



## Technical Advisory Committee (TAC) Meeting Notice

**Monday, June 23, 2025, @ 10:00 AM**

### In-Person

271 W 3rd St.  
Room 203  
Wichita, KS 67202

### Virtual

Click the link below for  
online meeting access.

[JOIN HERE](#)

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<b>III. Public Comment Opportunity</b>	
Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to <a href="mailto:wampo@wampo.org">wampo@wampo.org</a> at least one day before the meeting.	21
<b>IV. Action</b>	
A. <b><a href="#">2025 Unified Planning Work Program Amendment 1</a></b> – Markey Jonas, WAMPO <i>The TAC is asked to make a recommendation to the TPB on a proposed amendment to the 2025 Unified Planning Work Program (UPWP). The UPWP outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. Proposed 2025 UPWP Amendment 1 would remove two tasks, update the 2025 budget for five existing tasks, and add one new task. Minor language adjustments to reflect updated federal guidance and the approval of MTP 2050 are included as well. Draft 2025 UPWP Amendment 1 is available for public comment June 6-June 20, 2025. To date, no public comments have been received.</i>	22 to 24
<b>V. Discussion/Updates</b>	
A. <b><a href="#">Core-Documents Amendments in Response to New USDOT Guidance</a></b> – Peter Mohr, WAMPO <i>The U.S. Department of Transportation (USDOT) has distributed new guidance to federal transportation funding recipients, including WAMPO, pertaining especially to the interpretation of federal nondiscrimination laws, with implications for the contents of MPOs' core planning documents. WAMPO is working with its state and federal planning partners to prepare any necessary amendments or administrative adjustments to its planning documents, which will be brought to the TAC and TPB for approval in the coming months, in accordance with the processes laid out in the WAMPO Public Participation Plan.</i>	25 to 26

<p>B. <b><u>Safe Routes to School (SRTS) Update</u></b> – Kim Negrete, WAMPO, and Chris Brown, SRF  <i>WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty (50) schools have confirmed their participation. SRTS Stakeholder Committee meetings were held in March, April, and May 2025 and included representatives from nine (9) of the fourteen (14) public school districts in the region. WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting this initiative by identifying any priority K-12 schools within their respective jurisdictions for SRTS planning and any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative.</i></p>	<p>27 to 28</p>
<p>C. <b><u>Regional Active Transportation Plan Consultant RFP Available</u></b> – Peter Mohr, WAMPO  <i>In accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff have opened a Request for Proposals (RFP) during June 5-July 3, 2025, for a consultant to complete a Regional Active Transportation Plan. The purpose of the plan is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future policies and infrastructure investments and support efforts to create a more connected, safe, inviting, and accessible active transportation network for all travelers in the region.</i></p>	<p>29 to 30</p>
<p><b>VI. Other Business</b></p>	
<p><b>VII. Adjournment</b></p>	
<p><b>VIII. WAMPO Reference Material</b></p>	
<p>A. WAMPO Region Population Table and Map</p>	<p>31 to 32</p>
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<p>D. Technical Advisory Committee Roster</p>	<p>35</p>
<p>E. 2025 WAMPO Meeting Schedule</p>	<p>36</p>

Chad Parasa, TAC Secretary

June 16, 2025



# Meeting Minutes

## Technical Advisory Committee (TAC) Meeting Minutes

Monday, April 28, 2025 @ 10:00 AM

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

Meeting Duration: *51 minutes*

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Marcy Aycock, <i>REAP</i> Jack Brown, <i>Public Health</i> Danielle Gabor, <i>SCAC</i> Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i> Moumita Kundu, <i>Urban Land Use Planning &amp; Development Trends</i> Les Mangus, <i>Butler/Sumner Counties</i>	Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Dan Squires, <i>SCAC</i>  <b>Alternates</b> Steve Degenhardt, <i>Wichita (voting, except on approval of April agenda and March minutes)</i>	Daniel Schrant, <i>Sedgwick County (non-voting)</i> David Schwartz, <i>KDOT (voting)</i> James Wagner, <i>Wichita (voted on approval of April agenda and March minutes, then became non-voting)</i>
Other Attendees		
Nick Flanders, <i>WAMPO</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i>	Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i>	Chad Parasa, <i>WAMPO</i> Pimnara (Lily) Rodkul, <i>Wichita Transit</i> Riley Schmitz, <i>JEO</i>

**1. Chair Dan Woydziak called the meeting to order at 10:01 AM.**

**2. Regular Business**

**A. Approval of April 28, 2025, Agenda**

**Discussion:** None.

**Action:** Approve the April 28, 2025, agenda, as presented. (11-0)<sup>1</sup>

**Motion:** Chair Woydziak

**Second:** Dan Squires

**B. Approval of March 24, 2025, Meeting Minutes**

**Discussion:** None.

**Action:** Approve the March 24, 2025, meeting minutes, as presented. (11-0)

**Motion:** Chair Woydziak

**Second:** Lynn Packer

<sup>1</sup> Three (3) voting TAC members did not arrive until after the votes to approve the April 2025 agenda and March 2025 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – [wampo@wampo.org](mailto:wampo@wampo.org).

## C. Director's Report

### i. Bimonthly TIP Project Statuses

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) Policy 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 April 2025 was shared.

April 2025 TIP Project Statuses – <https://bit.ly/April2025-TIP-Project-Statuses>

### ii. ITS Architecture Update

Mr. Mohr shared that WAMPO is actively updating the regional Intelligent Transportation Systems (ITS) architecture, as required by federal guidelines to occur every five years. The last comprehensive update was completed in 2006. Progress has been made through a series of steering-committee meetings held in Fall 2024. In 2025, extensive work on a draft ITS strategic deployment plan and ITS architecture report has been completed. A regional ITS architecture stakeholder meeting was held on April 22, 2025. Another ITS architecture steering committee meeting will be held on May 13, 2025. The purpose of these meetings is to present draft regional ITS architecture materials for review.

### iii. Regional Connections Presentation Series

Markey Jonas, WAMPO, shared that WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions to present local projects, policies, or programs to the Transportation Policy Body (TPB). The goal of this presentation series is to keep stakeholders informed about new and ongoing efforts and encourage an integrated approach to planning. The Regional Connections presentations will be scheduled regularly at TPB meetings. Please contact Ms. Jonas at [markey.jonas@wampo.org](mailto:markey.jonas@wampo.org) to reserve a time to present.

### iv. K-254 Corridor Management Plan

Ms. Jonas shared that the K-254 Corridor Management Plan is now complete and has been posted on KDOT's website. The K-254 Corridor Management Plan proactively identifies K-254 between El Dorado and Wichita as an area with significant growth potential. The plan forecasts future needs in this area and recommends transportation solutions that will help keep Kansans moving forward. The complete plan is available at [www.ksdot.gov/k254-management-plan](http://www.ksdot.gov/k254-management-plan).

## 3. Public Comment Opportunity

No comments.

## 4. Action

### A. Comprehensive Safety Action Plan (CSAP) Amendment

Kim Negrete, WAMPO, explained that the Comprehensive Safety Action Plan (CSAP) promotes the safety of all users of the transportation system. The plan was developed through a ten-month process and was approved by the Transportation Policy Body on December 12, 2023. The strategies outlined in the CSAP are being implemented and monitored by WAMPO staff, member jurisdictions, and community partners, including through the work of ICT Safe: A Regional Transportation Coalition. The Transportation Safety Technical Advisors (TSTA) met on February 25, 2025, and April 17, 2025, to review progress and propose changes to the CSAP. The TSTA recommended specific Implementation Plan strategy updates, annual targets aimed at eliminating regional serious-injury and fatal crashes within 25 years, and a community-wide transportation-safety-project list, all of which have been incorporated into the draft amended CSAP. The Technical Advisory Committee (TAC) was asked to make a recommendation to the Transportation Policy Body (TPB) on whether to approve the proposed changes to the CSAP.

The draft amended CSAP is available at [www.wampo.org/safety](http://www.wampo.org/safety).

**Discussion:** None.

**Action:** Recommend the TPB approve the proposed amendment to the Comprehensive Safety Action Plan, as presented. (14-0)

**Motion:** Dan Squires

**Second:** Moumita Kundu

### B. Metropolitan Transportation Plan 2050 (MTP 2050)

Nick Flanders, WAMPO, shared that WAMPO's new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. The draft document was reviewed by the Plan Advisory Committee (PAC) and by state and federal staff and went through a public-comment period (March 8, 2025-April 7, 2025), which was the fourth round of public engagement. All comments have been addressed by WAMPO staff.

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); and Project Selection & List (containing the MTP 2050 fiscally constrained project list). MTP 2050 also has 14 appendices. Mr. Flanders and Mr. Mohr summarized and provided key details from each of the seven chapters.

Ms. Jonas reiterated that the plan was available for a 30-day public comment period, March 8-April 7, 2025. This was the fourth round of public engagement, the purpose of which was to present the draft document and collect public comments. Several outreach strategies were employed during this round of public engagement, including, among other things, social media posts, an online video, a paid public notice in the Wichita Eagle, a general press release to media outlets, mass

emails, outreach to planning partners, features in local news media, presentations at meetings of regional partners, and two WAMPO-hosted public events (one online and one in-person). WAMPO received 40 public comments on the draft plan, which have been addressed and documented in Appendix B: Public Involvement and Engagement Summary. The TAC was asked to make a recommendation to the Transportation Policy Body (TPB) on whether to approve MTP 2050 (available at [www.wampo.org/mtp2050](http://www.wampo.org/mtp2050)).

**Discussion:** None.

**Action:** Recommend the TPB approve Metropolitan Transportation Plan 2050, as presented. (14-0)

**Motion:** Dan Squires

**Second:** Paul Gunzelman

**C. Supporting Wichita Transit 2025 Transit Safety Performance Measure Targets**

Mr. Mohr explained that Metropolitan Planning Organizations (MPOs) are required to set performance measures for roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. It is proposed that WAMPO support Wichita Transit’s 2025 transit safety targets, which they approved on February 27, 2025. The TAC was asked to make a recommendation to the Transportation Policy Body (TPB) on whether to approve supporting the Wichita Transit 2025 transit safety performance measure targets:

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			0.046	39.5	2	20,000
Paratransit	0	0				0.00	11.25	1.40	80,000
Micro-transit*									
Vanpool*									

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

\*\*VRM = Vehicle Revenue Miles

**Discussion:** None.

**Action:** Recommend the TPB approve supporting Wichita Transit’s 2025 transit safety targets for the WAMPO region, as presented. (14-0)

**Motion:** Chair Woydziak

**Second:** Lynn Packer

## 5. Discussion/Updates

### A. Safe Streets and Roads for All (SS4A) Update

Mr. Mohr shared that the U.S. Department of Transportation has released the FFY2025 Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity (NOFO). SS4A grants are awarded on a competitive basis to support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries among all road users, including pedestrians, bicycle riders, public-transportation users, motorists, and commercial vehicle operators. The SS4A program provides funding for two main types of grants: planning and demonstration grants for the development of Comprehensive Safety Action Plans (CSAPs)/action plans, including supplemental safety planning and/or safety demonstration activities, and implementation grants. Applications must be submitted online by 5:00 PM (EDT) on June 26, 2025.

WAMPO's Comprehensive Safety Action Plan (CSAP) fulfills the prerequisite of having an action plan for implementation-grant applications to be submitted by WAMPO and/or any jurisdiction within the WAMPO region. Based on a thorough review of the SS4A Notice of Funding Opportunity (NOFO) and discussions with jurisdictions regarding potential projects to submit, it appears that MPO member jurisdictions applying individually often confers significant advantages over submitting a single regional application through the MPO. With this in mind, WAMPO encourages jurisdictions to consider submitting individual SS4A implementation-grant applications. WAMPO staff, in collaboration with the Kansas Infrastructure Hub (<https://www.kshub.gov/>), are available to assist jurisdictions in identifying projects, developing grant narratives, assembling necessary data, and providing letters of support. In the case that individual jurisdictions show little interest in submitting their own projects, WAMPO will consider submitting a single regional application.

Federal Safe Streets and Roads for All (SS4A) website, including links to the NOFO and the online application – [www.transportation.gov/grants/SS4A](http://www.transportation.gov/grants/SS4A)

#### **Discussion:**

Chair Woydziak asked if WAMPO would support jurisdictions, should they decide to submit a grant application. Mr. Mohr confirmed that WAMPO staff are available to help, including assisting in identifying projects, developing application narratives, assembling data, and providing letters of support.

James Wagner asked about the anticipated time period for grant application evaluation and award. Ms. Negrete shared that awards will be announced by the end of the year, and awardees have five years to complete the project.

### B. Employment Sectors: IT Systems & Support

Mr. Mohr shared that the WAMPO region is home to a diverse and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focused on the IT systems & support sector in the WAMPO region. IT Systems & Support, as defined by the Greater Wichita Partnership, not only includes IT services like cybersecurity and software development,

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but also business support services such as payroll, accounting, and logistics of all kinds. In the WAMPO region, there are approximately 300 establishments in this sector, supporting over 8,500 regional jobs.

WAMPO IT Systems & Support Sector Report – [https://bit.ly/ITS\\_SystemsAndSupport\\_Sector](https://bit.ly/ITS_SystemsAndSupport_Sector)

## **6. Other Business**

None.

## **7. Meeting adjourned at 10:52 AM**

**The next regular meeting will be held on Monday, May 19, 2025, at 10:00 AM.**



## **Agenda Item 2Ci: Director's Report**

### **Bimonthly TIP Project Statuses**

Peter Mohr, Manager of Transportation Engineering & Data

Nick Flanders, Senior Transportation Planner

## **Executive Summary**

The WAMPO TIP Policy includes a Reasonable Progress Policy, under which projects receiving WAMPO-suballocated 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 2025.

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## **Background**

Page 16 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2025-FFY2028 TIP - <https://bit.ly/Appendix-i-TIP-Policy>) establishes a Reasonable Progress Policy. This policy states that 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 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 2025 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 8, 2025.
- » Project sponsors will be requested to provide information for the next bimonthly update by July 31, 2025, for presentation to the TAC on August 25, 2025, and the TPB on September 9, 2025.

## **Attachments**

- » **TIP Project Statuses Report, June 2025**
- » **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 FFY2025 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	\$292,242.00	CRP	\$292,242.00	\$0.00	\$292,242.00	August 2025	September 2025	N/A	Spring 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	\$3,912,000.00	STBG, TA	\$3,912,000.00	\$0.00	\$3,912,000.00	July 2025	August 2025	N/A	TBD
40-510	Wichita	17th St N, I-135 to Hillside	2025	\$2,400,000.00	STBG, TA	\$2,400,000.00	\$0.00	\$2,400,000.00	May 2025	June 2025	N/A	TBD
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	\$417,310.00	CRP	\$413,188.64	\$0.00	\$417,310.00	August 2025	September 2025	N/A	Summer 2026
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$3,777,919.00	STBG, TA	\$3,777,919.00	\$0.00	\$3,777,919.00	September 2025	October 2025	N/A	TBD
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	\$2,236,897.00	STBG, CMAQ	\$2,236,897.00	\$0.00	\$2,236,897.00	August 2025	Early Fall 2025	N/A	TBD
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	\$4,348,531.00	\$0.00	\$4,348,531.00	August 2025	September 2025	N/A	TBD
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	N/A	\$200,000.00	\$0.00	N/A	N/A	Have started using.	December 2026
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	\$400,000.00	CMAQ	N/A	\$400,000.00	\$0.00	N/A	N/A	Equipment ordered for \$6,375.	November 2025
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	N/A	\$6,170,227.57	\$628,903.43	N/A	N/A	Let September 2024. Construction started.	December 2025
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.	July 2025
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	N/A	\$1,000,000.00	\$0.00	N/A	N/A	Let September 2024.	December 31, 2025
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,782,270.00	\$0.00	N/A	N/A	December 13, 2024.	Summer 2026
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	\$3,698,592.42 of obligated funds have been spent.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$6,742,554.60	\$630,760.40	N/A	N/A	Construction started in January 2024	Summer 2025
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 close out.
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	August 2023.	April 2025
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	N/A	\$366,988.00	\$0.00	N/A	N/A	Grant has \$144 remaining.	July 1, 2025
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	100% paid out.	Pending reconstruction: Earliest start date is October 2025.
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Study completed & working w/ FTA to extend allocation for Technology component.	June 2025
R-19-09	Wichita	Pawnee, Webb to Greenwich	2021	\$3,593,000.00	STBG	N/A	\$2,509,033.64	\$1,083,966.36	N/A	N/A	\$3,188,033.30 of obligated funds spent. Complete.	Construction complete and reopened to traffic. Project pending final close out.
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. Project pending final close out.
T-15-005	Wichita Transit	Transit: Bus Purchase	2018	\$1,359,089.00	STBG, CMAQ	N/A	\$1,359,089.00	\$0.00	N/A	N/A	Awaiting final bus purchase.	TBD

### FFY2025 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 4)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
TR-25-001	Sedgwick County Transportation	FY 25 5311 Grant	FTA 5311	\$220,808.00
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$5,200,000.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$705,605.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
EV-25-01	KDOT	EV Charging Station at Exploration Place	KDOT-CRP	\$204,760.00
EV-25-02	KDOT	EV charger installations at Jabara Airport	CFI grant	\$893,100.00
R-23-02	KDOT	KDOT 1R 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
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$409,821.00



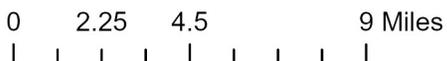
# Transportation Improvement Program

## Current Suballocated Projects

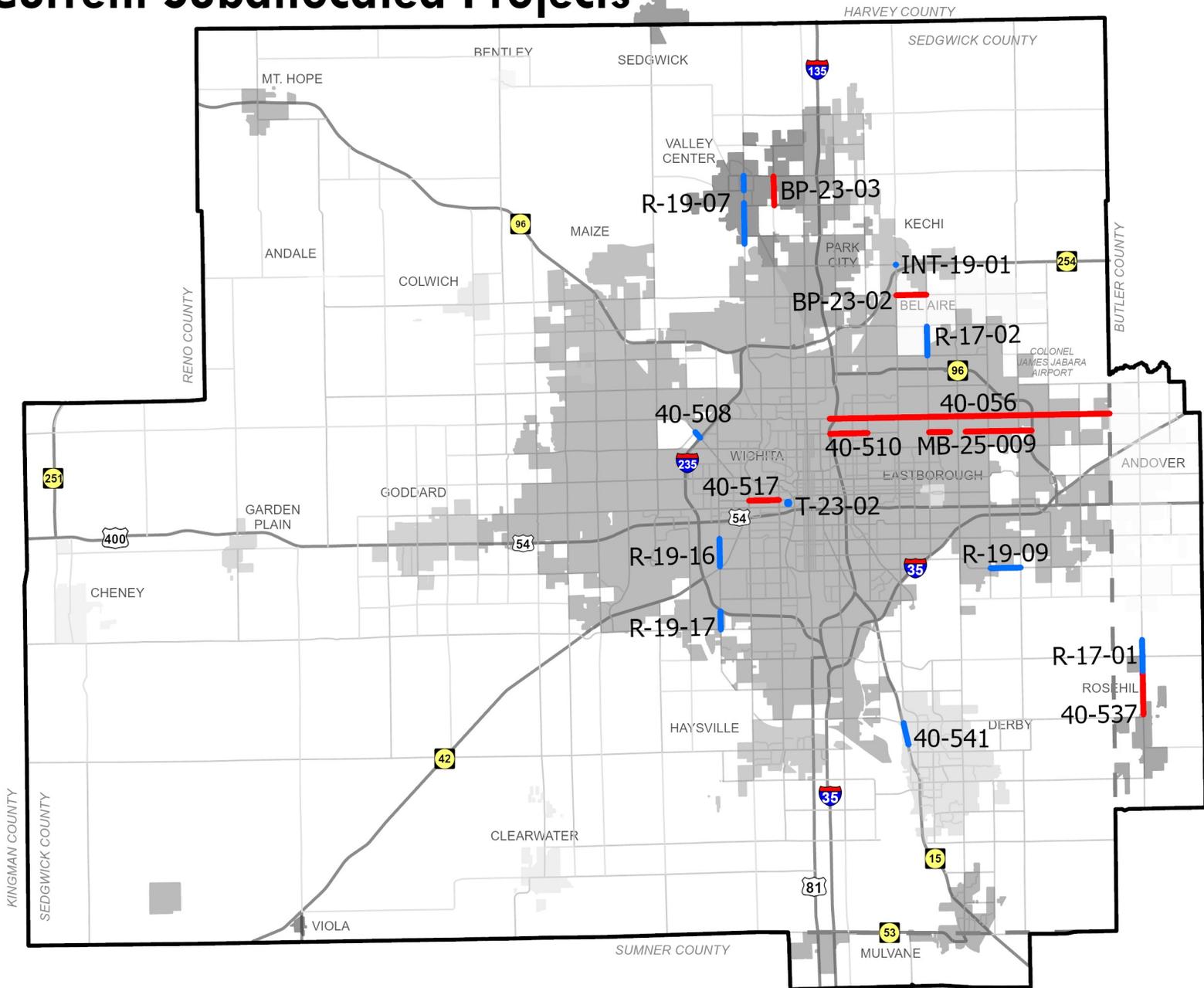
### Legend

- Federal Fiscal Year 2025
- Federal Fiscal Year 2018-2024
- WAMPO Boundary
- County Boundaries

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



Source: WAMPO  
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## Executive Summary

In accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff are developing a Request for Proposals (RFP) for a consultant to prepare and implement a Household Travel Survey (HTS) for the region. The last WAMPO-region HTS was completed in 2011. Properly collected, weighted, and analyzed HTS data are essential to the performance of accurate updates to the WAMPO Travel Demand Model (TDM).

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## Background

In draft Amendment 1 to the WAMPO 2025 Unified Planning Work Program (on which the TAC is scheduled to make a recommendation to the TPB on June 23, 2025, and which is available for review at [www.wampo.org/upwp](http://www.wampo.org/upwp)), Sub-Task 6.4, “Consultant Services: Household Travel Surveys,” states:

*“WAMPO will hire (a) consultant(s) to assist in the preparation and implementation of a Household Travel Survey (HTS). This project is anticipated to begin in late 2025, with data collection in 2026, and plan finalization in early 2027, with a total anticipated cost of \$1,500,000. \$400,000 is programmed for 2025. Data collected through the Household Travel Survey will be used to inform future updates to the WAMPO Travel Demand Model (for example, updating coefficients based on the frequency with which people make trips for particular purposes, when they make those trips, where they make those trips, and by what mode they make those trips, depending on their household characteristics). Activities may include designing the survey(s)/survey instrument(s) (e.g., travel diary, GPS tracker) and sampling plan; public engagement related to the survey; recruiting (a) sample(s) of households in the WAMPO region to take part in the survey; communicating with recruited households throughout the survey process; collecting completed surveys; cleaning, weighting, and analyzing the data; writing a final report detailing the methodology used and summarizing the results; and regular collaboration and communication with WAMPO staff, boards, and committees.”*

Properly collected, weighted, and analyzed Household Travel Survey (HTS) data are essential to the performance of accurate updates to the WAMPO Travel Demand Model (TDM). The last WAMPO HTS was completed in 2011; since typical travel behaviors in a region change over time (e.g., more people working from home, more people having their retail purchases delivered to them instead of going to stores, the introduction of new modes of transportation, demographic shifts within the region), relatively recent HTS data are necessary in order to have a reliable TDM and accurately represent and forecast how people use the transportation system. Additionally, over time, survey instruments have become more sophisticated and able to provide more detailed data (e.g., transitioning from asking respondents to remember and write down all the details of their trips to having respondents install smartphone applications that use GPS to track their trips over the course of one or more days) that can be used to produce corresponding enhancements to the sophistication of a region’s TDM. For these reasons, WAMPO staff are in the process of developing the Request for Proposals (RFP) for a consultant to prepare and implement a new HTS, as called for in the UPWP. Typically, an MPO will conduct a Household Travel Survey once every ten years; WAMPO has waited more than ten years since its last HTS to conduct a new one so that the results would not be affected by temporary changes in travel behavior stemming from the COVID-19 pandemic.



**Agenda Item 2Cii: Director's Report**  
**Household Travel Survey Consultant RFP Development**  
Peter Mohr, Manager of Transportation Engineering & Data

Deliverables that will be asked of the selected HTS consultant team include:

- » HTS sampling plan, with the aim of collecting complete survey responses and trip details for all members of at least 2,000 households from throughout the region, including statistically significant numbers of households from categories that commonly have low response rates (e.g., low-income households)
- » HTS design, questions, and instrument(s), both for collecting information about the characteristics of the respondent households and their members and for them to provide information on all of the trips they take over a specified period of time (either by keeping a travel diary or by using a GPS-based smartphone application to detect the beginnings and endings of their trips, then filling in additional information)
- » HTS public-engagement materials
- » HTS survey materials and possibly incentives (e.g., gift cards for households that complete the survey)
- » HTS website (public-facing and invited-respondent-facing) and toll-free phone line for respondents
- » HTS data (raw data, cleaned data, and weighted/expanded data)
- » Survey of WAMPO-region external trips, with the intent of determining how many of the vehicles that cross the boundary of the WAMPO region are passing through without stopping (e.g., by setting up license-plate readers on roads that cross the WAMPO boundary)
- » Survey data analysis, including integrating it with other data sources (e.g., Location-Based Services (LBS) data)
- » HTS draft and final reports



## **Executive Summary**

Under federal law, WAMPO's new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050), needed to be adopted by June 2025. The document was reviewed by a Plan Advisory Committee (PAC) and by state and federal staff and went through a public-comment period (March 8, 2025-April 7, 2025). All comments were addressed by WAMPO staff, the Technical Advisory Committee (TAC) recommended the plan for adoption, and the Transportation Policy Body (TPB) approved it on May 13, 2025. However, in light of new guidance from the USDOT, WAMPO is working with state and federal planning partners to develop an amendment to MTP 2050, which will go through a public-comment period and be brought to the TAC for a recommendation and to the TPB for an approval vote in the next few months.

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## **Background**

Under federal law, each Metropolitan Planning Organization (MPO) must adopt a fiscally constrained, long-range Metropolitan Transportation Plan (MTP) at least once every five (5) years, with a planning horizon at least twenty (20) years in the future. The previous WAMPO MTP, *REIMAGINED MOVE 2040*, was adopted on June 9, 2020, meaning a new MTP needed to be adopted by June 2025. A replacement MTP, called Metropolitan Transportation Plan 2050 (MTP 2050), was reviewed by a Plan Advisory Committee (PAC), the Kansas Department of Transportation, and federal planning partners and went through a 30-day public-comment period (as required by the WAMPO Public Participation Plan (PPP, see attached)), which ran from March 8 through April 7, 2025, and included active outreach to community members to solicit comments. All comments were addressed and incorporated into MTP 2050. The MTP development effort was led by WAMPO staff, with support from the consulting firm PEC and their subconsultants, and with guidance from the PAC.

On April 28, 2025, the WAMPO Technical Advisory Committee (TAC) recommended MTP 2050 for adoption. On May 13, 2025, the Transportation Policy Body (TPB) voted to approve MTP 2050, as the TAC had recommended. To satisfy the requirements of the WAMPO PPP, the vote on approval was preceded, within the same TPB meeting, by a public hearing on the draft plan.

## **Upcoming MTP Amendment**

On April 24, 2025, the U.S. Secretary of Transportation addressed a letter to all recipients of USDOT funding (see attached). The new guidance laid out in that letter has been, and continues to be, translated into more specific, detailed instructions for MPOs by their respective FHWA and FTA liaisons and state Departments of Transportation. Among other things, guidance is being elaborated on what terms, concepts, and references are and are not considered by the USDOT to be permissible in MPOs' core planning documents, including their MTPs.

Over the coming months, WAMPO will continue to work with its state and federal planning partners to develop an amendment to MTP 2050 to ensure it is consistent with the new federal guidance. According to the standards in the MTP Amendment Procedures (MTP 2050 Appendix C) and the WAMPO Public Participation Plan (PPP), the anticipated changes to MTP 2050 are likely significant enough to require an amendment, rather than an administrative modification, meaning a public-comment period will be required. TPB approval will be needed to release the amendment for public comment. Following the public comment period, the draft amendment will be presented to the TAC for a recommendation and to the TPB for final approval.



## **Agenda Item 2Civ: Director's Report**

### **Metropolitan Transportation Plan 2050 (MTP 2050) Update**

Peter Mohr, Manager of Transportation Engineering & Data

## **Next Steps**

- » To comply with the new guidance laid out in the April 24, 2025, letter from the U.S. Secretary of Transportation to all recipients of USDOT funding, WAMPO will work with state and federal planning partners to prepare an amendment to MTP 2050, which will go through a public-comment period and be brought to the TAC and TPB for approval in the coming months.
- » July 8, 2025 (tentative): TPB vote on whether to release a draft amendment to MTP 2050 for public comment.
- » July 2025 (tentative): Draft amendment to MTP 2050 available for a 15-day public-comment period.
- » July 28, 2025 (tentative): Draft amendment to MTP 2050 presented to TAC for a recommendation.
- » August 12, 2025 (tentative): Draft amendment to MTP 2050 presented to TPB for approval.
- » Public Engagement Round 5: Introducing the approved plan to the public.

## **Attachments**

- » **MTP Development & Approval Procedures from WAMPO Public Participation Plan (page 31)**
- » **MTP 2050 Webpage, with All Chapters and Appendices Uploaded as Approved by the TPB on 5/13/2025, but with New USDOT Guidance Not Yet Addressed** – [www.wampo.org/mtp2050](http://www.wampo.org/mtp2050)
- » **04/24/2025 Letter from U.S. Secretary of Transportation** - <https://bit.ly/04-24-2025USDOT-Letter>



**MTP Development & Approval Procedures from WAMPO Public Participation Plan (page 31)**

	<b>MTP</b>			
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment
<b>How Often</b>	5 yrs	As needed	As needed	As needed
<b>DEVELOPMENT PROCESS</b>				
Discuss/Inform TAC and/or TPB about plans during development				
Public engagement strategies - Survey/data collection - Open house/public meeting/workshop/presentation - Other techniques, i.e. social media engagement, drop-in hours	<b>Required</b>	<b>As needed</b>	<b>As needed</b>	
<b>REVIEW PROCESS</b>				
KDOT and FHWA/FTA reviews the draft				
TPB approval to release Draft for public comment				
Paid newspaper notice announcing public comment period				
Place draft for review on WAMPO website				
Draft available: WAMPO Office				
Draft available: Wichita Public Library - Advanced Learning Library Branch & potentially other libraries or government public locations				
Public comment period --> WAMPO website posting and email notice about comment period to e-subscription lists (includes media) (in days)	<b>30</b>	<b>30</b>	<b>15</b>	<b>As needed</b>
Drop-in office hours during public comment period/partnership collaboration presentation/tabling	<b>As needed</b>	<b>As needed</b>	<b>As needed</b>	
Public meeting during public comment period - options include: - Open House - TAC/TPB, Etc.	<b>Required</b>			
Review public comments received				
Provide a summary of how comments were considered and/or addressed to TAC and TPB				
TAC reviews draft making a recommendation to TPB				
TPB considers the final draft for approval				
The approved document is sent to KDOT, FHWA, FTA and posted online - Give notice of final product to the Advanced Learning Library, WAMPO Office, & potentially other area libraries, WAMPO area City/County Clerks & libraries (full update printed, others emailed)				
<b>Teal indicates the row is applicable to the item</b>				



## **Agenda Item 2Cv: Director's Report** **Automatic Bicycle and Pedestrian Counter Contract Updates**

Peter Mohr, Manager of Transportation Engineering & Data

### **Executive Summary**

In August 2024, WAMPO entered into an agreement to procure ten (10) automatic bicycle and pedestrian counters from MioVision; the hardware was delivered later that fall. This procurement used federal Consolidated Planning Grant (CPG) funds, which require a 20% local match. The City of Wichita, the City of Haysville, and Sedgwick County agreed to share in covering the required local match. Formal agreements with each of these three jurisdictions are currently either in progress or completed to finalize their local-match contributions, authorize WAMPO's automatic-bicycle/pedestrian-counter deployments within their boundaries, and formalize their participation in an equipment-checkout system.

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### **Background**

Since 2012, the Wichita Area Metropolitan Planning Organization (WAMPO) has conducted an annual bicycle and pedestrian count each September. This has involved recruiting volunteers to manually count people for two-hour shifts at 35 to 41 designated locations throughout the region. While WAMPO has successfully collected valuable data through these efforts, the process presents consistent challenges each year. The primary issues are volunteer shortages and adverse weather conditions, which often result in incomplete or inconsistent data. Despite these obstacles, WAMPO has remained committed to collecting meaningful information on bicycle and pedestrian activity across the region.

In response to these challenges, WAMPO began investigating automated counting technologies as a way to improve data collection reliability and reduce dependence on volunteers. During this process, WAMPO identified a range of advanced counters capable not only of monitoring bicycle and pedestrian traffic but also of detecting and distinguishing between multiple travel modes, including motor vehicles. Subsequently, WAMPO, in partnership with the City of Wichita, the City of Haysville, and Sedgwick County, issued a Request for Proposals (RFP) in the spring of 2024 for the procurement of advanced cameras equipped with cutting-edge multimodal counting technology.

Following the vendor selection process, WAMPO entered into an agreement to procure ten (10) automatic bicycle and pedestrian counters from MioVision in August 2024; the hardware was delivered later that fall. This procurement used federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% non-federal funding). The City of Wichita, the City of Haysville, and Sedgwick County agreed to share in covering the required non-federal matching funds. Formal agreements with each of these three jurisdictions are currently either in progress or completed to finalize their local-match contributions, authorize WAMPO's automatic-bicycle/pedestrian-counter deployments within their boundaries, and formalize their participation in an equipment-checkout system. A formal agreement with the City of Haysville has been executed and agreements with the City of Wichita and Sedgwick County are pending.



## **Executive Summary**

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities Program, also known as the Section 5310 Program, provides funding to support the transportation needs of older adults and individuals with disabilities. The program aims to reduce transportation barriers and enhance mobility for these populations through funding allocated to states, local transit agencies, and nonprofit organizations. The Wichita Area Metropolitan Planning Organization (WAMPO) partners with Wichita Transit to facilitate the competitive selection process. Funding awards for projects/programs to be implemented from July 1, 2025, through June 30, 2027, have been announced by Wichita Transit.

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## **Background**

The Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 Program), established under the Federal Transit Act, aims to address the mobility needs of the aging population and individuals with disabilities by enhancing transportation options, supporting service expansion, and ensuring accessibility. The program provides funding to states, local transit agencies, nonprofit organizations, and other eligible entities to create innovative solutions and projects that improve the quality and availability of accessible transportation services. Projects may include vehicle purchases, operating costs, and technology upgrades, all designed to promote independence and reduce isolation among older adults and people with disabilities. The designated recipient of Section 5310 funds in the region is Wichita Transit. The Wichita Area Metropolitan Planning Organization (WAMPO) partners with Wichita Transit to facilitate the funding-distribution process. WAMPO oversees the application and competitive selection process and provides guidance and resources for applicants.

In facilitating the FTA Section 5310 Program project-selection process, WAMPO coordinates with local agencies to ensure an efficient selection process that addresses regional mobility needs. WAMPO held a call for applications from November 15, 2024, through January 24, 2025, providing an opportunity for local organizations to obtain funding for essential projects that enhance the mobility and independence of seniors and individuals with disabilities.

Following the call for applications, submissions were reviewed and prioritized for award by a selection committee. The selection committee reviewed all applications based on factors such as project feasibility, cost-effectiveness, alignment with community needs, and potential to improve accessibility. Criteria used in evaluating and ranking applications are outlined in WAMPO's Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP, [https://bit.ly/WAMPO\\_2023CPT-HSTP](https://bit.ly/WAMPO_2023CPT-HSTP)).

Funding awards for projects/programs to be implemented from July 1, 2025, through June 30, 2027, have been announced by Wichita Transit.

## **Attachment**

- » **FTA Section 5310 Program Awarded Projects in the Wichita Urbanized Area**

Wichita Transit is the designated recipient of \$1,355,859 for Section 5310 FTA funds. In partnership with Wichita Area Metropolitan Planning Organization (WAMPO), recently held an application period for community-based transportation projects to be funded through the Section 5310 Federal Transit Administration program. Funding was available for operating and capital expenses for transportation services that would be provided in the Wichita Urbanized Area for FFY 2023-2024. These services must improve mobility for seniors and individuals with disabilities. A total of \$1,220,273 was available for section 5310 projects, and \$135,586 was designated for administration costs. The following projects were selected to be funded.

Agency	Type	Project Description	Fed	Match	Total
AWI	TRAD	Capital (Preventative Maintenance)	\$ 9,429.00	\$ 2,357.00	\$ 11,786.00
AWI	OTHR	Operating	\$ 75,000.00	\$ 75,000.00	\$ 150,000.00
BREAKTHROUGH	OTHR	Operating	\$ 40,000.00	\$ 40,000.00	\$ 80,000.00
CPRF	OTHR	Operating	\$ 75,000.00	\$ 75,000.00	\$ 150,000.00
GODDARD	TRAD	Capital (Vehicle Expansion)	\$ 107,846.00	\$ 19,032.82	\$ 126,878.82
GODDARD	OTHR	Operating	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00
HAYSVILLE	OTHR	Operating	\$ 75,000.00	\$ 75,000.00	\$ 150,000.00
HAYSVILLE	TRAD	Capital (Vehicle Expansion)	\$ 88,243.00	\$ 15,573.40	\$ 103,816.40
HEARTSPRING	TRAD	Capital (Preventative Maintenance)	\$ 28,000.00	\$ 7,000.00	\$ 35,000.00
KETCH	TRAD	Capital (Vehicle Replacement)	\$ 104,451.00	\$ 18,433.48	\$ 122,884.48
KETCH	OTHR	Operating	\$ 75,000.00	\$ 75,000.00	\$ 150,000.00
MULVANE	OTHR	Operating	\$ 40,000.00	\$ 40,000.00	\$ 80,000.00
SCDOA	TRAD	Capital (3rd Party Contracting)	\$ 59,520.00	\$ 14,880.00	\$ 74,400.00
SCDOA	OTHR	Operating	\$ 75,000.00	\$ 75,000.00	\$ 150,000.00
STARKEY	TRAD	Capital (Vehicle Expansion)	\$ 106,106.00	\$ 18,725.07	\$ 124,831.07
VALLEY CENTER	TRAD	Capital (Vehicle Expansion)	\$ 107,678.00	\$ 19,002.60	\$ 126,680.60
WT	TRAD	Capital (Mobility Management)	\$ 144,000.00	\$ 36,000.00	\$ 180,000.00
TOTAL			\$ 1,220,273.00	\$ 616,004.37	\$ 1,836,277.37



## Executive Summary

A Public Participation Plan (PPP) describes an MPO's strategies and techniques to inform and engage the public in transportation planning issues, with the goal and purpose of maximizing participation and effectiveness. Having received updated federal guidance, WAMPO staff have processed an administrative adjustment to the 2022 Public Participation Plan to ensure it complies with the new guidance.

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## Background

A Public Participation Plan (PPP) describes an MPO's strategies and techniques to inform and engage the public in transportation planning issues, with the goal and purpose of maximizing participation and effectiveness. The PPP is responsible for outlining WAMPO's document development and approval processes.

The WAMPO PPP was last approved in 2022 and will undergo its next full update in 2027. However, having received updated guidance from the U.S. Department of Transportation (USDOT), WAMPO staff conducted a thorough review and have made an administrative adjustment to the PPP to ensure it complies with federal guidance.

The PPP describes procedures for conducting amendments or administrative adjustments to documents, including administrative adjustments to the PPP:

*“Administrative adjustments are minor revisions to the PPP that do not require public review and comment. Adjustments may be made to correct minor inaccuracies or minor language/grammar corrections, or other corrections that do not change the approved intent or content of the document. PPP administrative adjustments do not require a public comment period. Once the administrative adjustment is processed, it will be posted on the WAMPO Public Participation webpage and shared with the TAC and TPB at their next regularly scheduled meetings.”*

## PPP Administrative Adjustment 1

Since no changes have been made to any processes or participation techniques in the PPP and the revisions made do not change the approved intent or content of the document, an administrative adjustment has been processed. Public Participation Plan Administrative Adjustment 1 changes include:

- » Removal of references to rescinded Executive Orders.
- » Language adjustments to better align with updated federal guidance.
- » Edits to correct grammar, improve word choice, and perform other editorial changes for clarity.
- » Adjustments to correct minor inaccuracies.

## Attachment

- » **WAMPO Public Participation webpage, with PPP Administrative Adjustment 1** – [www.wampo.org/public-participation](http://www.wampo.org/public-participation)



### **Agenda Item 3**

#### **Public Comment Opportunity**

Butler County Commissioner Dan Woydziak, TAC Chair

## **Background**

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

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



**Agenda Item 4A: Action**  
**2025 Unified Planning Work Program Amendment 1**

Markey Jonas, Community Planner

## Executive Summary

The TAC is asked to make a recommendation to the TPB on a proposed amendment to the 2025 Unified Planning Work Program (UPWP). The UPWP outlines WAMPO’s transportation planning activities and tasks to be undertaken throughout the year. Proposed 2025 UPWP Amendment 1 would remove two tasks, update the 2025 budget for five existing tasks, and add one new task. Minor language adjustments to reflect updated federal guidance and the approval of MTP 2050 are included as well. Draft 2025 UPWP Amendment 1 is available for public comment June 6-June 20, 2025. To date, no public comments have been received.

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## Background

The Unified Planning Work Program (UPWP) describes what planning activities WAMPO staff and consultants will undertake, and how federal planning funds allocated to WAMPO will be used during the year (January 1-December 31). A UPWP serves several purposes, including defining the planning scope, budgeting & funding, scheduling, coordination, public involvement, and compliance. The UPWP is a crucial document for guiding and managing the transportation planning process within a metropolitan area, ensuring that resources are used effectively and that planning efforts are coordinated and transparent. The 2025 UPWP was approved by the Transportation Policy Body on November 12, 2024, and an administrative adjustment was processed on November 19, 2024.

Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The CPG/local-match expenditures in the 2025 UPWP following Amendment 1 would total \$2,486,495.

The public comment period for proposed 2025 UPWP Amendment 1 is June 6, 2025, through June 20, 2025. The draft amendment is available on the WAMPO website at [www.wampo.org/upwp](http://www.wampo.org/upwp). Paper copies may also be viewed at the WAMPO offices. To date, no public comments have been received.

## Proposed Changes

Updates to the 2025 UPWP are necessary to account for the removal of tasks that are no longer needed, the addition of tasks that are not currently in the UPWP, and to adjust programmed amounts to better align with anticipated work.

Proposed 2025 UPWP Amendment 1 changes include:

- » Minor language adjustments to reflect updated federal guidance and the approval of Metropolitan Transportation Plan 2050 (MTP 2050).
- » Removal of two consultant-services sub-tasks: hiring a consultant for an SS4A implementation-grant application and purchasing additional automatic bicycle and pedestrian counters.
- » Adjustment of funding for the Regional Transit Implementation Plan consultant task to reflect the invoiced amount following project completion.
- » Addition of a sub-task to purchase data.
- » Funding adjustments between staff tasks to better align with planned work this year.
- » Extension of the timeframe of the consultant-supported project “Safe Routes to School Plan Development” to match the consultant contract.



## **Agenda Item 4A: Action** **2025 Unified Planning Work Program Amendment 1**

Markey Jonas, Community Planner

- » Reduced funding programmed this year for two upcoming consultant-supported projects: “Household Travel Surveys” and “Regional Active Transportation Plan.” These projects are expected to continue past the end of 2025, and their overall planned funding across all project years is not reduced.

Additionally, the 2025 Anticipated Priorities & Activities, Anticipated Expenditures, Anticipated Expenditure Detail, and Budget tables have been updated to reflect the proposed changes. The Summary of Amendment 1 Changes table (see attached) lists all proposed changes and their reasoning.

### **Staff Recommendation**

Recommend the TPB approve 2025 Unified Planning Work Program Amendment 1, as presented.

### **Action Options**

- » Recommend the TPB **approve** 2025 Unified Planning Work Program Amendment 1, **as presented**.
- » Recommend the TPB **not approve** 2025 Unified Planning Work Program Amendment 1.
- » Recommend the TPB **approve** 2025 Unified Planning Work Program Amendment 1, **with specific changes**.

### **Next Steps**

- » July 8, 2025: TPB vote on approval of 2025 Unified Planning Work Program Amendment 1.
- » Once approved, 2025 UPWP Amendment 1 will be sent to KDOT, the FHWA, and the FTA, posted on the WAMPO website, and made available for review at the WAMPO offices and the Wichita Advanced Learning Library.

### **Attachments**

- » **Summary of 2025 UPWP Amendment 1 Proposed Changes**
- » **Draft 2025 UPWP Amendment 1** – <https://bit.ly/Draft-2025-UPWP-A1>

**SUMMARY OF AMENDMENT 1 CHANGES**

Task	Original	Revised	Change	Page #	Reasoning
Introduction, MTP/Work Program Integration					Administrative adjustments to language to reflect updated federal guidance and the approval of Metropolitan Transportation Plan 2050.
2025 Anticipated Priorities & Activities				13	Revised to reflect adjustments.
1.2 Budget and Financial Monitoring Systems	\$ 110,500	\$ 125,500	\$ 15,000	15	Increased programmed amount in 2025 by \$15,000.
2.3 Consultant Services: Safe Streets and Roads for All Grant Assistance	\$ 75,000	\$ -	\$ (75,000)		Removal of funding for a consultant to assist with a Safe Streets and Roads for All implementation grant application.
3.2 Consultant Services: Regional Active Transportation Plan	\$ 200,000	\$ 75,000	\$ (125,000)	20	Reduced programmed amount in 2025 by \$125,000 to better align with anticipated work schedule. The total project amount is \$200,000 until December 2027.
3.3 Transit & Paratransit Planning	\$ 21,700	\$ 6,700	\$ (15,000)	21	Reduced programmed amount in 2025 by \$15,000.
3.6 Consultant Services: Safe Routes to School Plan Development	\$ 300,000	\$ 300,000	\$ -	22	Update to the 6 E's of Safe Routes to School (SRTS) to be more in line with federal guidance and timeframe extension to match consultant contract.
3.7 Consultant Services: Bicycle and Pedestrian Counting Equipment Purchase	\$ 100,000	\$ -	\$ (100,000)		Removal of funding to purchase additional automatic bicycle and pedestrian counters.
3.8 Consultant Services: Regional Transit Implementation Plan	\$ 25,000	\$ 5,000	\$ (20,000)	23	Adjustment to reflect invoiced amount before project completion.
6.4 Consultant Services: Household Travel Surveys	\$ 575,000	\$ 400,000	\$ (175,000)	28	Reduce programmed amount in 2025 by \$175,000 to better align with anticipated work schedule. The total project amount is \$1,500,000 until December 2027.
6.5 Consultant Services: Technology and Data Purchase	\$ -	\$ 195,000	\$ 195,000	29	Addition of data purchase sub-task.
Other Planning: Safe Routes to School Planning Assistance	\$ 250,000	\$ 250,000	\$ -	31	Update to the 6 E's of Safe Routes to School (SRTS) to be more in line with federal guidance.
Anticipated Expenditures				34	Updated to reflect above changes.
Anticipated Expenditure Detail				35	Updated to reflect above changes.
Budget				36-37	Updated to reflect above changes.
Appendix C				41	Adjustments to reflect updated federal guidance and the approval of Metropolitan Transportation Plan 2050.

Total UPWP Expenditures \$2,786,495 \$2,486,495 \$ (300,000)

Rev. 06/09/2025



## Executive Summary

The U.S. Department of Transportation (USDOT) has distributed new guidance to federal transportation funding recipients, including WAMPO, pertaining especially to the interpretation of federal nondiscrimination laws, with implications for the contents of MPOs' core planning documents. WAMPO is working with its state and federal planning partners to prepare any necessary amendments or administrative adjustments to its planning documents, which will be brought to the TAC and TPB for approval in the coming months, in accordance with the processes laid out in the WAMPO Public Participation Plan.

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## Background

On April 24, 2025, the U.S. Secretary of Transportation addressed a letter (see attached) to all recipients of U.S. Department of Transportation (USDOT) funding, including Metropolitan Planning Organizations, such as WAMPO. This letter, as clarified by WAMPO's state and federal planning partners, creates new guidance on the contents of MPOs' core planning documents, pertaining especially to the interpretation of federal nondiscrimination laws, including Title VI of the Civil Rights Act of 1964. In response, WAMPO staff are working with the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to determine which of WAMPO's planning documents need to be revised in order to comply with the new USDOT guidance and what specific changes to the documents would bring them into compliance. Once all changes have been identified, the relevant planning documents will be submitted for either amendments or administrative adjustments (depending on the nature of the changes to each individual document), in accordance with the requirements and processes outlined in the WAMPO Public Participation Plan (PPP, see attached), before being brought to the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB).

WAMPO planning documents that may be presented to the TAC and TPB for amendment or administrative adjustment over the next few months to comply with the new USDOT guidance include the:

- » Metropolitan Transportation Plan (MTP),
- » Transportation Improvement Program (TIP; the TAC is scheduled to make a recommendation to the TPB on FFY2025-FFY2028 TIP Amendment 5 on July 28, 2025),
- » Unified Planning Work Program (UPWP; the TAC is scheduled to make a recommendation to the TPB on UPWP Amendment 1 on June 23, 2025),
- » Public Participation Plan (PPP; an administrative adjustment was processed on June 13, 2025),
- » Title VI Program Manual (any necessary changes will be incorporated into regularly scheduled full update of document),
- » Limited English Proficiency (LEP) Plan (any necessary changes will be incorporated into regularly scheduled full update of document),
- » Congestion Management Process (CMP),
- » Comprehensive Safety Action Plan (CSAP),
- » Regional Transit Implementation Plan,
- » Intelligent Transportation Systems (ITS) Architecture (any necessary changes will be incorporated into regularly scheduled full update of document), and
- » Project Evaluation Methodology & Scoring Criteria.



## **Agenda Item 5A: Discussion/Updates** **Core-Document Amendments in Response to New USDOT Guidance**

Peter Mohr, Manager of Transportation Engineering & Data

### **Next Steps**

- » WAMPO will continue to work with state and federal planning partners to prepare either amendments or administrative adjustments to its planning documents, which will be brought to the TAC and TPB in the coming months, in accordance with the processes laid out in the WAMPO Public Participation Plan.

### **Attachments**

- » **04/24/2025 Letter from U.S. Secretary of Transportation** – <https://bit.ly/04-24-2025USDOT-Letter>
- » **WAMPO Public Participation Webpage** – [www.wampo.org/public-participation](http://www.wampo.org/public-participation)



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

Kim Negrete, WAMPO  
Chris Brown, SRF

### **Executive Summary**

WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty (50) schools have confirmed their participation. SRTS Stakeholder Committee meetings were held in March, April, and May 2025 and included representatives from nine (9) of the fourteen (14) public school districts in the region. WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting this initiative by identifying any priority K-12 schools within their respective jurisdictions for SRTS planning and any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative.

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### **Background**

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

WAMPO has embarked on an extensive planning process to ensure the successful development of Safe Routes to School plans in the region. WAMPO staff and consultants (SRF Consulting Group, with subconsultants Alta Design and Shockey) will assist member jurisdictions, their respective school districts, and private schools in the development of SRTS plans.

WAMPO staff and consultants are currently developing plans to promote the SRTS-planning initiative to parents/caregivers during the school-enrollment period this summer, refining data-collection methods for information provided by students and their caregivers, working to identify additional schools interested in creating SRTS plans, and facilitating the SRTS Stakeholder Committee, which is comprised of local-government staff, school/district staff, and representatives of nonprofit organizations. Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, as well as aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts.

The first three SRTS Stakeholder Committee meetings were held in March, April, and May 2025. The meetings provided background on Safe Routes to Schools, an introduction to WAMPO staff and the consultant team, and an overview of the WAMPO SRTS planning initiative and what is expected of schools. The discussions also covered evaluation metrics and how local governments can assist with the planning effort. Representatives from nine (9) of the fourteen (14) public school districts in the WAMPO region attended the meetings, as did city/county staff, Kansas Department of Transportation (KDOT) staff, and representatives of several community partner organizations. The next SRTS Stakeholder Committee meeting is tentatively scheduled for July 14, 2025, at 10:00 AM, via Zoom.



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

Kim Negrete, WAMPO  
Chris Brown, SRF

So far, fifty (50) K-12 schools in the WAMPO region have confirmed their participation in this planning effort and will have individualized SRTS plans. A list of those schools can be found at [www.wampo.org/srts](http://www.wampo.org/srts). More such schools in the region are sought.

WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue identifying any priority K-12 schools within their respective jurisdictions for SRTS planning and any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative.

### **Attachment**

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



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

### **Regional Active Transportation Plan Consultant RFP Available**

Peter Mohr, Manager of Transportation Engineering & Data

## **Executive Summary**

In accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff have opened a Request for Proposals (RFP) during June 5-July 3, 2025, for a consultant to complete a Regional Active Transportation Plan. The purpose of the plan is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future policies and infrastructure investments and support efforts to create a more connected, safe, inviting, and accessible active transportation network for all travelers in the region.

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## **Background**

In the WAMPO 2025 Unified Planning Work Program (UPWP, [www.wampo.org/upwp](http://www.wampo.org/upwp)), Sub-Task 3.2, “Consultant Services: Regional Active Transportation Plan,” states:

*“Staff are assisting the City of Wichita to complete the Wichita Bicycle Plan. The Regional Active Transportation Plan will be a companion plan, completed as the City of Wichita plan concludes. Staff will release an RFP to hire a consultant to complete this regional bicycle and pedestrian plan that will tie in with the Wichita Bicycle Plan (which is scheduled to be completed by the end of 2024). WAMPO will release the RFP following the completion of the Wichita Bicycle Plan to ensure there are not any conflicts.*

*This Regional Active Transportation Plan will include Complete Streets Planning, which is separated into Sub-Task 3.4.”*

The UPWP lists the budget for the consultant who will work on the WAMPO Regional Active Transportation Plan as \$200,000. If 2025 UPWP Amendment 1 (on which the TAC is scheduled to make a recommendation to the TPB on June 23, 2025) is approved, \$75,000 of that amount will be budgeted in 2025.

WAMPO staff, in coordination with the Kansas Department of Transportation (KDOT), have developed a Request for Proposals (RFP) for a consultant to complete the Regional Active Transportation Plan, including specifying elements that the final plan should include and the deliverables that the consultant will be responsible for producing. WAMPO staff distributed the RFP on June 5, 2025, and it will remain open through July 3, 2025.

The purpose of the 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](http://www.wampo.org/bicycle-pedestrian)), is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future policies and infrastructure investments and support efforts to create a more connected, safe, inviting, and accessible active transportation network for all travelers in the region.

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. The Regional Active Transportation Plan will build



## **Agenda Item 5C: Discussion/Updates** **Regional Active Transportation Plan Consultant RFP Available**

Peter Mohr, Manager of Transportation Engineering & Data

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.

The key objectives for the development of the Regional Active Transportation Plan, which are reflected in the RFP, include:

- » Identifying 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 and expanding infrastructure. This will include evaluating current active-transportation infrastructure (bicycle lanes, sidewalks, trails, crosswalks, etc.), network connectivity, and opportunities for expansion outside of city limits.
- » Producing active-transportation-related maps, profiles, and plans for individual communities within the WAMPO region.
- » Identifying network gaps, barriers to active transportation, and safety issues.
- » Assessing usage patterns using data from sources like fitness apps and local counts.
- » Engaging with the public and stakeholders to incorporate feedback from many different perspectives.
- » Identifying “catalyst” projects throughout the WAMPO region, including project characteristics, benefits, cost estimates, and other considerations.
- » Developing prioritized lists of other projects and strategies that can be integrated into long-range planning efforts, including their characteristics, benefits, estimated costs, and other considerations.
- » Developing general recommendations to improve access, connectivity, safety, and universal ease of use in active transportation.
- » Developing a conceptual cost-estimation resource (e.g., typical cost per mile to construct a paved multiuse path, typical cost of a trail-side bench, typical cost of bicycle racks, typical cost of a pedestrian roadway-crossing signal).
- » Developing desired models of typical path/roadway cross-sections.
- » Producing a GIS inventory tool to keep track of infrastructure conditions.
- » Revising and updating the printed Greater Wichita Bike Map (<https://www.wichita.gov/980/Maps>).

The Regional Active Transportation Plan RFP is available at [www.wampo.org/wampo-is-hiring](http://www.wampo.org/wampo-is-hiring).



# 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

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

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

## Point of Contact

Transit Provider	Name	Email	Phone
<b>Wichita Transit</b>	Raven Alexander	ralexander@wichita.gov	316.352.4868
<b>Derby Dash</b>	Ashley Cory	ashleycory@derbyweb.com	316.788.7433
<b>Haysville Hustle</b>	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
<b>Sedgwick County Transportation</b>	Emily Jensen	emily.jensen@sedgwick.gov	316.660.5158
<b>Butler County Transit</b>	Crystal Noles	cnoles@bucoks.com	316.775.0500



## WAMPO ACRONYM GLOSSARY

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

### 2025 TAC Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	ALTERNATE EMAIL
TAC Chair, TPB Representative	<b>Dan Woydziak</b>	dwoydziak@bucoks.com		
City of Wichita Representative	<b>Gary Janzen</b>	gjanzen@wichita.gov	<b>Steve Degenhardt</b>	sdegenhardt@wichita.gov
City of Wichita Representative	<b>Paul Gunzelman</b>	pgunzelman@wichita.gov	<b>Mike Armour</b>	marmour@wichita.gov
City of Wichita Representative	<b>Shawn Mellies</b>	smellies@wichita.gov	<b>James Wagner</b>	jwagner@wichita.gov
City of Wichita Transit Representative	<b>Pimnara (Lily) Rodkul</b>	prodkul@wichita.gov	<b>Raven Alexander</b>	ralextander@wichita.gov
Coordinated Transit Representative (District #9)	<b>Char Ehrmann</b>	char.ehrmann@breakthroughwichita.org	<b>Christie Fletcher</b>	cfletcher@bucoks.com
Sedgwick County Representative	<b>Lynn Packer</b>	lynn.packer@sedgwick.gov	<b>Daniel Schrant</b>	daniel.schrant@sedgwick.gov
Kansas Department of Transportation (KDOT)	<b>Allison Smith</b>	allison.smith@ks.gov	<b>David Schwartz</b>	david.schwartz@ks.gov
Kansas Department of Transportation (KDOT)	<b>Duane Flug</b>	duane.flug@ks.gov		
Butler/Sumner Counties Representative	<b>Les Mangus</b>	lmangus@andoverks.gov		
Sedgwick County Association of Cities (SCAC)	<b>Dan Squires</b>	dansquires@derbyweb.com		
Sedgwick County Association of Cities (SCAC)	<b>Danielle Gabor</b>	dgabor@haysville-ks.com		
Sedgwick County Association of Cities (SCAC)	<b>Justin Shore</b>	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	<b>Marcy Aycock</b>	maycock@workforce-ks.com	<b>Keith Lawing</b>	klawing@workforce-ks.com
Regional Pathways Representative	<b>Craig Crossette</b>	ccrossette@goddardks.gov		
Air Quality Representative	<b>Lizeth Ortega</b>	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	<b>Brent Clark</b>	bclark@valleycenterks.org		
Railroad Freight Representative (Named by TPB)				
Economist (Named by TPB)	<b>Jolene Graham</b>	jgraham@andoverks.gov		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	<b>Moumita Kundu</b>	mkundu@wichita.gov		
Public Health Representative (Named by TPB)	<b>Jack Brown</b>	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	<b>Javier Ahumada</b>	javier.ahumada@dot.gov		
Federal Transit Administration Representative	<b>Gerri Doyle</b>	gerri.doyle@dot.gov		
Kansas Turnpike Authority Representative	<b>Glen Scott</b>	gscott@ksturnpike.com	<b>David Jacobson</b>	djacobson@ksturnpike.com
WAMPO Executive Director	<b>Chad Parasa</b>	chad.parasa@wampo.org		
WAMPO Senior Accountant	<b>Chris Sweeney</b>	christopher.sweeney@wampo.org		
WAMPO Travel Demand Forecasting Analyst	<b>Deepu Poreddy</b>	dedeepya.poreddy@wampo.org		
WAMPO Director of Mobility Management	<b>Jessica Warren</b>	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	<b>Kim Negrete</b>	kimberly.negrete@wampo.org		
WAMPO Media & Outreach Intern	<b>Ksusha Peebles</b>	donna.peebles@wampo.org		
WAMPO Senior Accountant	<b>Kyle Thomas</b>	kyle.thomas@wampo.org		
WAMPO Community Planner	<b>Markey Jonas</b>	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	<b>Nick Flanders</b>	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	<b>Peter Mohr</b>	peter.mohr@wampo.org		
WAMPO Data Forecasting Analyst	<b>Sruthi Kesa</b>	sruthi.kesa@wampo.org		

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

*Rev. 06/16/2025*

## 2025 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St, Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St, Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St, Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
<b>JANUARY 14</b>	<b>JANUARY 27</b>		
<b>FEBRUARY 11</b>	<b>FEBRUARY 24</b>	<b>FEBRUARY 6</b>	<b>FEBRUARY 5</b>
<b>MARCH 11</b>	<b>MARCH 24</b>		
<b>APRIL 8</b>	<b>APRIL 28</b>		
<b>MAY 13</b>		<b>MAY 8</b>	<b>MAY 7</b>
<b>JUNE 10</b>	<b>JUNE 23</b>		
<b>JULY 8</b>	<b>JULY 28</b>		
<b>AUGUST 12</b>	<b>AUGUST 25</b>	<b>AUGUST 7</b>	<b>AUGUST 6</b>
<b>SEPTEMBER 9</b>	<b>SEPTEMBER 22</b>		
<b>OCTOBER 14</b>	<b>OCTOBER 27</b>		
<b>NOVEMBER 18</b>	<b>NOVEMBER 24</b>	<b>NOVEMBER 6</b>	<b>NOVEMBER 5</b>
<b>DECEMBER 9</b>			



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