



Technical Advisory Committee (TAC) Meeting Notice

Monday, June 22, 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](#)

Tentative Meeting Agenda	Page #
I. Welcome	
II. Regular Business	
A. Approval of TAC Agenda: June 22, 2026	
B. Approval of TAC Meeting Minutes: April 27, 2026	3 to 9
C. Director's Report	
i. Bimonthly TIP Project Statuses	10 to 12
ii. FFY2027-FFY2030 Transportation Improvement Program (TIP) Public Comment Period – 06/17/2026-07/16/2026	
iii. Metropolitan Transportation Plan 2050 (MTP 2050): One Year Since Adoption	13 to 14
iv. 2027 Unified Planning Work Program (UPWP)	
v. Regional Transit Coordination Committee Update	15 to 17
vi. Annual Bicycle and Pedestrian Count: September 16, 17, and 19, 2026	
vii. Request for Proposals (RFP) Updates	18 to 19
III. Public Comment Opportunity	
Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	20
IV. Action	
V. Discussion/Updates	
A. Wichita Transit Update – Penny Feist, Wichita Transit <i>Wichita Transit will provide an update.</i>	
B. Behavioral Safety Toolkit Development – Kim Negrete, WAMPO <i>WAMPO is developing a toolkit and online resource hub of transportation-related behavioral safety strategies for WAMPO member jurisdictions and others to engage residents in promoting safe roadway behaviors. An advisory committee is meeting monthly to compile resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behaviors on roadways and the cost of vehicle-crash injuries and fatalities. Input provided by staff from WAMPO member jurisdictions and community partners 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>	21 to 22

<p>C. <u>Safe Routes to School (SRTS) Existing Conditions Reports</u> – Kim Negrete, WAMPO <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-seven (57) schools have confirmed their participation. Existing-conditions reports, compiling the collected data for each participating school, are now being reviewed by school/district staff and local government staff to ensure accuracy. Finalized reports are being uploaded to the WAMPO website as they are received. WAMPO continues to work with its member jurisdictions to recruit additional participating schools. 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>23 to 26</p>
<p>VI. Other Business</p>	
<p>VII. Adjournment</p>	
<p>VIII. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Region Public Transit Ridership C. WAMPO Acronym Glossary D. Technical Advisory Committee Roster E. 2026 WAMPO Meeting Schedule 	<p>27 to 28 29 30 31 32</p>

Chad Parasa, TAC Secretary

June 15, 2026



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, April 27, 2026 @ 10:00 AM

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

Meeting Duration: *68 minutes*

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

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

2. Regular Business

A. Approval of April 27, 2026, Agenda

Discussion: None.

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

Motion: Craig Crossette

Second: Steve Degenhardt

B. Approval of March 23, 2026, Meeting Minutes

Discussion: None.

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

Motion: Lynn Packer

Second: Steve Degenhardt

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

C. Director's Report

i. **Bimonthly TIP Project Statuses**

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO suballocated federal funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for April 2026 was shared.

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

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

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

iii. **Regional Connections Presentation Series**

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

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

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

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

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

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

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

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

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

3. Public Comment Opportunity

No comments.

4. Action

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

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

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

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

Discussion:

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

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

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

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

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

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

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

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

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

Motion: Craig Crossette

Second: Shawn Mellies

B. Supporting Wichita Transit 2026 Transit Safety Performance Measure Targets

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

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

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

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

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

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

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

**VRM = Vehicle Revenue Miles

Discussion:

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

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

Motion: Dan Squires

Second: Steve Degenhardt

5. Discussion/Updates

A. K-15 Corridor Management Plan Update

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

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

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

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

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

Discussion:

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

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

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

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

6. Other Business

None.

7. Meeting adjourned at 11:10 AM

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



Agenda Item 2Ci: Director's Report

Bimonthly TIP Project Statuses

Nick Flanders, Transportation Planning Manager

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 June 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 June 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.

Next Steps

- » An update will be delivered to the TPB on July 14, 2026.
- » Project sponsors will be requested to provide information for the next bimonthly update by July 31, 2026, tentatively for presentation to the TAC on August 24, 2026, and to the TPB on September 8, 2026.

Attachments

- » **TIP Project Statuses Report, June 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	Construction anticipated to start in April 2026.	Spring 2027
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	\$9,503,806.00	STBG, CMAQ	\$4,915,049.00	\$0.00	\$9,503,806.00	August 2026	September 2026	N/A	July 2027
MB-25-010	Wichita	Redbud Multi-Use Path near Rock Road Phase 2	2026	\$5,562,763.00	CMAQ, TA, CRP	\$2,753,454.00	\$0.00	\$5,562,763.00	June 2026	July 2026	N/A	Mid 2027
RM-25-022	Park City	85th Street and Broadway Roundabout	2026	\$1,412,711.00	STBG	\$1,412,711.00	\$0.00	\$1,412,711.00	August 2026	September 2026	N/A	Spring 2027
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	Construction started April 13, 2026.	Construction to be complete August 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.	Mid 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.	Mid 2027
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	\$2,780,862.45	\$1,567,668.55	N/A	N/A	Authority to Award received December 9, 2025.	Early/Mid 2027
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	Anticipate using all funds by project completion date.	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.	January 2027
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	Approximately \$5,475,000 of obligated funds have been spent	Construction complete as of April 2026. Project pending final closeout
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	Construction complete as of February 2026. Project pending final closeout.
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	\$10,613,371 of obligated funds have been spent.	July 1, 2026
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,582,061.69	\$200,208.31	N/A	N/A	Construction began September 2025.	Early 2027
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.	Mid/Late 2026
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.
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	Construction to start April 20, 2026.	Summer 2027
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.	February 2028

FFY2026 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 8)

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
EV-26-001	KDOT	City of Park City: Sinclair located at 6209 North Broadway Avenue	NEVI	\$607,500.00
R-23-02	KDOT	KDOT IR Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
RR-25-001	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	STIC	\$125,000.00
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	\$1,673,250.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$690,271.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
TR-26-001	Wichita Transit	Hybrid Bus Purchase	FTA 5339	\$2,066,786.00



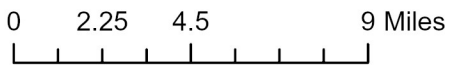
Transportation Improvement Program

Current Suballocated Projects

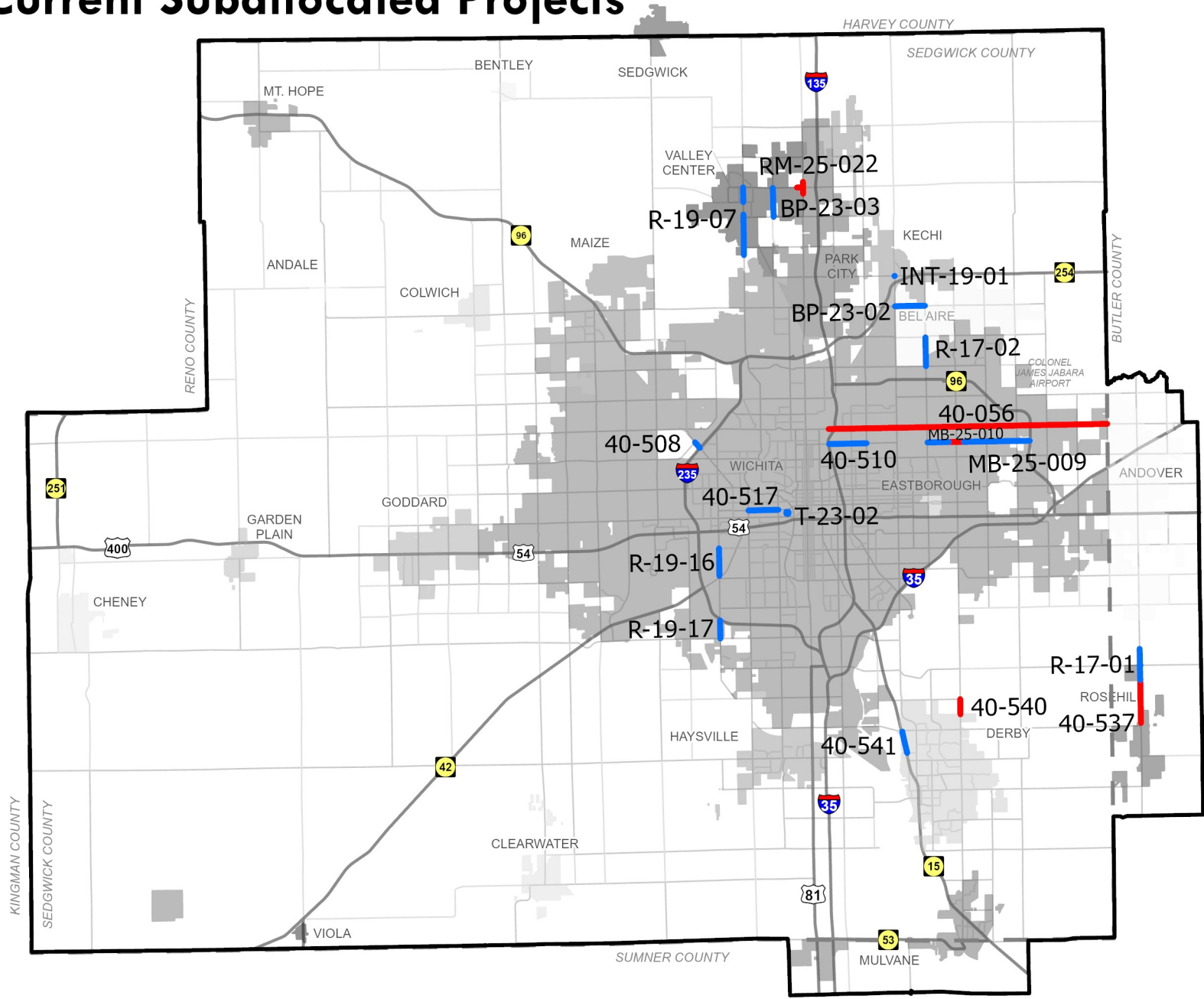
Legend

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

*P-23-03, ITS-23-02 & T-15-005 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 6/8/2026
 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

Metropolitan Planning Organizations (MPOs) are responsible for developing and maintaining a long-range Metropolitan Transportation Plan (MTP). These plans integrate long-term and short-term strategies to foster a multimodal transportation network that ensures the safe and efficient movement of people and goods. It has been one year since WAMPO's current MTP, Metropolitan Transportation Plan 2050 (MTP 2050), was adopted by the Transportation Policy Body (TPB). This presentation will provide an overview of the plan's purpose and contents, to ensure it remains relevant.

Background

Under federal law, Metropolitan Planning Organizations (MPOs) are responsible for developing and maintaining a long-range Metropolitan Transportation Plan (MTP) – a blueprint for a region's transportation system that spans a minimum planning horizon of 20 years and is updated at least every 5 years. These plans integrate long-term and short-term strategies to foster a multimodal transportation network that ensures the safe and efficient movement of people and goods. WAMPO's current MTP, Metropolitan Transportation Plan 2050 (MTP 2050), guides the development and improvement of the transportation network for the Wichita metropolitan region. MTP 2050 was adopted by the Transportation Policy Body (TPB) on May 13, 2025, and MTP 2050 Amendment 1 was approved by the TPB on August 12, 2025. Since it has been one year since the plan was adopted, this presentation will provide an overview of the plan's purpose and contents, to ensure it remains relevant.

Serving as a guide for the expenditure of state and federal funds through the year 2050, the plan addresses regional transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives, and selecting those options that best meet the mobility needs of the region. MTP 2050 sets priorities for transportation, including safety, reliable travel times, managing environmental and economic impacts, and improving connectivity for all modes of travel, then it lists projects to potentially utilize available funding.

MTP 2050 Chapters & Appendices

All MTP 2050 chapters and appendices are available on the WAMPO website, at www.wampo.org/mtp2050. An executive summary of MTP 2050 is also available, in English, Spanish, and Vietnamese.

MTP 2050 is divided into seven (7) chapters:

- » **Plan Purpose & Development**
- » **Regional Trends**
- » **Existing Conditions**
- » **System Management**
- » **System Performance Report** (discussing federal/regional performance measures (PMs))
- » **Financial Plan** (demonstrating how MTP 2050 is fiscally constrained)
- » **Project Selection & List** (containing the MTP 2050 Fiscally Constrained Project List)



Agenda Item 2Ciii: Director's Report Metropolitan Transportation Plan 2050 (MTP 2050): One Year Since Adoption

Markey Jonas, Community Planner

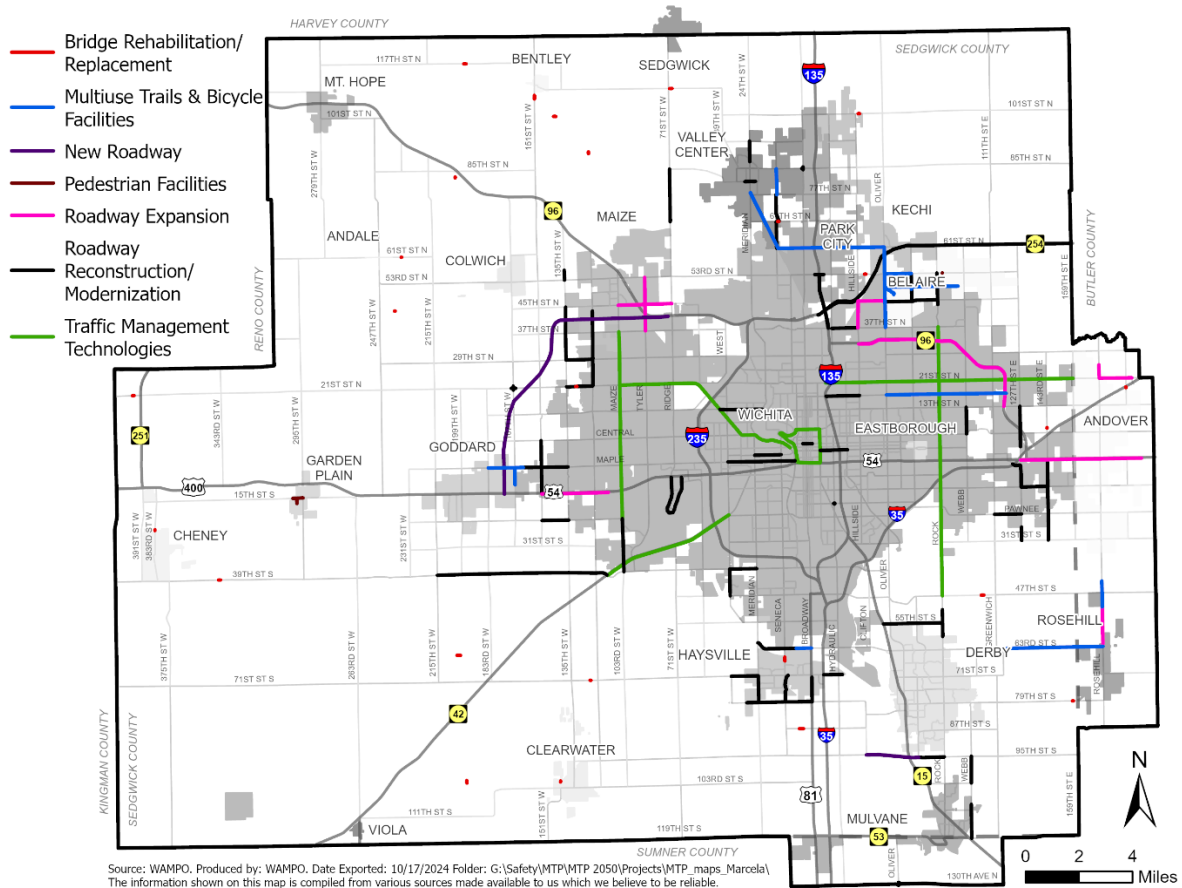
In addition, there are eight (8) appendices:

- » Appx A. Plan Development
- » Appx B. Public Involvement & Engagement Summary
- » Appx C. MTP Amendment Procedures
- » Appx D. Cost Estimation Model
- » Appx E. Travel Demand Model (TDM) Forecasts
- » Appx F. Congestion Management Process
- » Appx G. Regional ITS Architecture
- » Appx H. Regional Commuter Flows Report

MTP 2050 Projects

The MTP 2050 Fiscally Constrained Project List includes one hundred forty-seven (147) regional transportation projects, representing approximately \$2.77 billion in investment in the region’s transportation system, under a fiscally constrained scenario (i.e., the combined, estimated costs of the projects do not exceed the amount of funding projected to be available).

MTP 2050 Fiscally Constrained Projects by Project Type (not all projects are mappable)



Attachment

- » MTP 2050 Webpage – www.wampo.org/mtp2050



Executive Summary

On March 10, 2026, the Transportation Policy Body approved the formation of a Regional Transit Coordination Committee (RTCC) to support public-transit-related planning, implementation strategies, and innovative practices throughout the WAMPO region. WAMPO staff are coordinating committee formation activities, including outreach to prospective members, development of initial meeting agenda topics, and planning for the committee's first meeting. The first meeting is scheduled for July 1, 2026.

Background

Public transit services and needs vary widely across the WAMPO region and many providers continue to face challenges related to funding, service capacity, and coverage area. The TPB-adopted WAMPO Regional Transit Implementation Plan identifies several strategies intended to improve and expand transit services across the region, many of which require coordination between jurisdictions, transit providers, employers, and other partners.

To support ongoing regional coordination efforts, the TPB approved the formation of a Regional Transit Coordination Committee (RTCC) on March 10, 2026. The RTCC is intended to serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support ongoing efforts stemming from the Regional Transit Implementation Plan. WAMPO staff provide facilitation and technical support for the RTCC, so members can:

- » Review identified potential 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 member 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

Since the TPB approved the formation of an RTCC, WAMPO staff have continued related coordination and outreach efforts. Staff have been communicating with prospective committee members and partners regarding participation and future meeting coordination. Initial discussion topics and supporting materials are also being developed for the committee's first meeting.

The first RTCC meeting is scheduled for July 1, 2026. Meetings are anticipated to be held quarterly, with meeting dates, times, and locations determined in coordination with committee members.

The RTCC is intended to be a staff-supported, discussion-oriented body, rather than a decision-making body. The committee has no prescribed authority beyond serving as a coordinating body for regional transit efforts in the WAMPO region.



Agenda Item 2Cv: Director's Report Regional Transit Coordination Committee Update

Laura VanBurkleo, Planning Analyst

Next Steps

- » Conduct the inaugural RTCC meeting on July 1, 2026
- » Continue coordinating with committee members and regional partners
- » Develop future meeting topics and supporting materials
- » Provide updates to the TAC and TPB regarding committee activities and regional transit coordination efforts

Attachments

- » **Draft, Nonbinding Regional Transit Coordination Committee Membership Roster**
- » **Regional Transit Coordination Committee Webpage** – www.wampo.org/regional-transit
- » **WAMPO Regional Transit Implementation Plan** – <https://bit.ly/WAMPO-Regional-Transit-Implementation-Plan>

Regional Transit Coordination Committee Membership Roster

Name	Organization	Email Address	Status
Crystal Noles	Butler County	cnoles@bucoks.com	Invited
Jolene Graham	City of Andover	jgraham@andoverks.gov	Confirmed
Ted Henry	City of Bel Aire	thenry@belaireks.gov	Invited
TBD	City of Colwich	TBD	
Jenny Foster-Farquhar	City of Derby	jennyfoster-farquhar@derbyks.gov	Confirmed
Kristen McDaniel	City of Haysville	kmcdaniel@haysvilleks.gov	Confirmed
Kent Hixson	City of Mulvane	khixson@mulvane.us	Invited
TBD	City of Valley Center	TBD	
Maria Cornejo	Futures Unlimited (Sumner County)	mariac@futures-unlimited.org	Confirmed
Ricki Ellison	Greater Wichita Partnership	ricki@greaterwichtapartnership.org	Confirmed
Angeline Johnson	Greater Wichita Partnership	angeline@greaterwichtapartnership.org	Invited
Tami Bradley	Greater Wichita Partnership	tami@greaterwichtapartnership.org	Invited
Rene Hart	KDOT	rene.hart@ks.gov	Confirmed
Kaylie Mistretta	Mulvane Senior Center	mulvaneseniorcenter@gmail.com	Invited
Madison Shriner	Park City Senior Center	mshriner@parkcityks.gov	Invited
Justin Shore	City of Clearwater & REAP	jshore@clearwaterks.org	Confirmed
Keith Lawing	REAP/Workforce Alliance	klawing@workforce-ks.com	Confirmed
Marcy Aycock	REAP/Workforce Alliance	maycock@workforce-ks.com	Confirmed
Monica Cissell	Sedgwick County Transportation	monica.cissell@sedgwick.gov	Confirmed
Kate Young	Wichita State University (PPMC)	kate.young@wichita.edu	Invited
Penny Feist	Wichita Transit	pfeist@wichita.gov	Confirmed
Raven Alexander	Wichita Transit	ralexander@wichita.gov	Confirmed
TBD	FTA	TBD	
Craig Crossette	City of Goddard	ccrossette@goddardks.gov	Confirmed



Executive Summary

In July 2025, WAMPO issued an RFP for a consultant to conduct a regional Household Travel Survey (HTS). In February 2026, WAMPO issued a separate RFP for a consultant to prepare a Regional Active Transportation Plan. Multiple proposals were submitted in response to each of these RFPs. Distinct consultant selection committees chose RDG Planning and Design for the Regional Active Transportation project and ETC Institute for the Household Travel Survey project. Following the completion of contract negotiations and KDOT review processes, the TPB considered and approved both contracts at its June 9, 2026, meeting. The Regional Active Transportation Plan contract with RDG Planning and Design is for an amount not to exceed \$199,710 and runs from June 9, 2026, through June 30, 2027. The HTS contract with ETC Institute is for an amount not to exceed \$878,325.70 and runs from June 9, 2026, through December 31, 2028.

Active Transportation Plan

WAMPO has identified active transportation as a priority in response to growing community interest in nonmotorized transportation, environmental stewardship, and safety concerns, with a focus on prioritizing connectivity between communities in the WAMPO region. For that reason, WAMPO has hired a consultant to develop a Regional Active Transportation Plan. The purpose of that plan, which will succeed the WAMPO Regional Pathway System Plan (adopted in September 2007, updated in December 2011, and available at www.wampo.org/bicycle-pedestrian), will be to assess and catalog existing active transportation infrastructure, identify gaps in the nonmotorized travel network, and recommend strategies to improve active transportation options. It will also highlight regional “catalyst projects” that enhance connectivity, create pedestrian gathering places, and have the potential to stimulate economic investment.

The Regional Active Transportation Plan will build on previous studies and align with recent and ongoing projects, including the Wichita Bicycle Plan, the Kansas Active Transportation Plan, WAMPO-region Safe Routes to School (SRTS) plans, and a regional Complete Streets policy.

WAMPO issued the Request for Proposals (RFP) to hire a consultant to develop the Regional Active Transportation Plan from February 18, 2026, through March 4, 2026. Two (2) proposals were received. A consultant selection committee was convened, and the consultants who submitted proposals were interviewed. After diligent consideration of both proposals, the selection committee chose the one from RDG Planning & Design, and a contract was negotiated and then reviewed by KDOT. The TPB considered and approved a Regional Active Transportation Plan contract with RDG Planning & Design on June 9, 2026. The contract period runs from June 9, 2026, through June 30, 2027, and is for an amount not to exceed \$199,710.

Household Travel Survey (HTS)

Properly collected, processed, and analyzed Household Travel Survey (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



Agenda Item 2Cvii: Director's Report

Request for Proposals (RFP) Updates

Peter Mohr, Manager of Transportation Engineering & Data

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 and reliable 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).

From July 28, 2025, through September 26, 2025, WAMPO staff issued a Request for Proposals for a consultant to prepare, implement, and analyze the results of a regional HTS. Interviews were held with the three (3) consultant teams that submitted proposals in fall 2025 and a selection committee chose one, ETC Institute, to negotiate a contract with. Following contract negotiations and review by KDOT, the TPB considered and approved an HTS contract with ETC Institute on June 9, 2026. The contract is for an amount not to exceed \$878,325.70, and the contract period runs from June 9, 2026, through December 31, 2028.



Agenda Item 3

Public Comment Opportunity

Butler County Commissioner Dan Woydziak, TAC Chair

Background

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

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



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

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

WAMPO is developing a toolkit and online resource hub of transportation-related behavioral safety strategies for WAMPO member jurisdictions and others to engage residents in promoting safe roadway behaviors. An advisory committee is meeting monthly to compile resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behaviors on roadways and the cost of vehicle-crash injuries and fatalities. Input provided by staff from WAMPO member jurisdictions and community partners 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 fatalities 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 further implement the Safer People element of the Safe System approach and augment safety initiatives and resources in the region, staff from WAMPO member jurisdictions and community partners have been recruited to serve on an advisory committee and assist in 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 behaviors on roadways and the cost of vehicle-crash injuries and fatalities. 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 individual accountability; and activities to increase people's awareness of their role in creating a safe transportation network.

The advisory committee began meeting monthly in February 2026, with completion of the toolkit anticipated in July 2026, at which time the advisory committee's work will 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.

Next Steps

The advisory committee and WAMPO staff have collected strategies and content for the toolkit, identified resources, reviewed a template for the written presentation of strategies in the toolkit, and discussed content



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

Kim Negrete, Multimodal Transportation Safety Planner

for the online resource hub. A draft toolkit will be provided to the committee for review by the end of June 2026.

Attachments

- » **WAMPO Safety Webpage** – www.wampo.org/safety
- » **USDOT Safe System Approach Webpage** – www.transportation.gov/safe-system-approach



Agenda Item 5C: Discussion/Updates

Safe Routes to School (SRTS) Existing Conditions Reports

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-seven (57) schools have confirmed their participation. Existing-conditions reports, compiling the collected data for each participating school, are now being reviewed by school/district staff and local government staff to ensure accuracy. Finalized reports are being uploaded to the WAMPO website as they are received. WAMPO continues to work with its member jurisdictions to recruit additional participating schools. 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. It was started 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 SRTS 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-seven (57) 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.

Existing-Conditions Reports

Existing-conditions reports, compiling all of the collected data for each participating school, are now being reviewed by school/district staff and local government staff to ensure accuracy. Finalized reports are being uploaded to the WAMPO website as they are received and can be found at www.wampo.org/srts-drafts. Recommendations for safety improvements, including infrastructure investments, programming, and



Agenda Item 5C: Discussion/Updates

Safe Routes to School (SRTS) Existing Conditions Reports

Kim Negrete, Multimodal Transportation Safety Planner

policies, will be formulated based on the information in the existing-conditions reports. WAMPO staff and consultants will schedule meetings with participating-school staff and local government staff in fall 2026 to discuss and finalize recommendations. Once school-specific recommendations have been agreed upon, final SRTS plans will be developed.

Next Steps

- » WAMPO staff have completed an initial review of a draft Best Practices Guide, prepared by consultants, and continue to work with the consultants to develop a final version.
- » Additional participating schools continue to be recruited for the next round of data collection, planned for fall 2026.
- » Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting the SRTS initiative by participating in SRTS meetings, reviewing the existing-conditions-report drafts, and assisting with the recruitment of schools for the planned fall 2026 round of data collection and engagement.

Attachments

- » **SRTS Existing Conditions & Engagement Overview**
- » **SRTS Draft Documents Webpage** – www.wampo.org/srts-drafts
- » **WAMPO Safe Routes to School Webpage** – www.wampo.org/srts

Safe Routes to School

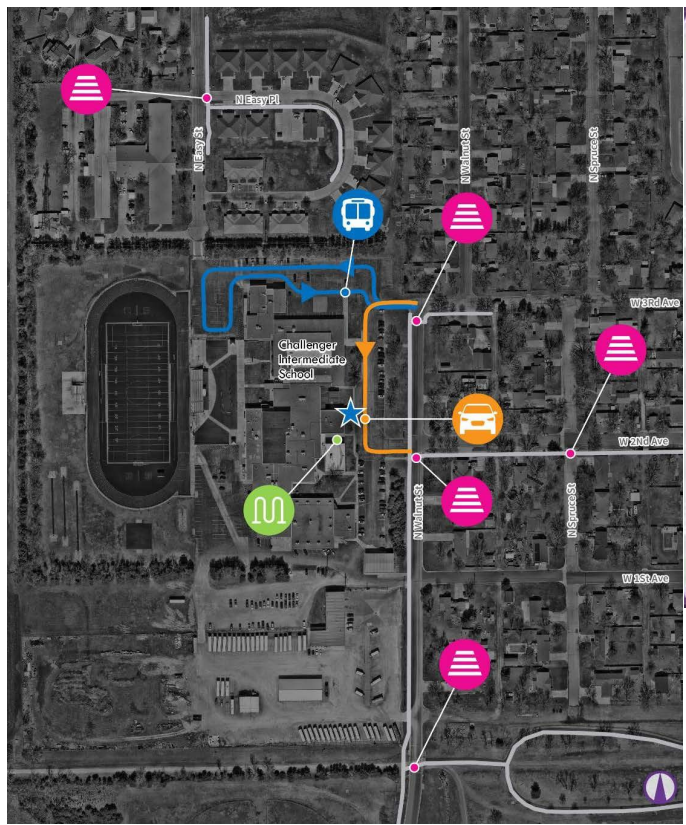
Existing Conditions & Engagement Overview

<p>57 Participating Schools</p>	<p>34,498 Students at Priority Schools</p>	<p>49,607 Student Travel Tallies Collected</p>	<p>2,569 Caregiver Survey Responses</p>	<p>55 Walk Audits Completed</p>
----------------------------------------	---------------------------------------------------	-------------------------------------------------------	------------------------------------------------	----------------------------------------

As of June 2, 2026.

A school's Existing Conditions Report documents the current transportation environment surrounding the school campus, including:

<p>Sidewalks</p>	<p>Road Types and Speeds</p>	<p>Crash History</p>
<p>Bikeways</p>	<p>Crossing and Intersection Conditions</p>	<p>School Site Circulation</p>



LEGEND

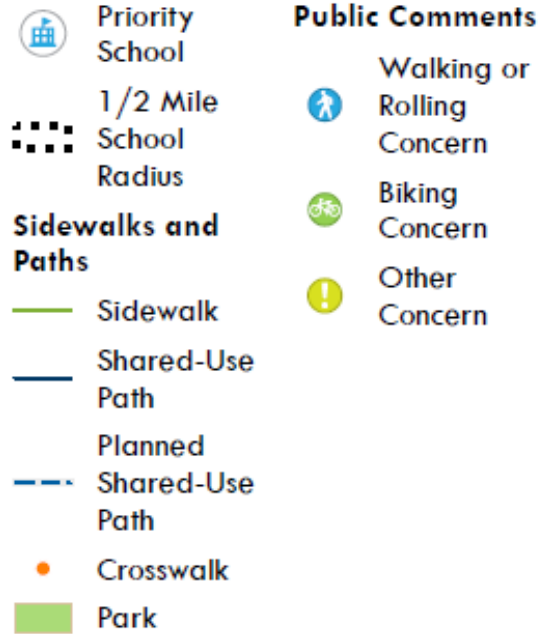
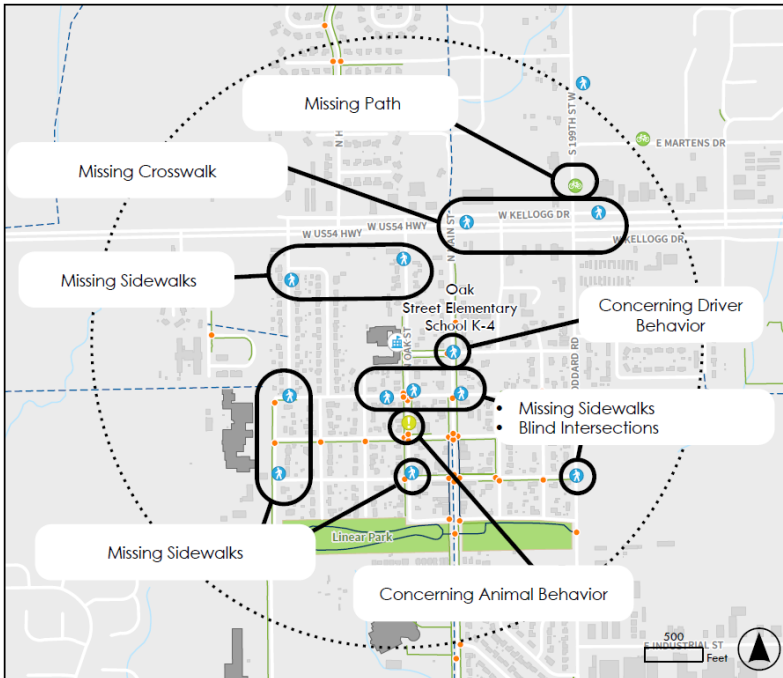
- School Entrance
- Driver Circulation
- Bus Circulation
- Walking and Biking Circulation
- Private Vehicle Dropoff/Pickup
- Marked Crosswalk
- Bicycle Rack
- Bus Dropoff/Pickup

Source: Challenger Intermediate School Site

School Site Circulation Map

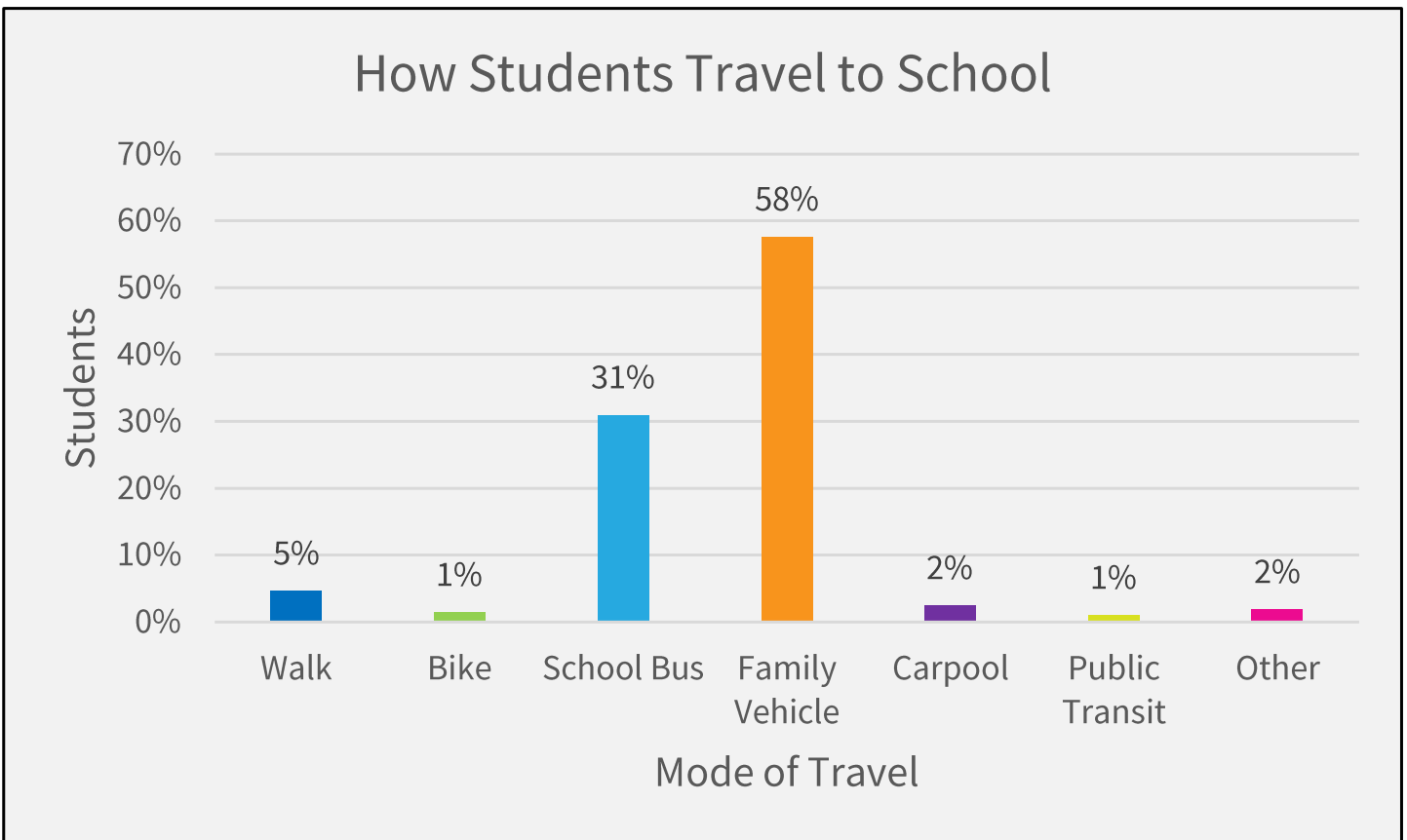
Maps identify circulation patterns, crossings, pickup/dropoff areas, sidewalks, bikeways, and other transportation features surrounding the school campus.

Public Comment Map



Source: Oak Street Elementary School Public Comments Figure

An online interactive map allowed parents, caregivers, and community members to identify walking, bicycling, and other safety concerns. Comments were grouped and summarized for clarity.



Source: Teacher-reported counts of students' morning travel modes, aggregated across 42 participating schools for the 2025-2026 school year.



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 PUBLIC TRANSIT RIDERSHIP

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

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

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

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

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

Points of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Ashley Cory	ashleycory@derbyks.gov	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysvilleks.gov	316.529.5903
Sedgwick County Transportation	Monica Cissell	monica.cissell@sedgwick.gov	316.660.5229
Butler County Transit	Crystal Noles	cnoles@bucoks.com	316.775.0500



WAMPO ACRONYM GLOSSARY

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

2026 TAC Representatives and Contact Information

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

*Current quorum is 11 based on appointed positions

Rev. 06/01/2026

2026 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
	JANUARY 26		
FEBRUARY 10	FEBRUARY 23	FEBRUARY 5	FEBRUARY 4
MARCH 10	MARCH 23		
APRIL 14	APRIL 27		
MAY 12		MAY 21 <i>*Room 126</i>	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.