



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

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

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

Meeting Duration: *78 minutes*

Voting Members in Attendance		
Russ Kessler, <i>Chair</i> Jim Benage, <i>Bel Aire</i> Nick Engle, <i>Derby</i> Dalton Glasscock, <i>Wichita</i> Mike Hoheisel, <i>Wichita</i> Jim Howell, <i>Sedgwick County</i> J.V. Johnston, <i>Wichita</i> George Liebe, <i>Goddard</i>	Pete Meitzner, <i>Sedgwick County</i> Mike Moriarty, <i>KDOT</i> Ronnie Price, <i>Andover</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Becky Tuttle, <i>Wichita</i> Burt Ussery, <i>Clearwater</i> Dan Woydziak, <i>Butler County</i>	Alternates Rodney Eggleston, <i>Valley Center (voting)</i> Sean Fox, <i>Park City (voting)</i> Nick Gregory, <i>Maize (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Chris Brown, <i>SRF</i> Nick Flanders, <i>WAMPO</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Gary Janzen, <i>Wichita</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Brett Letkowski, <i>GFT</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i>	Chad Parasa, <i>WAMPO Resident</i> Brad Shores, <i>JEO</i> Allison Smith, <i>KDOT</i> Chris Sweeney, <i>WAMPO</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 3:00 PM.

2. Regular Business

A. Approval of the February 10, 2026, Agenda

Discussion: None.

Action: Approve the February 10, 2026, agenda, as presented. (15-0)¹

Motion: J.V. Johnston

Second: Rodney Eggleston

B. Approval of the December 9, 2025, Meeting Minutes

Discussion: None.

Action: Approve the December 9, 2025, meeting minutes, as presented. (16-0)²

Motion: Jim Benage

Second: George Liebe

¹ Five (5) voting TPB members did not arrive until after the vote to approve the February 2026 agenda.

² Four (4) voting TPB members did not arrive until after the vote to approve the December 2025 minutes.

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C. Director's Report

i. 2025 UPWP Report and Quarterly Task Chart

Chad Parasa and Markey Jonas, WAMPO, explained that 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. WAMPO staff have completed a UPWP activity report for the fourth quarter of 2025 (October 1 – December 31, 2025) to submit as part of WAMPO's quarterly reimbursement package to KDOT, showing activity for all of 2025.

ii. 2026 UPWP Planned Projects

Ms. Jonas discussed the 2026 Unified Planning Work Program (UPWP) and gave an overview of some of the priority projects in the 2026 UPWP and the quarters in which they are to be completed. Ms. Jonas presented a table that will be updated to reflect the status of each project and presented to the TPB quarterly. The next update will be given on April 14, 2026.

iii. 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 funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for February 2026 was shared.

February 2026 TIP Project Statuses – <https://bit.ly/February2026-TIP-Project-Statuses>

iv. Household Travel Survey Consultant Contract Update

Mr. Mohr gave an update on the procurement process for a consultant team to perform a Household Travel Survey (HTS) in the WAMPO region. An RFP was issued in 2025 and a consultant selection committee chose one of three submitted proposals to follow up on with contract negotiations. WAMPO is currently in discussions with the selected consultant team and with KDOT staff regarding the particulars of the contract.

HTS data support WAMPO's federally required long-range transportation planning activities. MPOs typically complete an HTS about every 10 years; WAMPO's last HTS was in 2011 and was then delayed past the 10-year mark to avoid the short-term effects of the COVID-19 pandemic. The goal for the upcoming HTS is to obtain complete responses for all members of at least 2,000 households. The final contract for a consultant to prepare and implement the next HTS is anticipated to include about \$900,000 of expenses. It is anticipated that a contract will be presented to the TPB for approval in spring 2026.

Discussion:

Burt Ussery asked about the anticipated cost of the HTS and about the value of collecting survey responses from a small percentage of households when there are already automated counters tracking traffic volumes on regional roadways.

Mr. Mohr shared that WAMPO looked into and considered the use of “big data” sources in place of conducting a new HTS, but such data produce much less reliable and meaningful results, especially in regard to larger households. Mr. Parasa explained that MPOs conducting HTSs with the sorts of sampling methods envisioned for this undertaking and using the results to update their Travel Demand Models (TDMs) is consistent with best practices, including those recommended by the FHWA. WAMPO staff performed a lot of research on the benefits to be realized, studied what the candidate consultant teams proposed to do for the prices they quoted, compared those quotes to what HTSs have cost other MPOs in recent years, and were pleased to see a proposal from a competent firm for \$900,000.

Mr. Ussery asked about the utility of using \$900,000 for an HTS instead of some other purpose and if any cases could be cited of decisions made on the basis of HTS results or projects approved/disapproved or given more or less funding as a result of having or not having a new HTS. Mr. Mohr responded that HTS results and TDM outputs may be used to support grant applications, though the exact amount of weight they carry in a given grant-award decision is difficult to measure. Mr. Parasa added that WAMPO staff will continue to ensure that the transportation planning process is data-driven, well documented, and shared with the TPB as the study progresses.

v. PSC Addressing Projected FFY2026-FFY2028 Suballocated Funding Balances

Nick Flanders, WAMPO, explained that KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed in FFY2026 and beyond. Previously, awards from a given suballocated federal funding program in a given FFY were restricted to a “Limitation Distribution” of approximately 85% of WAMPO’s Apportionment for that program/FFY. This was to provide a funding “cushion” at the end of each FFY to avoid the accidental overprogramming of funds. Now, there are no more Limitation Distributions and WAMPO is expected to award 100% of the Apportionments for each FFY. During the period when Limitation Distributions were in effect, the resultant unawarded funds accumulated from one FFY to the next, meaning there is now a large balance of carryover funds for WAMPO to award to projects. KDOT expects WAMPO to expend its balance of carryover funds by the end of FFY2028.

To address the large projected surpluses of suballocated federal funding in FFY2026-FFY2028, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make funding-award recommendations. Those recommendations will be considered by the TAC on February 23, 2026, and voted on by the TPB on March 10, 2026. Any funding changes that the TPB approves will be reflected in the Transportation Improvement Program (TIP) through Amendment 8, which will go to the TAC for a recommendation on March 23, 2026, and to the TPB for an approval vote on April 14, 2026.

vi. FFY2027-FFY2030 TIP Call for Projects, February 2-March 6, 2026

Mr. Flanders provided information about the Call for Projects for the FFY2027-FFY2030 TIP, which is open February 2-March 6, 2026. WAMPO member jurisdictions should have

received instructions on how to submit projects when the Call for Projects opened on February 2, 2026. This is an opportunity for projects to be considered for suballocated federal funding. In addition to projects awarded suballocated federal funding, all other federally funded or regionally significant transportation projects are also required to be listed in the TIP and should be submitted. A tentative schedule for the development of the FFY2027-FFY2030 TIP was presented, wherein the final TPB approval vote would be expected in August 2026.

vii. Regional Transit Coordination Committee Formation

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

D. Consent Agenda

i. Facility and Administrative Support Services Agreement Extension

Mr. Mohr explained that, 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 was asked to provide its consent to extend the agreement for an additional three (3) years.

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

ii. Executive Director 4% Salary Increase, Retroactive to January 1, 2026

Chair Kessler stated that 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 TPB was asked to decide whether to approve this increase in salary.

Discussion: None.

Action: Approve the consent agenda, as presented. (20-0)

Motion: Dan Woydziak

Second: Nick Gregory

3. Public Comment Opportunity

No comments.

4. Action

A. Chair, Vice-Chair, and TAC Chair Elections

Chair Kessler facilitated the elections for TPB Chair, TPB Vice-Chair, and TAC Chair, sharing that each of these positions can be held by the same TPB member for up to two consecutive one-year terms. The current TPB Chair, TPB Vice-Chair, and TAC Chair have each served one one-year term and have all expressed willingness to serve another one-year term, should it be the desire of the TPB.

Discussion: None.

Action: Approve the slate of officers as it exists for an additional year. (20-0)

Motion: Jim Benage

Second: Ronnie Price

B. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #7

Mr. Mohr asked the TPB 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. TIP Amendment #7 adds six (6) new projects and modifies seven (7) projects. There are administrative adjustments to six (6) additional projects, which do not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the federal requirements met by TIP Amendment #7: it is consistent with the current Metropolitan Transportation Plan, MTP 2050, and is fiscally constrained. The financial impact is an additional cost of \$158.8 million. Following approval by the TPB, the amendment will be sent to KDOT to be included in the State Transportation Improvement Program (STIP) for review and consideration by the FHWA and the FTA. Federal approval is expected in March 2026.

Discussion: None.

Action: Approve FFY2025-FFY2028 TIP Amendment #7, as presented. (20-0)

Motion: Jim Benage

Second: Nick Gregory

C. Supporting KDOT Federal Performance-Measure Targets

Mr. Mohr asked the TPB to decide whether to support KDOT's current federal performance-measure targets. 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.

Mr. Mohr added that, shortly before the TPB meeting, KDOT staff informed WAMPO staff of 2026 updates to KDOT's TAM targets.

Discussion:

Jim Benage asked how the WAMPO region is performing relative to the targets. Mr. Mohr said that WAMPO has requested and reviewed raw data from KDOT on this question. Although official numbers have not yet been published, Mr. Mohr provided a high-level overview of trends related to each of the performance measures.

Nick Gregory asked if the targets were just for the WAMPO region or for all of Kansas. Mr. Mohr clarified that they are statewide targets for all of Kansas.

Mr. Benage asked why WAMPO adopts statewide targets, and Mr. Mohr explained that MPOs are required to either set their own targets or support the targets set by their respective state DOTs. WAMPO has supported KDOT's targets in recent years.

Mr. Ussery asked if the performance measures are tracked within the WAMPO region. Mr. Mohr responded that WAMPO tracks them, and the most recent available data are included in Metropolitan Transportation Plan 2050 (MTP 2050). Staff are working on methods for making the data easier for member jurisdictions to access. Mr. Benage requested that those data be included in future relevant agenda packets.

Action: Approve supporting KDOT's federal performance-measure targets as of 2026, as presented. (20-0)

Motion: George Liebe

Second: Dan Woydziak

5. Discussion/Updates

A. Safe Routes to School (SRTS) Update

Chris Brown, SRF, presented on WAMPO's work 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. The fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. Existing Conditions reports are being prepared for each school district, with a draft completed for the Andover school district and work underway for other districts. These draft reports include an overview and evaluation of conditions within a half-mile of each school, including sidewalk and bicycle networks, roadway functional classifications and traffic volumes, traffic control devices, such as signals and marked crosswalks, and reported crash data. Findings from the walk audits, Student Travel Tallies, parent/caregiver survey, and input from an interactive, map-based public-comment exercise are included in the draft reports.

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Ms. Negrete shared that WAMPO staff and consultants will begin scheduling meetings to review the draft existing conditions reports for each participating school with school/district staff and local government staff in spring 2026 and begin discussing potential recommendations for improvements to include in the final SRTS plans. Additional participating schools are still being sought, with anticipated engagement and data collection starting in February-March 2026.

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

Discussion:

Mr. Ussery asked if there was a list of the participating school districts. Ms. Negrete said that there is an interactive map on the WAMPO website showing all schools in the region and that highlights the participating SRTS schools. The map is available on the SRTS webpage: www.wampo.org/srts.

B. Behavioral Safety Toolkit Development

Ms. Negrete announced that 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.

C. Projects Obligated in FFY2025

Laura VanBurkleo, WAMPO, explained that before a transportation project can use federal funds that have been awarded/programmed to it in the TIP/STIP, the funds need to be "obligated," an administrative step that officially obligates the federal government to provide the funding to the project. 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, with a net total of more than \$35 million.

WAMPO FFY2025 Annual Listing of Obligated Projects – <https://bit.ly/FFY2025-ALOP>

6. Committee & Partnership Updates

Chair Kessler announced that the next Executive Committee meeting will be at 11:00 AM on May 7, 2026, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St., Room 237, Wichita, KS 67202) and via Zoom.

Mike Moriarty, Kansas Department of Transportation (KDOT), said that he would work with WAMPO staff to schedule a time to make a presentation about KDOT's Transit Asset Management (TAM) plan update process and to go over the target-setting process for the federal performance measures.

J.B. Wilson, KDOT Wichita Metro Division, shared that an open house for the K-254: Rock, Webb & Greenwich Interchange Study was held on Thursday, February 5, 2026, to collect feedback from the public on the project and discuss potential interchange types with the project team. Additional public input is still sought, and an online survey will be open until February 19, 2026, on the project website: <https://www.ksdot.gov/K254-RWG>. Mr. Wilson also provided construction updates in the region.

7. Other Business

Becky Tuttle noted that the City of Wichita representatives were absent from the December 9, 2025, TPB meeting, at which time a Consent Agenda item to hire a consultant to conduct a Regional Active Transportation Plan was considered and the TPB voted to not approve the contract. Ms. Tuttle expressed concerns, sharing that there have been changes in active transportation trends and needs since the current Regional Pathway System Plan was developed in 2007 and updated in 2011, and that WAMPO staff completing a new plan internally could take two to three years, as opposed to than one year with a consultant, and would still require contracting out for engineering expertise that WAMPO staff cannot provide. Funding to hire a consultant for the development of a Regional Active Transportation Plan has already been budgeted for by WAMPO and approved by KDOT. Ms. Tuttle suggested the TPB discuss this topic and suggested reissuing an RFP for a consultant to develop a Regional Active Transportation Plan. She noted that, since the TPB already voted to not approve a contract with the consultant that was selected during the previous RFP process, issuing a new RFP is a legally necessary step.

Mr. Benage said that he had raised concerns about the proposed contract at the December 2025 TPB meeting because the work appeared to largely consist of compiling existing plans from each WAMPO member jurisdiction into one regional document and questioned whether the work justified the expense. Ms. Tuttle replied that completing the work with WAMPO staff would still require hiring outside engineering support and would require significant staff time.

George Liebe commented that the engineering component of the plan may not have been adequately considered when the contract was voted down in December 2025 and indicated that, when considering the needed engineering expertise and time constraints, it likely would make sense to move forward with hiring an outside consultant to develop the plan more efficiently than WAMPO staff could.

Mr. Benage asked how the plan would be used and whether there were completion requirements. Mr. Parasa explained that the Regional Active Transportation Plan would serve as a component of the next Metropolitan Transportation Plan (MTP) update.

Nick Gregory asked about the role of an engineer in the study. Mr. Parasa clarified that engineering expertise would be needed for cost estimates, project prioritization, and detailed analysis of potential improvements for a more robust plan.

Dan Woydziak expressed support for hiring a consultant, sharing concerns about extended timelines if completed by WAMPO staff and noting the importance of having current, high-quality data to guide future investments. Chair Kessler commented that completing the plan sooner would allow the data to be used more effectively.

Mr. Gregory asked about the timeline if a new RFP were issued, and Mr. Mohr said that with an expedited timeline. A contract could potentially be brought to the TPB for approval by April 2026, with plan completion anticipated approximately one year later, around April 2027.

Mr. Benage stated that he remained unconvinced that the project was necessary at the proposed cost and that the effort may not warrant the expenditure.

Action: Authorize staff to issue an RFP for consultant services to develop a Regional Active Transportation Plan (amount not to exceed \$200,000), conduct a competitive procurement process with a selection committee, and return to the TPB with a recommended firm and contract for approval. (17-1)³

Motion: Becky Tuttle

Second: Dan Woydziak

8. The meeting was adjourned at 4:18 PM.

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

³ Two (2) Voting TPB members left before the vote on issuing an RFP to hire a consultant to develop a Regional Active Transportation Plan. 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.