-management (TAM) rule and a transit-safety rule. These rules establish performance measures to assess roadway safety (PM1), pavement & bridge condition (PM2), system performance & freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the FHWA and FTA performance-measure rules also specify how MPOs should set targets, report performance, and integrate performance measurement into their Long-Range Transportation Plans (LRTPs), which are also referred to as Metropolitan Transportation Plans (MTPs), and short-range Transportation Improvement Programs (TIPs). MPOs may either set their own targets for each performance measure or support the targets set by their respective state DOTs.

In 2025, WAMPO supported the state PM1, PM2, PM3, and TAM targets developed by the Kansas Department of Transportation (KDOT). KDOT's PM1 targets are updated annually; the new 2026 targets are shown in the following table.



**Supporting KDOT Federal Performance-Measure Targets**

Peter Mohr, Manager of Transportation Engineering & Data

**PM1: Highway Safety**

<b>Federal Performance Measure</b>	<b>2025 Target</b>	<b>2026 Target</b>
Number of fatalities	<b>390</b>	<b>390</b>
Fatalities per 100 million vehicle miles traveled (VMT)	<b>1.25</b>	<b>1.23</b>
Number of serious injuries	<b>1,875</b>	<b>1,885</b>
Serious injuries per 100 million VMT	<b>6.20</b>	<b>5.95</b>
Number of Nonmotorized fatalities and serious injuries	<b>195</b>	<b>215</b>

Every four years, state DOTs establish targets for two years and four years in the future for pavement & bridge condition (PM2) and for system performance & freight movement (PM3). At the midpoint of this four-year cycle, state DOTs may revise these targets. During 2026, in keeping with this pattern, state DOTs (including KDOT) are required to develop new baseline observations and corresponding targets for 2027 and 2029 and submit those targets to the FHWA. Updated PM2 and PM3 targets are anticipated to be presented to the WAMPO TAC and TPB for consideration in early 2027. The most recently set KDOT targets for PM2 and PM3 (for 2023 and 2025) are shown in the following tables and have not changed since the last time the WAMPO TPB voted to support KDOT’s federal performance-measure targets.

**PM2: Pavement & Bridge Condition**

<b>Federal Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of Interstate pavements in good condition	<b>61%</b>	<b>70%</b>
Percent of Interstate pavements in poor condition	<b>0.40%</b>	<b>0.40%</b>
Percent of non-Interstate National Highway System (NHS) pavements in good condition	<b>61%</b>	<b>61%</b>
Percent of non-Interstate NHS pavements in poor condition	<b>1.70%</b>	<b>1.70%</b>
Percent of NHS bridges by deck area classified as in good condition	<b>72%</b>	<b>72%</b>
Percent of NHS bridges by deck area classified as in poor condition	<b>3%</b>	<b>3%</b>

**PM3: System Performance & Freight Movement**

<b>Federal Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles on the Interstate system that are reliable	<b>98.0%</b>	<b>98.0%</b>
Percent of person-miles on the non-Interstate NHS that are reliable	<b>98.0%</b>	<b>98.0%</b>
Truck Travel Time Reliability (TTTR) Index	<b>1.10</b>	<b>1.13</b>

The current KDOT Transit Asset Management (TAM) targets, shown in the following table, come from KDOT’s Transit Asset Management Plan( [https://bit.ly/KDOT TAM Plan 2022](https://bit.ly/KDOT_TAM_Plan_2022)), developed in 2022. They have not changed since the last time the WAMPO TPB voted to support KDOT’s federal performance-measure targets.



**Transit Asset Management (TAM)**

Federal Performance Measure		ULB*	TERM**	Replacement Threshold	Annual Target (Established in 2022)
<b>Rolling Stock</b> % of revenue vehicles that have met/exceeded their ULB	Over-the-Road Bus	14	NA	14 years / 750K Miles	<b>25%</b>
	Full-Sized Bus	14	NA	12 years / 500K Miles	<b>25%</b>
	Cutaway Bus	10	NA	5 years / 100K Miles	<b>25%</b>
	Van	8	NA	5 years / 100K Miles	<b>25%</b>
	Minivan	8	NA	5 years / 100K Miles	<b>25%</b>
	Automobile	8	NA	--	--
<b>Equipment</b> % of non-revenue vehicles that have met/exceeded their ULB	Van	8	NA	5 years / 100K Miles	<b>75%</b>
	Minivan	8	NA	5 years / 100K Miles	<b>75%</b>
	SUV	8	NA	5 years / 100K Miles	<b>75%</b>
	Automobile	8	NA	5 years / 100K Miles	<b>75%</b>
	Cutaway Bus	10	NA	--	--
<b>Facilities</b> % of facilities (by group) that are rated less than 3.0 on the TERM Scale.	Administrative	NA	3.0	--	<b>25%</b>
	Maintenance	NA	3.0	--	<b>25%</b>
	Parking	NA	3.0	--	<b>25%</b>
	Passenger	NA	3.0	--	<b>25%</b>

\*Useful Life Benchmark

\*\* Transit Economic Requirements Model (TERM): Assets rated below 3.0 are considered to be in marginal or poor condition

In 2025, WAMPO received Wichita Transit’s annual safety targets in February and presented them to TPB for their consideration at their April meeting. The TPB voted to support these targets. Once 2026 transit safety targets are received, WAMPO staff will present them to TAC and TPB for consideration.

WAMPO supports KDOT in achieving its federal performance-measure targets by incorporating evaluation criteria in the project-selection process. WAMPO staff recommend continuing to support KDOT’s performance-measure targets.

**Staff Recommendation**

Recommend the TPB approve supporting KDOT’s federal performance-measure targets as of 2026, as presented.

**Action Options**

- » Recommend the TPB **approve** supporting KDOT’s federal performance-measure targets as of 2026, **as presented.**
- » Recommend the TPB **not approve** supporting KDOT’s federal performance-measure targets as of 2026.
- » Recommend the TPB **approve** supporting KDOT’s federal performance-measure targets as of 2026, **with specific changes.**

**Next Steps**

- » The TAC’s recommendation will be presented to the TPB for a vote on February 10, 2026.



## **Agenda Item 5A: Discussion/Updates** **Safe Routes to School (SRTS) Update**

Kim Negrete, WAMPO  
Chris Brown, SRF

### **Executive Summary**

WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-four (54) schools have confirmed their participation. The Fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. WAMPO staff and consultants are working on existing-conditions reports for each participating school and will begin scheduling meetings to review those reports with school/district staff and local government staff in February 2026. WAMPO will work with its member jurisdictions to recruit additional participating schools starting in February-March 2026. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.

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### **Background**

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

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

Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, the development of a Best Practices Guide, and aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts. To date, fifty-four (54) K-12 schools in the WAMPO region have confirmed their participation in this planning effort and will have individualized SRTS plans. An interactive map of those schools can be found at [www.wampo.org/srts](http://www.wampo.org/srts).

### **Next Steps**

Utilizing data collected in Fall 2025, including Student Travel Tally data, Parent/Caregiver Survey responses, and school walk audit findings, WAMPO staff and consultants are currently developing existing-conditions reports for individual schools, on the basis of which draft recommendations will be formulated. The reports are anticipated to be finalized in January 2026 and WAMPO will begin scheduling meetings to review those



## **Agenda Item 5A: Discussion/Updates** **Safe Routes to School (SRTS) Update**

Kim Negrete, WAMPO  
Chris Brown, SRF

reports with school/district staff and local government staff in February 2026. After the reports have been reviewed, final recommendations will be developed and incorporated into final school-specific SRTS reports.

A draft Best Practices Guide, prepared by consultants, will be ready for WAMPO staff review in Spring 2026.

Starting in February 2026, additional participating schools will be recruited, with data collection at those schools planned to begin in March 2026.

The next SRTS Stakeholder Committee meeting is tentatively scheduled for Monday, February 9, 2026.

Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting the SRTS initiative by participating in SRTS meetings and assisting with the recruitment of schools prior to the planned Spring 2026 round of data collection and engagement.

### **Attachment**

- » **WAMPO Safe Routes to School Webpage** – [www.wampo.org/srts](http://www.wampo.org/srts)



## **Agenda Item 5B: Discussion/Updates** **Behavioral Safety Toolkit Development**

Kim Negrete, Multimodal Transportation Safety Planner

### **Executive Summary**

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

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### **Background**

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. WAMPO, along with its state and federal partners, has adopted the Safe System Approach, which aims to eliminate fatal and serious injuries from vehicle crashes by acknowledging that everyone has a part to play in transportation safety. The Safe System Approach includes the elements of Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. The Safer People element calls for promoting responsible behavior through safety education, enforcement actions, and making it easier for people to make safe choices.

To serve the Safer People element of the Safe System approach and augment safety initiatives and resources in the region, WAMPO staff are recruiting member-jurisdiction staff and community partners to serve on an advisory committee to assist with the development of a toolkit of behavioral safety resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behavior on roadways. Input provided by member-jurisdiction staff on the advisory committee will ensure that the resources in the toolkit are useful for meeting local communities' needs and account for the constraints within which they must work.

Resources in the toolkit will include strategies for engaging residents; examples of and templates for messaging to encourage safe travel behaviors; and activities to increase people's awareness of their role in creating a safe transportation network.

The toolkit of behavioral-safety resources is anticipated to be completed in July 2026, at which time the advisory committee's work will also conclude. The toolkit will be made available on WAMPO's safety webpage ([www.wampo.org/safety](http://www.wampo.org/safety)), which will serve as a hub for related resources, testimonials from community members, and the latest transportation safety news.

### **Next Steps**

- » January 2026: Recruit interested member-jurisdiction staff and community partners for advisory committee
- » February 2026: First advisory committee meeting



## **Agenda Item 5B: Discussion/Updates Behavioral Safety Toolkit Development**

Kim Negrete, Multimodal Transportation Safety Planner

### **Upcoming Transportation Safety Meetings/Events**

- » February 4, 2026, 9:30 AM: ICT Safe Coalition meeting, via Zoom - <https://bit.ly/ICTSafeFebruary2026>
- » April 21-22, 2026: KDOT Transportation Safety Conference - [hospitality.ku.edu/transportation-safety](https://hospitality.ku.edu/transportation-safety)

### **Attachments**

- » **WAMPO Safety Webpage** – [www.wampo.org/safety](http://www.wampo.org/safety)
- » **USDOT Safe System Approach Webpage** – [www.transportation.gov/safe-system-approach](http://www.transportation.gov/safe-system-approach)



## **Executive Summary**

Before a transportation project can use federal funds, the funds need to be “obligated.” Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. In FFY2025, twenty-eight (28) transportation projects in the WAMPO region had federal funding obligations or deobligations, totaling more than \$35 million.

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## **Background**

In between a transportation project being programmed to receive federal funding (whether WAMPO suballocated or non-suballocated) in the WAMPO Transportation Improvement Program (TIP)/Kansas State Transportation Improvement Program (STIP) and federal funds being received for the project, the funds need to be “obligated.” This is an administrative step after which the federal government is officially obligated to provide funding up to a designated amount for qualifying purposes described in the project's scope.

Depending on a project's schedule and estimated costs, the federal funds it is to receive might not be obligated all at once, but divided between multiple occasions, not necessarily all within the same Federal Fiscal Year (FFY), up to a total of no more than the amount programmed in the TIP/STIP. If a project is canceled or is completed at a lower cost than anticipated, some or all of the federal funds that were obligated on the project may be “deobligated.” After deobligation, the agency that awarded the funds to the project (e.g., WAMPO, KDOT, Wichita Transit) may award the deobligated funds to another qualifying project.

## **Annual Listing of Obligated Projects**

In accordance with federal rules, MPOs submit to their respective state DOTs and the federal government an Annual Listing of Obligated Projects (ALOP), consisting of all transportation projects on which any amount of federal funding was obligated or deobligated over the course of the previous Federal Fiscal Year (October 1-September 30). Using information from KDOT and Wichita Transit, WAMPO staff put together this listing between October 1 and December 31 each year and submit it to KDOT, which submits it to the federal government. The 2019-2025 WAMPO ALOPs may be found online at [www.wampo.org/transportation-improvement-program](http://www.wampo.org/transportation-improvement-program).

## **Projects Obligated in FFY2025**

As shown in the attached table and map, twenty-eight (28) transportation projects in the WAMPO region had obligations or deobligations of federal funding during FFY2025, totaling more than \$35 million, as broken down by funding program in the following table.



**Agenda Item 5C: Discussion/Updates**

**Projects Obligated in FFY2025**

Laura VanBurkleo, Planning Analyst

**FFY2025 Obligation Activity by Funding Program**

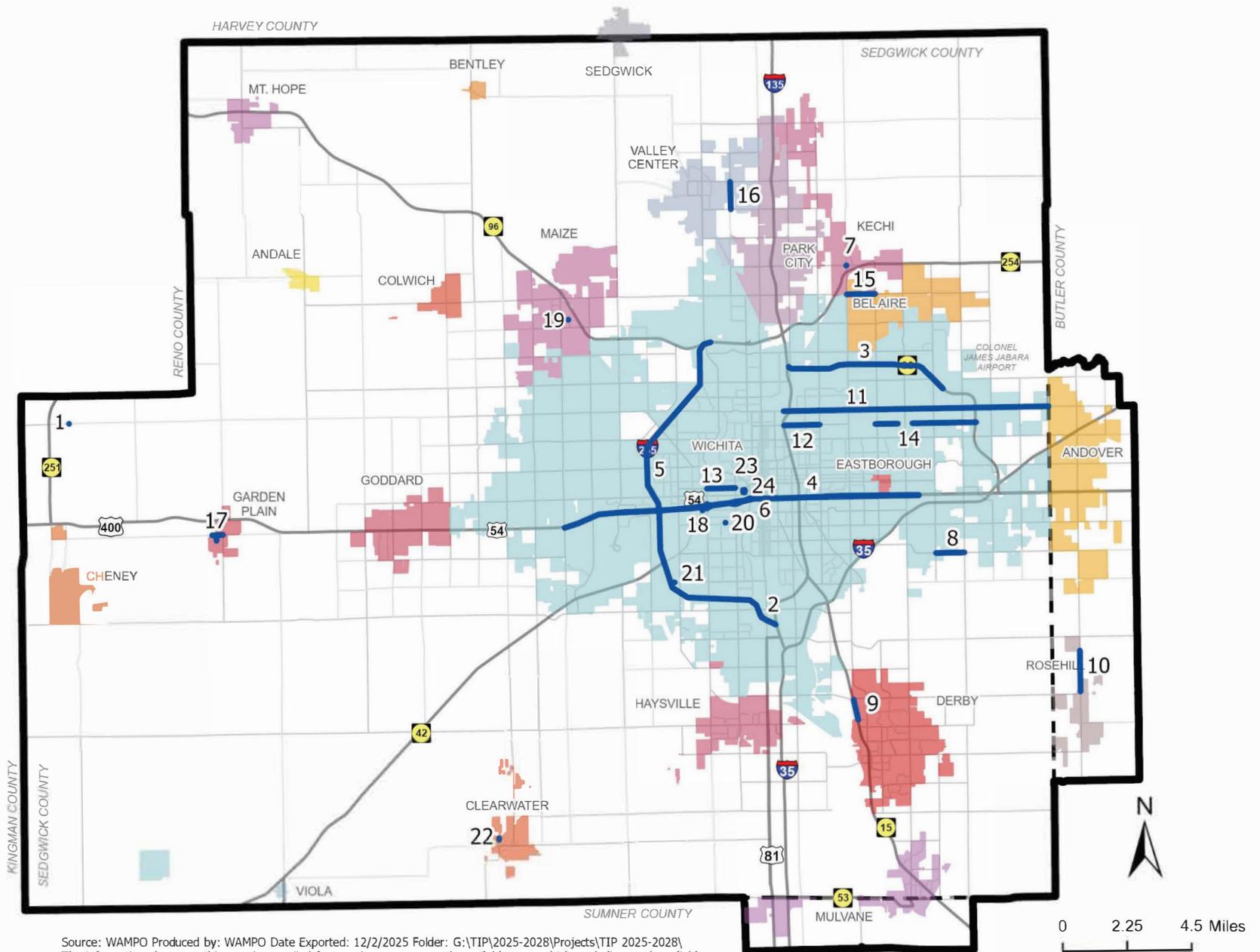
<b>Suballocated Funding Programs</b>	
Surface Transportation Block Grant (STBG) Program	\$9,172,177.44
Congestion Mitigation and Air Quality (CMAQ) Program	\$1,318,202.57
Transportation Alternatives (TA) Program	\$1,626,144.00
Carbon Reduction Program (CRP)	\$4,430,100.20
<b>Suballocated Total</b>	<b>\$16,546,624.21</b>
<b>Non-Suballocated Funding Programs</b>	
Surface Transportation Block Grant (STBG) Program	-\$24,834.22
Transportation Alternatives (TA) Program	\$365,990.58
National Highway Performance Program (NHPP)	\$4,839,832.38
Highway Safety Improvement Program (HSIP)	\$379,583.85
Railway-Highway Crossing Hazard Elimination (RHCHE) Program	-\$174,087.57
FTA 5307 Program: Urbanized Area Formula Grants	\$11,575,357.00
FTA 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities	\$1,355,859.00
FTA 5339 Program: Grants for Buses & Bus Facilities Program	\$515,533.00
<b>Non-Suballocated Total</b>	<b>\$18,833,234.02</b>
<b>All Funding Programs Total</b>	<b>\$35,379,858.23</b>

**Attachments**

- » **Table and Map of Transportation Projects with Obligation Activity in FFY2025**
- » **WAMPO FFY2025 Annual Listing of Obligated Projects** – <https://bit.ly/FFY2025-ALOP>

#	Project Name	WAMPO ID	KDOT ID	FFY 2025 Obligation Activity
1	21st St N, 0.7 mi E of 391st St W	[KDOT STIP]	C-5077-01	-\$24,834.22
2	Bridge #065 & #066 in Sedgwick county	B-19-09	KA-5274-01	-\$36,028.61
3	Guardrail Upgrades on K-96 in Sedgwick County	S-19-06	KA-5606-02	-\$141,675.05
4	Approach Slabs US-54 in Sedgwick County (1R Project)	40-578	KA-6233-01	-\$55,338.50
5	Patching on I-235 in Sedgwick County	R-23-01	KA-6844-01	\$4,931,199.49
6	Pavement markings on US-54 in Sedgwick county	[KDOT STIP]	KA-7675-01	\$521,258.90
7	Oliver and Kechi Rd. Intersection	INT-19-01	N-0693-01	-\$451,306.56
8	Pawnee, Webb to Greenwich	R-19-09	N-0696-01	\$41,393.00
9	Nelson Drive Realignment	40-541	N-0727-01	-\$628,903.43
10	SW Butler Rd Improvements from SW 170th St to SW 155th St	40-537	N-0756-01	\$3,895,053.00
11	Wichita Intelligent Transportation System - E 21st St N	40-056	N-0760-01	\$2,338,144.00
12	17th St N, I-135 to Hillside	40-510	N-0761-01	\$2,400,000.00
13	Douglas, Seneca to Meridian	40-517	N-0762-01	\$3,912,000.00
14	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	MB-25-009	N-0794-01	\$4,348,531.00
15	53rd Street, Oliver to Woodlawn Multi-Use Path	BP-23-02	N-0806-01	\$292,242.00
16	Seneca St Multiuse Path	BP-23-03	N-0815-01	\$399,471.20
17	Harry and Main Street Sidewalks	BP-23-01	TE-0519-01	\$365,990.58
18	K&O Railroad & McCormick Street in Wichita	S-17-01	X-3102-01	-\$22.86
19	K&O & High Plans Circle in Maize	S-17-01	X-3131-01	-\$49,337.78
20	KO Railroad & Harry Street in Wichita	[KDOT STIP]	X-3141-01	-\$501,000.00
21	KO Railroad & 31st Street in Wichita	RR-24-05	X-3145-01	-\$187,351.93
22	KO Railroad & Tracy Avenue in Clearwater	RR-24-06	X-3146-01	\$563,625.00
23	Delano Transit Center	40-570	N/A	\$3,492,703.00
24	Multimodal Facility (MMF)	T-23-02	N/A	\$1,250,000.00
N/A	Wichita Transit Other Capital	T-17-02	N/A	\$4,532,654.00
N/A	Wichita Transit FTA 5339 Program - Grants for Buses and Bus Facilities	T-17-05	N/A	\$515,533.00
N/A	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	T-19-01	N/A	\$1,355,859.00
N/A	Wichita Transit Operating	T-19-02	N/A	\$2,300,000.00
	*Projects outlined in red are not mappable		<b>Total</b>	<b>\$35,379,858.23</b>

# Annual List of Obligated Projects FFY 2025



Source: WAMPO Produced by: WAMPO Date Exported: 12/2/2025 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.



# 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

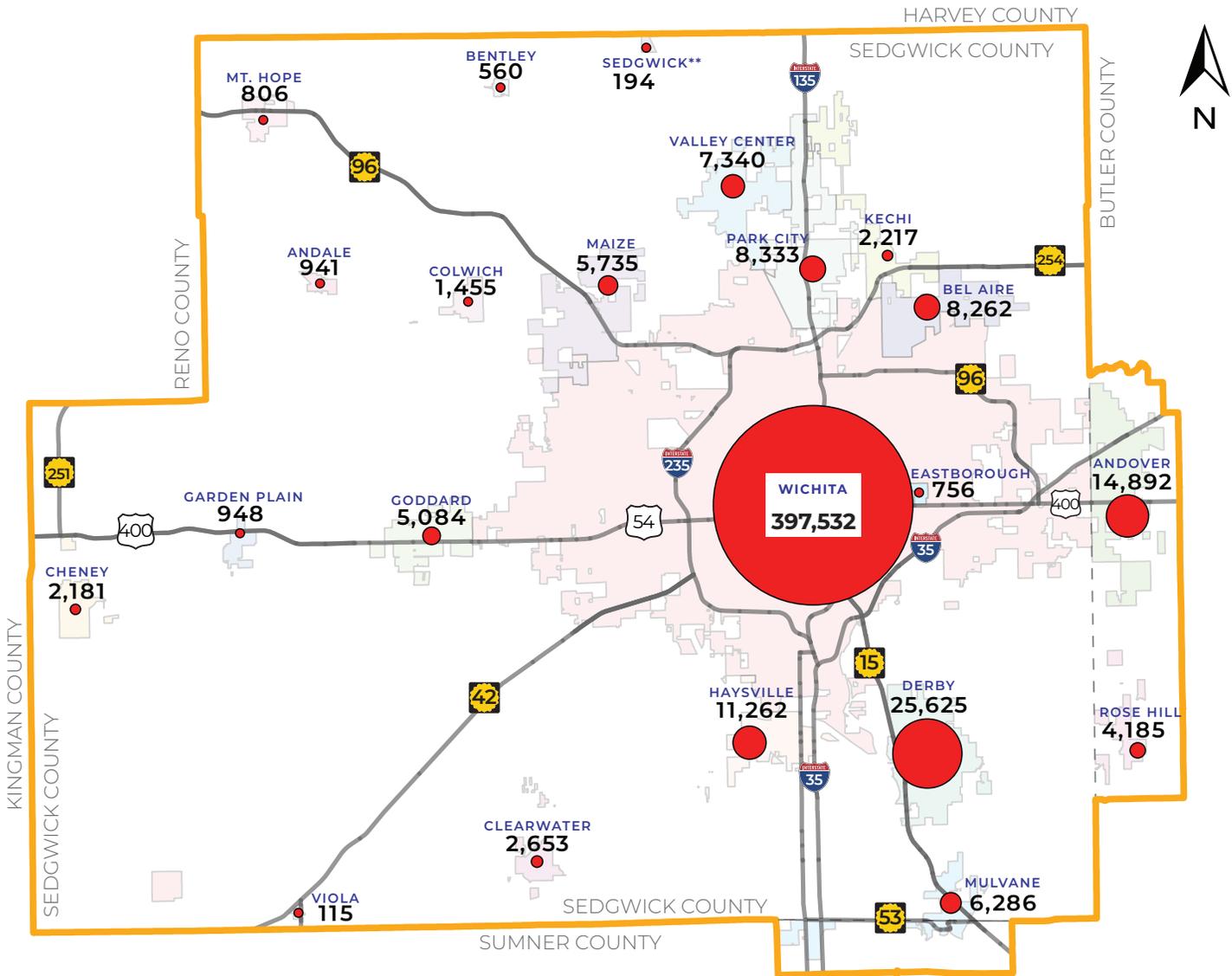
## Populations of Entire Counties

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

There are several government-provided transit services within the WAMPO region, including Wichita Transit, Derby Dash, Haysville Hustle, Sedgwick County Transportation, and Butler County Transit. The table below highlights the annual ridership for each of these providers. Haysville Hustle began operations in November 2020, so pre-2020 Haysville Hustle ridership data do not exist. Butler County Transit ridership numbers cover all of Butler County, not just the portion within the WAMPO planning boundary.

Transit Provider	Annual Ridership					
	2019	2020	2021	2022	2023	2024
<b>Wichita Transit</b>	1,373,944	759,330	768,717	1,011,541	1,269,050	1,130,690
<b>Derby Dash</b>	10,394	7,098	9,289	8,142	7,799	7,868
<b>Haysville Hustle</b>	-	31	2,192	3,316	2,993	3,361
<b>Sedgwick County Transportation</b>	11,016	9,692	10,666	9,352	9,564	5,828
<b>Butler County Transit</b>	19,307	17,107	18,681	16,677	18,710	15,274

## Point of Contact

Transit Provider	Name	Email	Phone
<b>Wichita Transit</b>	Raven Alexander	ralexander@wichita.gov	316.352.4868
<b>Derby Dash</b>	Ashley Cory	ashleycory@derbyks.gov	316.788.7433
<b>Haysville Hustle</b>	Kristen McDaniel	kmcdaniel@haysvilleks.gov	316.529.5903
<b>Sedgwick County Transportation</b>	Emily Jensen	emily.jensen@sedgwick.gov	316.660.5158
<b>Butler County Transit</b>	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	<b>Dan Woydziak</b>	dwoydziak@bucoks.com		
City of Wichita Representative	<b>Steve Degenhardt</b>	sdegenhardt@wichita.gov	<b>Gary Janzen</b>	gjanzen@wichita.gov
City of Wichita Representative	<b>Paul Gunzelman</b>	pgunzelman@wichita.gov	<b>Mike Armour</b>	marmour@wichita.gov
City of Wichita Representative	<b>Shawn Mellies</b>	smellies@wichita.gov	<b>James Wagner</b>	jwagner@wichita.gov
City of Wichita Transit Representative	<b>Kelly Broxterman</b>	kbroxterman@wichita.gov	<b>Lily Cherry</b>	lcherry@wichita.gov
Coordinated Transit Representative (District #9)	<b>Char Ehrmann</b>	char.ehrmann@breakthroughwichita.org	<b>Christi Fletcher</b>	cfletcher@bucoks.com
Sedgwick County Representative	<b>Lynn Packer</b>	lynn.packer@sedgwick.gov	<b>Daniel Schrant</b>	daniel.schrant@sedgwick.gov
Kansas Department of Transportation (KDOT)	<b>Allison Smith</b>	allison.smith@ks.gov	<b>David Schwartz</b>	david.schwartz@ks.gov
Kansas Department of Transportation (KDOT)	<b>Duane Flug</b>	duane.flug@ks.gov		
Butler/Sumner Counties Representative	<b>Les Mangus</b>	lmangus@andoverks.gov		
Sedgwick County Association of Cities (SCAC)	<b>Dan Squires</b>	dansquires@derbyks.gov		
Sedgwick County Association of Cities (SCAC)	<b>Danielle Gabor</b>	dgabor@haysvilleks.gov		
Sedgwick County Association of Cities (SCAC)	<b>Justin Shore</b>	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	<b>Marcy Aycock</b>	maycock@workforce-ks.com	<b>Keith Lawing</b>	klawing@workforce-ks.com
Regional Pathways Representative	<b>Craig Crossette</b>	ccrossette@goddardks.gov		
Air Quality Representative	<b>Lizeth Ortega</b>	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)				
Railroad Freight Representative (Named by TPB)	<b>Joe Dessenberger</b>	jdessenberger@maizeks.gov		
Economist (Named by TPB)	<b>Jolene Graham</b>	jgraham@andoverks.gov		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	<b>Moumita Kundu</b>	mkundu@wichita.gov		
Public Health Representative (Named by TPB)	<b>Jack Brown</b>	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	<b>Javier Ahumada</b>	javier.ahumada@dot.gov		
Federal Transit Administration Representative	<b>Gerri Doyle</b>	gerri.doyle@dot.gov		
Kansas Turnpike Authority Representative	<b>Glen Scott</b>	gscott@ksturnpike.com		
WAMPO Executive Director	<b>Chad Parasa</b>	chad.parasa@wampo.org		
WAMPO Senior Accountant	<b>Chris Sweeney</b>	christopher.sweeney@wampo.org		
WAMPO Transportation Funding Analyst Intern	<b>Deepu Jadala</b>	deepika.jadala@wampo.org		
WAMPO Transportation Planner	<b>Katie Newman</b>	katherine.newman@wampo.org		
WAMPO Multimodal Transportation Safety Planner	<b>Kim Negrete</b>	kimberly.negrete@wampo.org		
WAMPO Planning Analyst	<b>Laura VanBurkleo</b>	laura.vanburkleo@wampo.org		
WAMPO Community Planner	<b>Markey Jonas</b>	markey.jonas@wampo.org		
WAMPO Transportation Planning Manager	<b>Nick Flanders</b>	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	<b>Peter Mohr</b>	peter.mohr@wampo.org		

*\*Current quorum is 11 based on appointed positions*

*Rev. 01/20/2026*

## 2026 WAMPO MEETING SCHEDULE

Meeting dates and times are subject to change at the committee chair's discretion. Please visit [www.wampo.org/events](http://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>
	<b>JANUARY 26</b>		
<b>FEBRUARY 10</b>	<b>FEBRUARY 23</b>	<b>FEBRUARY 5</b>	<b>FEBRUARY 4</b>
<b>MARCH 10</b>	<b>MARCH 23</b>		
<b>APRIL 14</b>	<b>APRIL 27</b>		
<b>MAY 12</b>	<b>MAY 18</b>	<b>MAY 7</b>	<b>MAY 6</b>
<b>JUNE 9</b>	<b>JUNE 22</b>		
<b>JULY 14</b>	<b>JULY 27</b>		
<b>AUGUST 11</b>	<b>AUGUST 24</b>	<b>AUGUST 6</b>	<b>AUGUST 5</b>
<b>SEPTEMBER 8</b>	<b>SEPTEMBER 28</b>		
<b>OCTOBER 13</b>	<b>OCTOBER 26</b>		
<b>NOVEMBER 10</b>	<b>NOVEMBER 23</b>	<b>NOVEMBER 5</b>	<b>NOVEMBER 4</b>
<b>DECEMBER 8</b>			



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