



Transportation Policy Body (TPB) Meeting Notice

Tuesday, February 10, 2026, @ 3:00 pm

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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III. Public Comment Opportunity	
Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	21
IV. Action	
A. <u>Chair, Vice-Chair, and TAC Chair Elections</u> – Russ Kessler, TPB Chair <i>The TPB needs to elect a TPB Chair, a TPB Vice-Chair, and a TAC Chair.</i>	22
B. <u>FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #7</u> – Peter Mohr, WAMPO <i>The TPB is asked to take action 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>	23 to 26
C. <u>Supporting KDOT Federal Performance-Measure Targets</u> – 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 TPB is asked to consider whether to support KDOT's current federal performance-measure targets.</i>	27 to 29

V. Discussion/Updates	
<p>A. <u>Safe Routes to School (SRTS) Update</u> – 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 March 2026. WAMPO will work with its member jurisdictions to recruit additional participating schools starting in February-March 2026. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.</i></p>	30 to 31
<p>B. <u>Behavioral Safety Toolkit Development</u> – 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>	32
<p>C. <u>Projects Obligated in FFY2025</u> – 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>	33 to 36
VI. Committee & Partnership Updates <ul style="list-style-type: none"> A. Executive Committee B. Kansas Department of Transportation (KDOT) C. Wichita Metro Division, KDOT D. Member Jurisdiction Updates 	
VII. Other Business	
VIII. Adjournment	
IX. WAMPO Reference Material <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Region Public Transit Ridership C. WAMPO Acronym Glossary D. Transportation Policy Body Roster E. 2026 WAMPO Meeting Schedule 	37 to 38 39 40 41 42

Chad Parasa, TPB Secretary

Revised February 5, 2026



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes
 Tuesday, December 9, 2025, @ 3:00 PM
 Hybrid Meeting: *Online & 271 W 3rd St., Room 203, Wichita, KS 67202*
 Meeting Duration: 66 minutes

Voting Members in Attendance		
Russ Kessler, <i>Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Nick Engle, <i>Derby</i> Jim Howell, <i>Sedgwick County</i> George Liebe, <i>Goddard</i>	Mike Moriarty, <i>KDOT</i> Terry Somers, <i>SCAC</i> Pat Stivers, <i>Maize</i> Jet Truman, <i>Valley Center</i> Mike Warrington, <i>Andover</i>	Alternates Rodney Eggleston, <i>Maize (non-voting)</i> Sean Fox, <i>Park City (voting)</i> Nick Gregory, <i>Maize (non-voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (voting)</i>
Other Attendees		
Marcy Aycok, <i>REAP</i> Craig Crossette, <i>Goddard</i> Nick Flanders, <i>WAMPO</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Angeline Johnson, <i>Greater Wichita Partnership</i> Alan Kailer, <i>Bike Walk Wichita</i>	Brett Letkowski, <i>GFT</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Shavon Morgan, <i>JEO</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i>	Ronnie Price, <i>Andover</i> Tia Raamot, <i>Sedgwick County</i> Brad Shores, <i>JEO</i> Laura VanBurkleo, <i>WAMPO</i> Tyler Voth, <i>WSP</i> Kristen Zimmerman, <i>PEC</i>

1. Chair Russ Kessler called the meeting to order at 3:04 PM.

2. Regular Business

A. Approval of the December 9, 2025, Agenda

Discussion: None.

Action: Approve the December 9, 2025, agenda, as presented. (13-0)¹

Motion: George Liebe

Second: Terry Somers

B. Approval of the November 18, 2025, Meeting Minutes

Discussion: None.

Action: Approve the November 18, 2025, meeting minutes, as presented. (14-0)

Motion: Mike Warrington

Second: George Liebe

¹ One (1) voting TPB member did not arrive until after the vote to approve the December 2025 agenda.

C. Director's Report

Chad Parasa, WAMPO, shared that there would be an end-of-year TPB networking event immediately following the meeting, in the same room.

i. Upcoming WAMPO TPB Elections at Next Meeting in February 2026

Mr. Parasa noted that the annual TPB and TAC officer elections would be held at the February 2026 TPB meeting.

ii. Regional Connections Presentation Series

Mr. Parasa 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 to reserve a time to present.

iii. Safe Routes to School (SRTS) Update

Kimberly Negrete, WAMPO, provided an update on the WAMPO Safe Routes to School (SRTS) planning initiative. She highlighted how many schools are currently participating in the program, provided project-timeline updates, discussed engagement activities that were performed in Fall 2025, and listed next steps to be undertaken. The final school-specific SRTS plans will include recommended infrastructure improvements, policies, and programs, potential funding sources for which were discussed, with the observation that SRTS plans may be utilized when applying for grants.

Laura VanBurkleo, WAMPO, provided the perspective of a former Wichita Public Schools teacher on the SRTS planning initiative.

iv. Behavioral Safety Awareness Campaign Development

Ms. Negrete outlined WAMPO's pending development of a behavioral safety awareness toolkit, focused on the "Safer People" component of the Safe System Approach, which aims to eliminate fatal and serious injuries from vehicle crashes by acknowledging human fallibility and building a system that anticipates mistakes and minimizes harm. WAMPO and its planning partners have made safety a priority and WAMPO will partner with member jurisdictions to develop a toolkit of behavioral-safety related content, messaging, and activities to engage residents. An advisory committee will be formed to help develop the toolkit of resources, with completion anticipated during 2026.

D. Consent Agenda

i. 2026 TPB and TAC Meeting Dates

Peter Mohr, WAMPO, explained that a schedule of TPB and TAC meeting dates/times needs to be approved by the TPB each year. The TPB was asked to decide whether to approve a proposed schedule for TPB and TAC meetings in 2026.

ii. Regional Active Transportation Plan Consultant Contract

Mr. Mohr asked the TPB to take action on a proposed consultant contract with RDG Planning & Design Inc. for the development of a Regional Active Transportation Plan during the period of December 9, 2025, through December 31, 2026, for an amount not to exceed \$199,925. The proposed contract would be consistent with WAMPO's approved 2025 & 2026 Unified Planning Work Programs (UPWPs), succeed the WAMPO Regional Pathway System Plan (last updated in 2011), assess and catalog existing active transportation infrastructure, identify gaps in the nonmotorized travel network, and highlight potential "catalyst projects," with a focus on regional connections.

Discussion:

Jim Benage asked if hiring a consultant to develop a Regional Active Transportation Plan was the most cost-effective option. Mr. Parasa responded that the work could be done either by a consultant or by WAMPO staff, with the latter option costing less money but taking more time.

Pat Stivers asked if the Regional Active Transportation Plan could be developed by current WAMPO staff or if money to hire new staff would be required. Mr. Parasa responded that it could be done by current WAMPO staff with the assistance of new temporary staff, utilizing funding already budgeted in the UPWP, but likely at a lower cost than the proposed consultant contract.

Evan Hathaway, Hite, Fanning & Honeyman L.L.P., WAMPO's legal counsel, confirmed that choosing to not enter into a contract with RDG Planning & Design Inc. would not create any legal obligations on the part of WAMPO.

Terry Somers asked if having the Regional Active Transportation Plan developed by WAMPO staff instead of by a consultant would have any adverse effects on planning timelines. Mr. Parasa responded that the Regional Active Transportation Plan could still be completed in time to be reflected in the next WAMPO Metropolitan Transportation Plan, which is due to be approved in 2030.

Action: Pull the Regional Active Transportation Plan Consultant Contract out of the Consent Agenda for a separate vote. (13-0)²

Motion: Jim Benage

Second: Nick Engle

Action: Approve the Consent Agenda (approve the proposed 2026 TPB and TAC meeting schedules, as presented). (13-0)

Motion: Jim Benage

Second: Nick Engle

² One (1) voting TPB member left before the votes on the Consent Agenda and Action Item.

Action: Not approve the Contract for the Development of a Regional Active Transportation Plan with RDG Planning & Design Inc. (13-0)

Motion: Jim Benage

Second: Mike Warrington

3. Public Comment Opportunity

No comments.

4. Action

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

Mr. Mohr 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.

Mr. Mohr 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, 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 TPB was asked to decide whether to approve 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:

Jim Benage asked whether the requirement to translate vital documents into languages other than English came from a law passed by Congress (Title VI of the Civil Rights Act of 1964) or from administrative law, as the status of the latter is less certain. Mr. Mohr responded that the draft updated Title VI Program Manual and LEP plan were reviewed by KDOT, FHWA, and FTA staff and

by WAMPO's legal counsel, who all reported that the documents were legally compliant and the vital-document-translation requirements of the Safe Harbor stipulation of FTA Circular 4702.1B remain in place at this time.

Action: Approve the Title VI Program Manual and Limited English Proficiency plan, as presented. (13-0)

Motion: Nick Engle

Second: Terry Somers

5. Discussion/Updates

A. 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.

WAMPO Bicycle and Pedestrian Webpage – www.wampo.org/bicycle-pedestrian

B. 2025 Projects and Accomplishments

Ms. Negrete, Mr. Mohr, and Nick Flanders, WAMPO, presented on some notable 2025 project milestones and other accomplishments in the WAMPO region. The presentation included a summary of action and consent-agenda items approved by the TPB in 2025, additional details regarding projects added to or modified in the Transportation Improvement Program (TIP), and member-jurisdiction featured projects, plans, and programs that demonstrate progress and growth across the WAMPO region in 2025.

Mr. Parasa and Mr. Flanders informed the TPB that, in the coming months, the WAMPO Project Selection Committee (PSC), TAC, and TPB will be asked to make decisions on the use of unawarded suballocated federal transportation funding for FFY2026-FFY2028. Most of that unawarded funding

is attributable to a change in the instructions WAMPO receives from KDOT regarding suballocated funding: Instead of limiting funding awards to a Limitation Distribution amount (usually about 85% of the full Apportionment of suballocated funding), the new instruction is to award 100% of the Apportionment.

6. Committee & Partnership Updates

Chair Kessler announced that the next Executive Committee meeting will be at 11:00 AM on February 5, 2026, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St., Room 237, Wichita, KS 67202) and via Zoom.

J.B. Wilson, KDOT Wichita Metro, provided construction updates in the region.

7. Other Business

Chair Kessler shared a reminder that there would be an end-of-year TPB networking event immediately following the meeting, in the same room.

8. The meeting was adjourned at 4:10 PM.

The next regular meeting will be held on Tuesday, February 10, 2026, at 3:00 PM.



**Agenda Item 2Ci: Director's Report
2025 UPWP Report and Quarterly Task Chart**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Executive Summary

The Unified Planning Work Program (UPWP) is the primary budgeting document for the planning activities WAMPO intends to undertake during the calendar year and outlines priorities and tasks. This staff report provides updates on the statuses of planned work tasks from the 2025 UPWP. This update is for the fourth quarter of 2025. Also provided is the 2025 UPWP activity report that will be submitted to KDOT, showing activity for all of 2025.

Background

The Unified Planning Work Program (UPWP) describes what planning activities WAMPO staff and consultants will undertake and how federal planning funds allocated to WAMPO will be used during the year (January 1-December 31). The 2025 UPWP was approved at the November 12, 2024, Transportation Policy Body (TPB) meeting. An administrative adjustment was performed on November 19, 2025, and the TPB approved amendments to the 2025 UPWP on July 8 and November 18, 2025.

The table below shows priority projects from the 2025 UPWP, the quarters in which they were to be completed, and their current statuses.

Fiscal Considerations

Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% non-federal funding). The total budgeted CPG and local-match expenditures in the 2025 UPWP, as amended, are \$1,647,000.

2025 Priority Projects

Project	Quarter(s)*	Status
MTP 2050 Development & Implementation	1, 2, 3, 4, 2026	MTP 2050 was approved by the TPB in May 2025. MTP 2050 Amendment 1, ensuring the plan complies with updated federal guidance, was approved in August 2025. MTP 2050 implementation is ongoing.
Safety Initiatives and Activities (Including SS4A Grant Tasks)	1, 2, 3, 4, 2026	Ongoing safety planning and development of a behavioral safety toolkit. ICT Safe held a quarterly meeting on November 5, 2025. WAMPO is coordinating with member jurisdictions to identify demonstration projects for the awarded SS4A grant. Other safety initiatives and activities are ongoing.
Annual Single Audit	1	Complete. The year 2024 single audit was received and filed by the TPB on April 8, 2025.
Regional Active Transportation Plan Development	1, 2, 3, 4, 2026	A contract was negotiated and brought to the TPB in Q4. The TPB voted to not approve the contract.
Regional Transit Implementation Plan	1	Complete. The TPB approved the Regional Transit Implementation Plan on March 11, 2025.
Safe Routes to School (Plan Development)	1, 2, 3, 4, 2026	In progress. Data collection and school/school-district/local government coordination and public engagement are in progress.



**Agenda Item 2Ci: Director's Report
2025 UPWP Report and Quarterly Task Chart**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Title VI Program and Limited English Proficiency (LEP) Plan Updates	3, 4	Complete. The TPB approved the updated Title VI Program Manual and LEP Plan on December 9, 2025.
FFY2025-FFY2028 TIP Administration	1, 2, 3, 4, 2026	FFY2025-FFY2028 TIP Amendment 6 was approved by the TPB on October 10, 2025. A Call for Changes for Amendment 7 was held in Q4, with approval of Amendment 7 anticipated in Q1 2026.
Travel Demand Model Update	1, 2, 3, 4, 2026, 2027	In progress.
Regional Intelligent Transportation Systems (ITS) Architecture Update	1, 2, 3, 4	Complete. The TPB approved the updated Regional ITS Architecture on November 18, 2025.
Household Travel Survey	3, 4, 2026, 2027	Staff released a Request for Proposals (RFP) to hire a consultant for a Household Travel Survey in Q3. Proposals were reviewed by a selection committee in Q4 and contract negotiations are underway. A contract is anticipated to be brought to the TPB for approval in Q1 2026.

**Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December*

UPWP Report

WAMPO staff have completed a UPWP activity report for the fourth quarter of 2025 (October 1-December 31) to submit as part of WAMPO’s quarterly reimbursement package to KDOT, showing activity for all of 2025.

Attachment

» **October - December 2025 UPWP Activity Report** – <https://bit.ly/Q4-2025-UPWP-Report>



Executive Summary

The Unified Planning Work Program (UPWP) is the primary budgeting document for planning activities WAMPO intends to undertake during the calendar year and outlines priorities and tasks. This staff report provides an overview of planned work tasks for 2026. It will be updated quarterly.

Background

The Unified Planning Work Program (UPWP) describes what planning activities WAMPO staff and consultants will undertake, and how federal planning funds allocated to WAMPO will be used during the year (January 1- December 31). A UPWP serves several purposes, including defining the planning scope, budgeting and funding, scheduling, coordination, public involvement, and compliance. The 2026 Unified Planning Work Program (UPWP) was approved by the Transportation Policy Body (TPB) on November 18, 2025.

The table below shows priority projects in the 2026 UPWP and the quarters in which each project is to be completed. This table will be updated to reflect the status of each project and presented to the TPB quarterly.

Fiscal Considerations

Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% non-federal funding). The total budgeted CPG and local-match expenditures in the 2026 UPWP are \$2,318,500.

2026 Priority Projects

Project	Quarter(s)*	Status
Safety Initiatives & Activities (Including SS4A Grant Tasks)	1, 2, 3, 4, 2027	
Annual Single Audit	1	
MTP 2050 Implementation & Long-Range Planning	1, 2, 3, 4, 2027	
Regional Active Transportation Plan	1, 2, 3, 4	
Multimodal Transportation & Complete Streets Planning	1, 2, 3, 4, 2027	
Safe Routes to School (Plan Development)	1, 2, 3, 4	
Public Participation	1, 2, 3, 4, 2027	
FFY2027-FFY2030 TIP Development	1, 2, 3	
FFY2025-FFY2028 and FFY2027-FFY2030 TIP Administration	1, 2, 3, 4	
Transportation Data & Modeling, Travel Demand Model Update	1, 2, 3, 4, 2027	
Household Travel Survey (HTS)	1, 2, 3, 4, 2027, 2028	

*Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December

Attachment

» **2026 Unified Planning Work Program (UPWP)** - <https://bit.ly/2026-UPWP>



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 TPB for February 2026.

Background

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

The Reasonable Progress Policy was revised by the TPB 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 schedule 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

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

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2026 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated FFY2026 Obligation Date	Anticipated Let Date	Progress Towards Using All Obligated Funds	Anticipated Project Completion Date
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$9,347,040.00	STBG, TA	\$5,451,987.00	\$3,895,053.00	\$5,451,987.00	TBD	October 22, 2025	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.
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



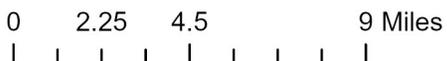
Transportation Improvement Program

Current Suballocated Projects

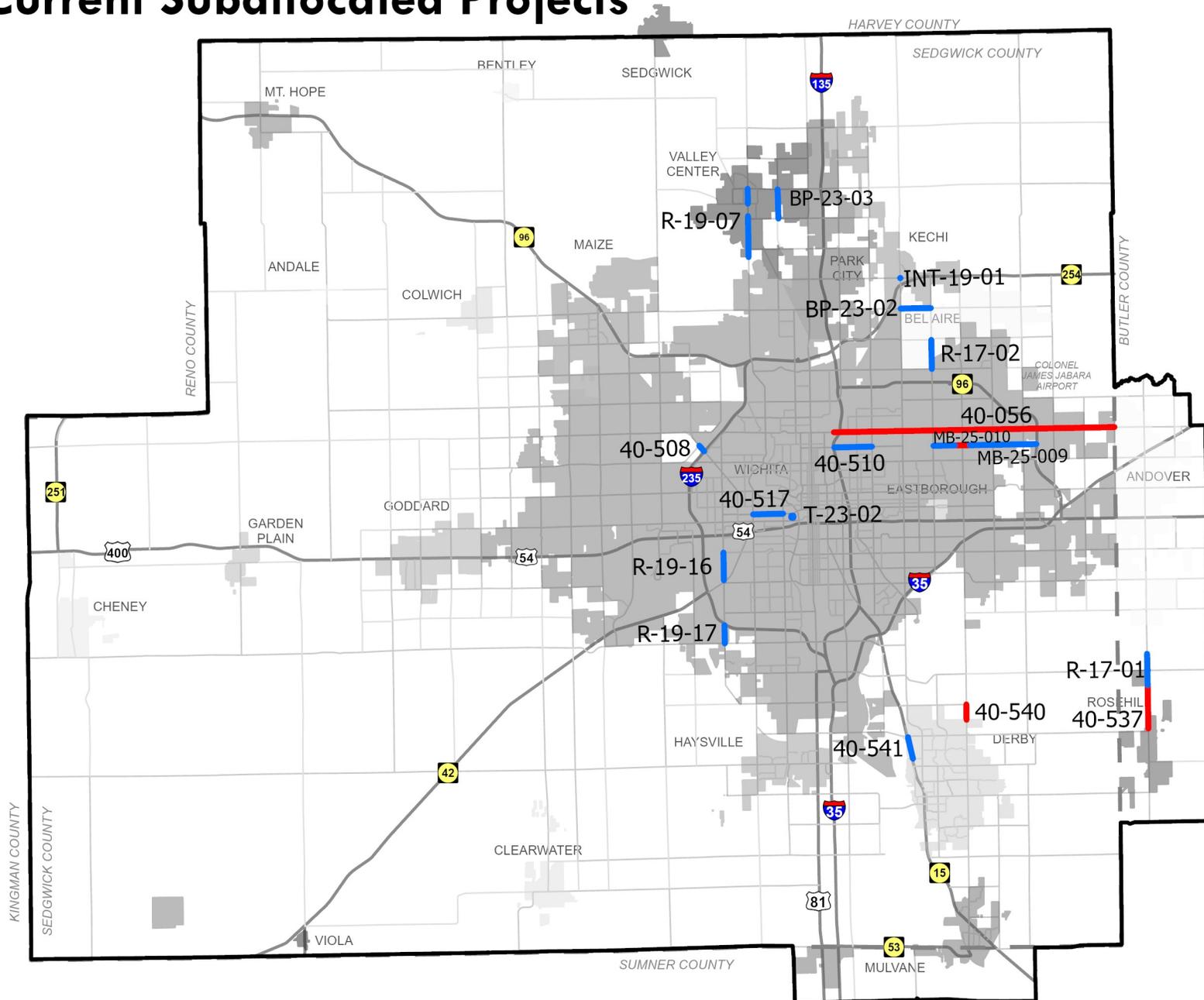
Legend

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

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



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 1/26/2026
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





Executive Summary

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

Background

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

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

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

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



Executive Summary

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

Background

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

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

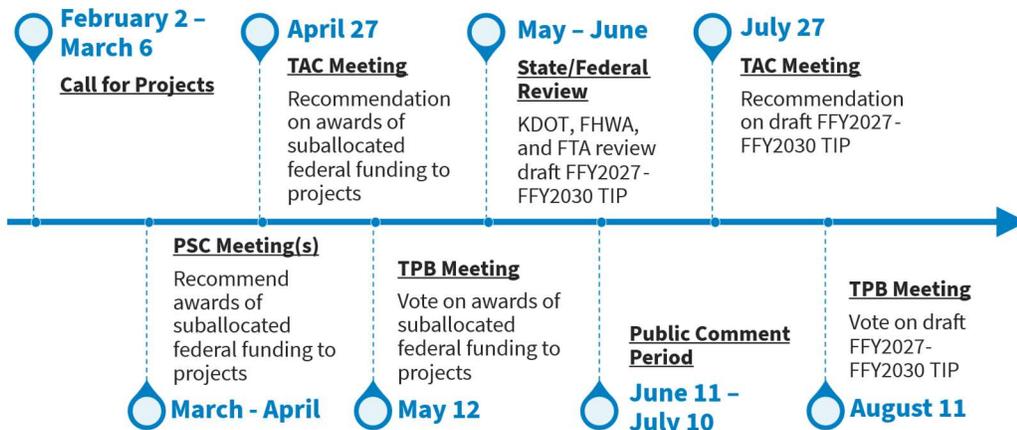
Tentative Timeline

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



FFY2027-FFY2030 TIP Development Tentative Timeline

All Dates in 2026





Executive Summary

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

Background

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

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 fulfillment 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 WAMPO member jurisdictions and other partners
- » Provide transit-related updates and findings to the TAC and TPB

Committee Formation and Structure

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

If the TPB chooses to create a Regional Transit Coordination Committee, its membership may include WAMPO 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 2Cvii: 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 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 2Di: Consent Agenda **Facility and Administrative Support Services Agreement Extension**

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

In February 2023, WAMPO entered into an agreement with Sedgwick County for administrative support and the use of County facilities. Under this agreement, WAMPO pays Sedgwick County \$30,000 per year, in the form of two semiannual installments of \$15,000, paid in February and August. The original agreement duration is three (3) years and expires in 2026. The TPB is asked to provide its consent to extend the agreement for an additional three (3) years.

Background

In February 2023, WAMPO entered into an agreement with Sedgwick County, wherein the County agrees to provide:

- a. WAMPO with physical space, utilities, janitorial services and related facility maintenance for WAMPO's office and related conference rooms, in the county-owned building at 271 W. Third St., Wichita, Kansas.
- b. Parking spaces sufficient for staff and necessary meetings, near the county-owned building at 271 W. Third St., Wichita, Kansas.
- c. To ensure compatibility with the County's Information Technology systems, it will provide access to its procurement process for WAMPO to purchase computers, telephones, software, and related IT hardware.
- d. Information Technology and related maintenance, including telephones, computers, software, internet access, electronic storage, and email services.
- e. Human Resource support in the form of guidance, advice and, when necessary, a witness for employer-employee sessions.

For these services, WAMPO pays Sedgwick County \$30,000 per year, in the form of two semiannual installments of \$15,000, paid in February and August. The original agreement duration is three (3) years and expires in 2026. The TPB is asked to provide its consent to extend the agreement for an additional three (3) years.

The Sedgwick County Board of County Commissioners approved the agreement extension on December 10, 2025.

Staff Recommendation

- » Approve the Facility and Administrative Support Services Agreement Extension, as presented.

Attachments

- » Facility and Administrative Support Services Agreement Extension - <https://bit.ly/County-Facilities-Contract-Extension-2026>
- » 2023-2026 Facility and Administrative Support Services Agreement between WAMPO and Sedgwick County - <https://bit.ly/County-Facilities-Contract-2023>



Agenda Item 2Dii: Consent Agenda
Executive Director 4% Salary Increase, Retroactive to January 1, 2026
Haysville Mayor Russ Kessler, TPB Chair

Executive Summary

The WAMPO Executive Committee met on Thursday, February 5, 2026. During this meeting, committee members entered an executive session before reconvening the public meeting and voting to recommend a 4% salary increase for the WAMPO Executive Director, retroactive to January 1, 2026, on which the Transportation Policy Body is now asked to take action.

Background

The WAMPO Executive Committee met on Thursday, February 5, 2026. During this meeting, committee members entered an executive session before reconvening the public meeting and voting to recommend a 4% salary increase for the WAMPO Executive Director, retroactive to January 1, 2026.

The Transportation Policy Body is asked to decide whether to approve this increase in salary.

Executive Committee Recommendation

Approve a 4% Executive Director salary increase, retroactive to January 1, 2026, as presented.



Agenda Item 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, TPB Chair

Background

The Public Comment Opportunity is an open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents.

- » Matters related to personnel and litigation are not appropriate for public comment.
- » Rules of decorum will be observed.
- » Comments are limited to three (3) minutes per individual.
- » Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.



**Agenda Item 4A: Action
Chair, Vice-Chair, and TAC Chair Elections**
Haysville Mayor Russ Kessler, TPB Chair

Executive Summary

The TPB needs to elect a TPB Chair, a TPB Vice-Chair, and a TAC Chair.

Background

Every year, in February, or at the first TPB meeting after February if none is held in February, an election is held to select the next Transportation Policy Body (TPB) Chair, TPB Vice-Chair, and Technical Advisory Committee (TAC) Chair. Nominations for these positions are now requested from TPB members. Following the acceptance of a nomination for each office, a vote will be held, and the newly elected TPB Chair and Vice-Chair will assume office immediately.

The TPB and TAC bylaws should be referenced for full details and guidelines regarding the TPB Chair, TPB Vice-Chair, and TAC Chair positions, as well as for the election procedure. A given TPB member may be elected to up to two consecutive one-year terms in each office. The TPB Chair and Vice-Chair may not represent the same jurisdiction. The Vice-Chair of the TPB may, but is not required to, also serve as the TAC Chair.

TPB Chair, TPB Vice-Chair, and TAC Chair Overview

Transportation Policy Body Chair - *TPB Bylaws Articles 3 and 4*

- » Presides at TPB meetings and all public hearings conducted by the TPB.
- » Appoints subcommittees as needed.
- » Signs all letters, agreements, and documents, as authorized by the TPB.
- » Serves on the Executive Committee.
- » May call special meetings of the TPB and of the Executive Committee.
- » Performs other duties as appropriate and as outlined in the Transportation Policy Body bylaws.

Transportation Policy Body Vice-Chair - *TPB Bylaws Articles 3 and 4*

- » The Vice-Chair of the TPB may, but is not required to, also serve as the TAC Chair.
- » Assumes responsibilities of the Chair in the absence of the Chair.
- » Serves on the Executive Committee.
- » May call special meetings of the Executive Committee.

Technical Advisory Committee Chair - *TPB Bylaws Articles 4 and 8, TAC Bylaws Section 4.0*

- » Presides at TAC meetings, assuring a comprehensive, cooperative, and continuing planning process.
- » May call special meetings of the TAC.
- » Serves on the Executive Committee.
- » Must also be a member of the TPB and is the only TPB voting representative or designated alternate to also serve on the TAC.

Attachments

- » **TPB Bylaws** - <https://bit.ly/TPB-Bylaws-2024>
- » **TAC Bylaws** - <https://bit.ly/TAC-Bylaws-2024>



Executive Summary

The TPB is asked to take action 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.

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. The TPB is now asked to vote 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 4B: 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
		Total	\$2,852,615	\$28,338,700	\$127,645,922	\$158,837,237

* 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 funding 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
	Total	\$0	\$0	\$0	\$0	\$0	\$0

* Administrative Adjustment



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

Peter Mohr, Manager of Transportation Engineering & Data

TAC Recommendation

Approve FFY2025-FFY2028 TIP Amendment #7, as presented.

Action Options

- » **Approve** FFY2025-FFY2028 TIP Amendment #7, **as presented**.
- » **Not approve** FFY2025-FFY2028 TIP Amendment #7.
- » **Approve** FFY2025-FFY2028 TIP Amendment #7, **with specific changes**.

Next Steps

- » 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.

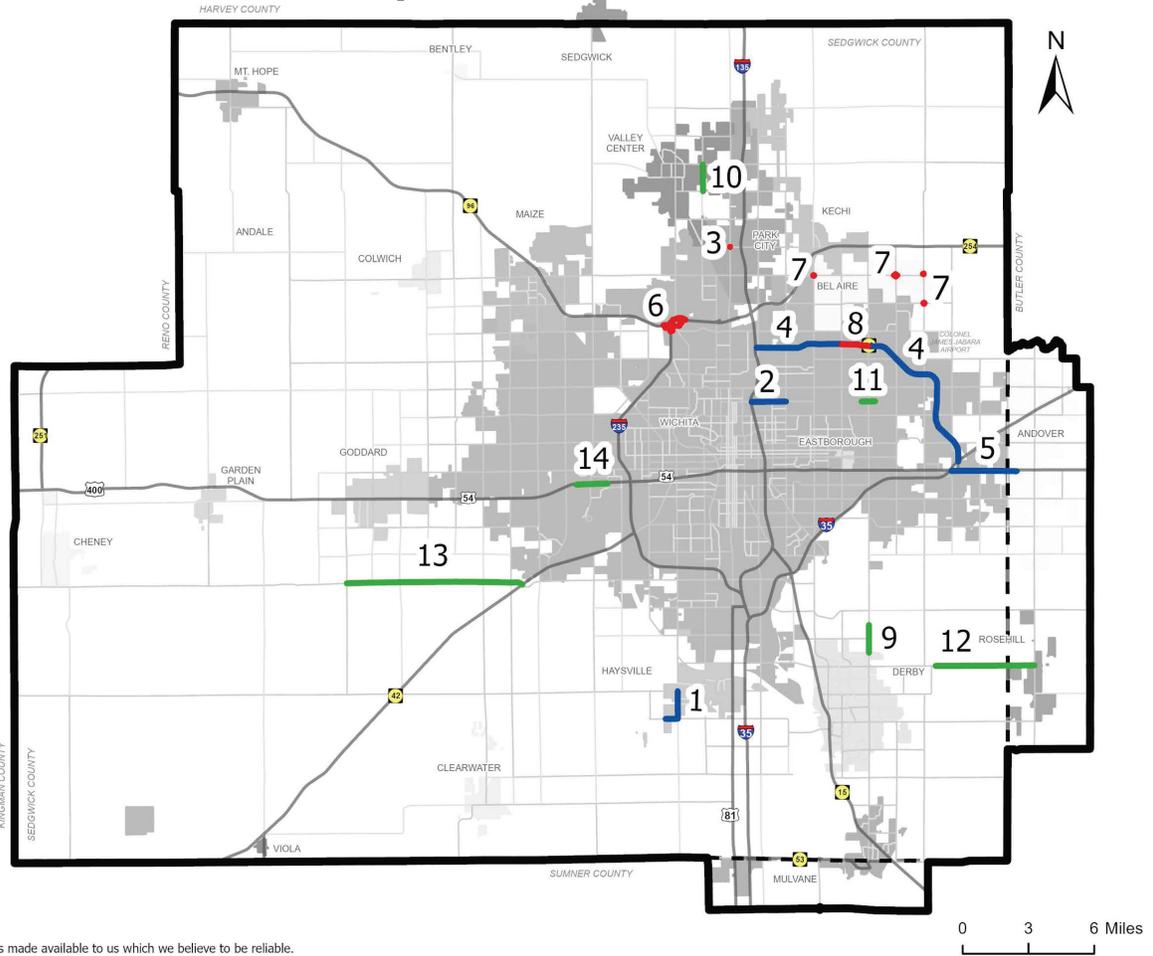
Attachments

- » **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 TPB is asked to consider whether to support KDOT's current federal performance-measure targets.

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

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

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

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

PM3: System Performance & Freight Movement

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

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

*Useful Life Benchmark

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

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

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

TAC Recommendation

Approve supporting KDOT’s federal performance-measure targets as of 2026, as presented.

Action Options

- » **Approve** supporting KDOT’s federal performance-measure targets as of 2026, **as presented**.
- » **Not approve** supporting KDOT’s federal performance-measure targets as of 2026.
- » **Approve** supporting KDOT’s federal performance-measure targets as of 2026, **with specific changes**.



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 March 2026. WAMPO will work with its member jurisdictions to recruit additional participating schools starting in February-March 2026. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.

Background

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

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

Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, the development of a Best Practices Guide, and aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts. 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.

Next Steps

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



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

Kim Negrete, WAMPO
Chris Brown, SRF

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

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

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

The next SRTS Stakeholder Committee meeting is 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



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.

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 advisory committee will begin meeting in February 2026, with completion of the toolkit anticipated 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), which will serve as a hub for related resources, testimonials from community members, and the latest transportation safety news.

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

Attachments

- » **WAMPO Safety Webpage** – www.wampo.org/safety
- » **USDOT Safe System Approach Webpage** – 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.

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.

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

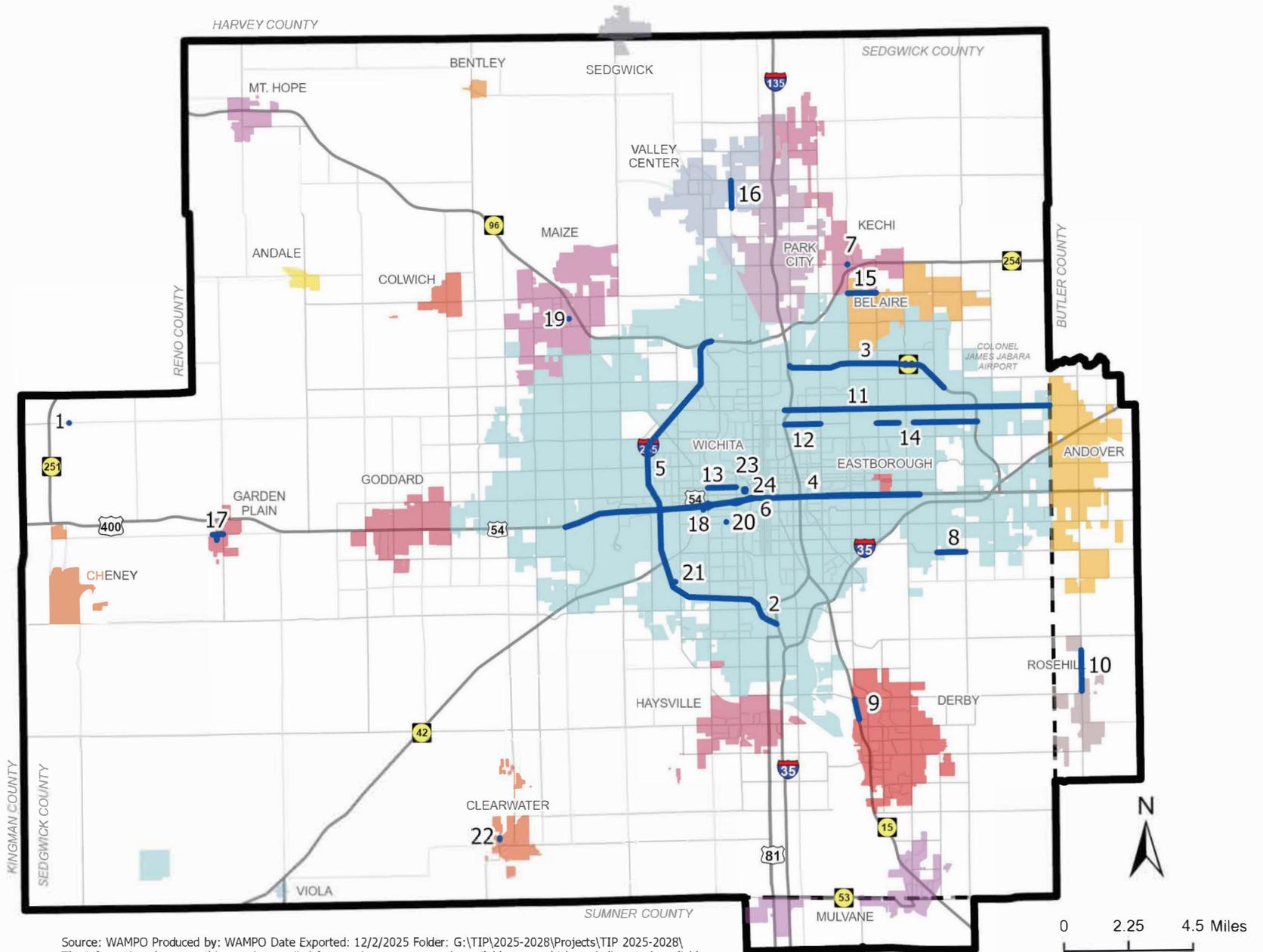
Suballocated Funding Programs	
Surface Transportation Block Grant (STBG) Program	\$9,172,177.44
Congestion Mitigation and Air Quality (CMAQ) Program	\$1,318,202.57
Transportation Alternatives (TA) Program	\$1,626,144.00
Carbon Reduction Program (CRP)	\$4,430,100.20
Suballocated Total	\$16,546,624.21
Non-Suballocated Funding Programs	
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
Non-Suballocated Total	\$18,833,234.02
All Funding Programs Total	\$35,379,858.23

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		Total	\$35,379,858.23

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



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

Point of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Ashley Cory	ashleycory@derbyks.gov	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysvilleks.gov	316.529.5903
Sedgwick County Transportation	Emily Jensen	emily.jensen@sedgwick.gov	316.660.5158
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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 TPB Representatives and Contact Information

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Quorum is 13 based on voting members

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2026 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
	JANUARY 26		
FEBRUARY 10	FEBRUARY 23	FEBRUARY 5	FEBRUARY 4
MARCH 10	MARCH 23		
APRIL 14	APRIL 27		
MAY 12	MAY 18	MAY 7	MAY 6
JUNE 9	JUNE 22		
JULY 14	JULY 27		
AUGUST 11	AUGUST 24	AUGUST 6	AUGUST 5
SEPTEMBER 8	SEPTEMBER 28		
OCTOBER 13	OCTOBER 26		
NOVEMBER 10	NOVEMBER 23	NOVEMBER 5	NOVEMBER 4
DECEMBER 8			



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