



Technical Advisory Committee (TAC) Meeting Notice

Monday, July 28, 2025, @ 10:00 AM

In-Person

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

Virtual

Click the link below for
online meeting access.

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Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.		20
IV. Action		
A. Metropolitan Transportation Plan 2050 (MTP 2050) Amendment 1 – Peter Mohr, WAMPO <i>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 has worked with state and federal planning partners to develop an amendment to MTP 2050. After the TPB released draft MTP 2050 Amendment 1 for public comment on July 8, 2025, the public-comment period opened on July 11, 2025, and will run through July 25, 2025. No public comments have been received to date. The TAC is now asked to make a recommendation to the TPB on whether to approve MTP 2050 Amendment 1.</i>		21 to 23
B. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #5 – Peter Mohr, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #5 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #5 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #5 opened on June 27, 2025, and ran through July 11, 2025. No public comments were received.</i>		24 to 27

V. Discussion/Updates	
<p>A. <u>Notice of Administrative Adjustments: Congestion Management Process, Comprehensive Safety Action Plan, and Regional Transit Implementation Plan</u> – Peter Mohr, WAMPO</p> <p><i>The U.S. Department of Transportation (USDOT) has distributed new guidance to all recipients of federal transportation funds, with implications for the contents of WAMPO planning documents. In response, WAMPO staff have performed administrative adjustments of the Congestion Management Process (CMP), Comprehensive Safety Action Plan (CSAP), and Regional Transit Implementation Plan. Because only minor language changes were made to these documents, formal amendment processes were not required.</i></p>	28 to 29
<p>B. <u>Regional Intelligent Transportation Systems (ITS) Architecture</u> – Peter Mohr, WAMPO</p> <p><i>WAMPO is close to finishing an update to 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. Work began in Fall 2024 and is anticipated to conclude in Fall 2025. The update will include an inventory of current ITS infrastructure and a detailed examination of future deployment plans, informed by extensive stakeholder engagement. Federal planning partners will review the draft architecture, and WAMPO staff/consultants will address their comments before it is presented to the Technical Advisory Committee (TAC) for a recommendation and to the Transportation Policy Body (TPB) for a vote on approval.</i></p>	30 to 31
<p>C. <u>Safe Routes to School (SRTS) Update</u> – Kim Negrete, WAMPO, and Chris Brown, SRF</p> <p><i>WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-three (53) schools have confirmed their participation. SRTS Stakeholder Committee meetings were held in March, April, May, and July 2025 and included representatives from ten (10) 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>	32 to 33
VI. Other Business	
VII. Adjournment	
VIII. WAMPO Reference Material	
<p>A. WAMPO Region Population Table and Map</p> <p>B. WAMPO Region Public Transit Ridership</p> <p>C. WAMPO Acronym Glossary</p> <p>D. Technical Advisory Committee Roster</p> <p>E. 2025 WAMPO Meeting Schedule</p>	<p>34 to 35</p> <p>36</p> <p>37</p> <p>38</p> <p>39</p>

Chad Parasa, TAC Secretary

July 21, 2025



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, June 23, 2025 @ 10:00 AM

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

Meeting Duration: 43 minutes

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Jack Brown, <i>Public Health</i> Lily Cherry, <i>Wichita Transit</i> Craig Crossette, <i>Regional Pathways</i> Char Ehrmann, <i>CTD #9</i> Duane Flug, <i>KDOT</i>	Paul Gunzelman, <i>Wichita</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i>	Alternates Steve Degenhardt, <i>Wichita (voting)</i> Christi Fletcher, <i>CTD #9 (non-voting)</i> James Wagner, <i>Wichita (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Chris Brown, <i>SRF</i> Nick Flanders, <i>WAMPO</i> Markey Jonas, <i>WAMPO</i>	Alan Kailer, <i>Bike Walk Wichita</i> Brett Letkowski, <i>GFT</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i>	Kim Negrete, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i> Riley Schmitz, <i>JEO</i> Chris Sweeney, <i>WAMPO</i>

1. Chair Dan Woydziak called the meeting to order at 10:03 AM.

2. Regular Business

A. Approval of June 23, 2025, Agenda

Discussion: None.

Action: Approve the June 23, 2025, agenda, as presented. (13-0)

Motion: Paul Gunzelman

Second: Lynn Packer

B. Approval of April 28, 2025, Meeting Minutes

Discussion: None.

Action: Approve the April 28, 2025, meeting minutes, as presented. (13-0)

Motion: Lynn Packer

Second: Paul Gunzelman

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 June 2025 was shared.

June 2025 TIP Project Statuses – <https://bit.ly/June2025-TIP-Project-Statuses>

ii. Household Travel Survey Consultant RFP Development

Peter Mohr, WAMPO, shared that 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). MPOs typically perform an HTS once every ten years with a typical budget of \$1 million-\$2 million. The upcoming WAMPO HTS will capture the travel patterns of various individuals and households in the region. Model parameters derived from the HTS are foundational to travel demand forecasting.

iii. FFY2025-FFY2028 TIP Amendment 5 Public Comment Period: 06/27/2025-07/11/2025

Mr. Mohr noted the upcoming Public Comment period for Amendment 5 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2025-2028 (October 1, 2024, through September 30, 2028). The 15-day Public Comment period is planned for June 27, 2025, through July 11, 2025. The FFY2025-FFY2028 TIP and amendment schedule can be viewed at www.wampo.org/transportation-improvement-program.

iv. Metropolitan Transportation Plan 2050 (MTP 2050) Update

Mr. Mohr discussed WAMPO's new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050), which under federal law 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.

v. Automatic Bicycle and Pedestrian Counter Contract Updates

Mr. Mohr shared that in August 2024, WAMPO entered into an agreement to procure ten (10) automatic bicycle and pedestrian counters from MioVision; the hardware was delivered in Fall 2024. 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.

vi. 2025 Bicycle & Pedestrian Count: September 10, 11, & 13

Kim Negrete, WAMPO, explained that every year, WAMPO coordinates an annual count of bicycle and pedestrian activity across the region. The data collected during this count help to estimate the number of people who bicycle, walk, or run in the region, and the locations where they do so. To gather this information, WAMPO relies on a team of volunteers to spend a short period of time counting pedestrians and bicycle riders at designated locations. The 2025 dates and times available to volunteer are Wednesday, September 10, 10:00 AM-12:00 PM and/or 5:00 PM-7:00 PM; Thursday, September 11, 10:00 AM-12:00 PM and/or 5:00 PM-7:00 PM; and Saturday, September 13, 12:00 PM-2:00 PM. Volunteer registration will open soon, including at www.wampo.org/bicycle-pedestrian.

vii. KDOT Behavioral Safety Grants

Ms. Negrete announced that the Behavioral Safety Office of the Kansas Department of Transportation (KDOT) and WAMPO will conduct a Call for Projects for Behavioral Safety Grants in the Wichita metropolitan area in 2025, having done so for the first time in 2024. Funding comes from the National Highway Traffic Safety Administration (NHTSA) and will be administered by KDOT. All grants under this program must focus on improving road-user behavior. More information and the 2025 Behavioral Safety Grant application will be released soon.

viii. FTA Section 5310 Program: Awarded Projects

Markey Jonas, WAMPO, explained that the Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program (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. WAMPO partners with Wichita Transit to facilitate the application and selection process. Funding awards for programs to be implemented during July 1, 2025-June 30, 2027, as announced by Wichita Transit, were shared with the TAC.

ix. Public Participation Plan Administrative Adjustment

Ms. Jonas provided notice of an administrative adjustment to the WAMPO Public Participation Plan. A Public Participation Plan (PPP) describes an MPO's strategies and techniques to inform and engage the public on transportation planning issues, with the purpose of maximizing public participation and the effectiveness of participation processes. 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. No

changes were 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.

WAMPO Public Participation webpage, with PPP Administrative Adjustment 1 – www.wampo.org/public-participation

3. Public Comment Opportunity

No comments.

4. Action

A. 2025 Unified Planning Work Program Amendment 1

Ms. Jonas presented proposed Amendment 1 to the 2025 Unified Planning Work Program (UPWP) for a TAC recommendation. 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. Updates to the 2025 UPWP are necessary to account for the removal of tasks that are no longer needed, to add 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), the removal of two consultant-services sub-tasks, the adjustment of funding for the Regional Transit Implementation Plan consultant sub-task to reflect the invoiced amount following project completion, the addition of a sub-task to purchase data, funding adjustments between staff tasks to better align with planned work this year, the extension of the timeframe of the consultant-supported project “Safe Routes to School Plan Development” to match the consultant contract, and reduced funding programmed in 2025 for two upcoming multiyear consultant-supported projects, whose overall planned funding across all years of the projects is not reduced. 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. Proposed 2025 UPWP Amendment 1 was available for public comment from June 6, 2025, through June 20, 2025. No public comments were received.

Draft 2025 UPWP Amendment 1 – <https://bit.ly/Draft-2025-UPWP-A1>

Discussion: None.

Action: Recommend the TPB approve 2025 Unified Planning Work Program Amendment 1, as presented. (13-0)

Motion: Lynn Packer

Second: Paul Gunzelman

5. Discussion/Updates

A. Core-Documents Amendments in Response to New USDOT Guidance

Mr. Mohr explained that the U.S. Department of Transportation (USDOT) recently 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' planning documents. In response, 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 in the coming months, in accordance with the processes laid out in the WAMPO Public Participation Plan.

B. Safe Routes to School (SRTS) Update

Ms. Negrete shared that WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-one (51) schools have confirmed their participation.

Chris Brown, SRF, presented additional details about the status of the two main project deliverables, a Best Practices Guide and 60+ school-specific SRTS action plans, and provided details about public engagement efforts planned for Fall 2025.

June 2025 Safe Routes to School update slides – <https://bit.ly/June-2025-SRTS-Slides>

Discussion:

Lynn Packer asked how priority schools are identified. Ms. Negrete shared that the school districts, with help from city/county staff, have been responsible for identifying priority schools based on their expertise. WAMPO staff are available to support the process.

Paul Gunzelman asked if the caregiver survey will ask for student addresses. Ms. Negrete shared that the surveys will not ask for addresses and are anonymous. Schools and school districts have been asked to provide anonymized student address information to better aid the project team in understanding where the student body is traveling from. Survey responses and addresses will not be connected. Ms. Negrete explained that the survey responses will contribute to the development of the plan by helping the project team identify barriers to students walking or bicycling to and from school, which may not be limited to the transportation infrastructure surrounding the school.

Mr. Mohr and Mr. Brown explained that, ultimately, any transportation-infrastructure-related recommendations will focus on a half-mile radius around each school.

C. Regional Active Transportation Plan Consultant RFP Available

Mr. Mohr shared that WAMPO released a Request for Proposals (RFP) for a consultant to complete a Regional Active Transportation Plan on June 5, 2025. The purpose of the plan will be 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. Proposals are due by July 3, 2025.

The presentation shared an overview of the primary objectives and outcomes for the project, noting that there will be a focus on connectivity between communities and across the region, along with individualized plans for each community. Additionally, the project will highlight “catalyst projects” that encourage active transportation in the region.

Active WAMPO RFPs are available at www.wampo.org/wampo-is-hiring.

6. Other Business

None.

7. Meeting adjourned at 10:46 AM

The next regular meeting will be held on Monday, July 28, 2025, at 10:00 AM.



Executive Summary

The Unified Planning Work Program (UPWP) outlines WAMPO’s transportation planning activities and tasks to be undertaken throughout the year. This presentation will outline potential priorities for 2026.

Background

The Unified Planning Work Program (UPWP) describes how federal planning funds allocated to WAMPO will be used and what planning activities WAMPO staff and consultants will undertake. A new UPWP is developed each year by WAMPO staff, with input from local governments and planning partners. Among other things, it considers the goals of WAMPO’s long-range Metropolitan Transportation Plan (MTP), the Federal Planning Factors in 23 CFR § 450.306(b), and the Infrastructure Investment and Jobs Act (IIJA) set-aside for increasing safe and accessible transportation options (requires each MPO use at least 2.5% of planning funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities). A UPWP serves several purposes:

- » **Planning Scope:** Defines the scope of work and the specific activities that the MPO will undertake.
- » **Budget and Funding:** Includes a budget for each activity, specifying how funds allocated to the MPO (primarily in the form of Consolidated Planning Grant (CPG) funds) will be utilized.
- » **Schedule:** Outlines the schedule or timeline for each activity, including milestones and deliverables.
- » **Coordination:** Facilitates coordination between the MPO, the state department of transportation, local governments, transit agencies, and other stakeholders involved in transportation planning.
- » **Public Involvement:** Includes provisions for public involvement and participation in the planning process, ensuring transparency and input from the community.
- » **Compliance:** Ensures that the MPO's planning activities comply with federal regulations and requirements, including those set forth by the FHWA and FTA.

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. 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).

Core Documents

WAMPO is required to produce and maintain several “core” documents. Table 1 shows the status of each.

Table 1: WAMPO Core Document Statuses

Document	Status
Metropolitan Transportation Plan (MTP)	Metropolitan Transportation Plan 2050 (MTP 2050) was approved in May 2025. Amendment 1 is anticipated to be considered by the TPB in August 2025.
Transportation Improvement Program (TIP)	The FFY2025-FFY2028 TIP was approved in August 2024. Regular amendments are scheduled quarterly. The next full update is planned to be in 2026.



Agenda Item 2Ci: Director's Report
2026 Unified Planning Work Program (UPWP) Planning
 Chad Parasa, Executive Director

Unified Planning Work Program (UPWP)	This document is created yearly. The 2026 UPWP is anticipated to be approved by the end of November 2025.
Public Participation Plan (PPP)	The current PPP was completed and approved in 2022. The next full update is planned to be in 2027.
Congestion Management Process (CMP)	The current CMP was approved in May 2024 and included in MTP 2050. Will be updated as part of the next MTP.
Title VI Program Manual	The Title VI Program Manual, as well as the Limited English Proficiency (LEP) plan, will be updated in 2025.
Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)	Last approved in 2023. The next full update is anticipated to be in 2028.

Potential 2026 Planning Tasks

WAMPO staff met with planning partner staff from the Kansas Department of Transportation (KDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Wichita Transit to discuss potential planning activities for 2026, based on work done in 2025 and plan update cycles. The tasks listed in Table 2 are potential high-level planning priorities for 2026. This includes projects that are not CPG-funded but are included in the UPWP due to their significance in the WAMPO region.

Table 2: Potential 2026 UPWP Priorities

Task	Description/Status	Work By
Safe Routes to School Planning	Continuation from 2025. Development of Safe Routes to School (SRTS) plans for 60+ priority schools and a best-practices guide for the region.	Staff, Consultants
Regional Active Transportation Plan	Continuation from 2025. Includes Complete Streets planning.	Staff, Consultants
Safety Initiatives and Activities (including SS4A demonstration-grant tasks)	Ongoing safety planning initiatives, including ICT Safe: A Regional Transportation Coalition support, behavioral safety grant administration with KDOT, implementing the Comprehensive Safety Action Plan (CSAP), and identifying projects for the Safe Streets and Roads for All (SS4A) demonstration grant awarded to WAMPO. Collaboration with member jurisdictions and partner agencies.	Staff
Household Travel Survey (HTS)	Continuation from 2025, with the majority of work and data collection anticipated to be completed in 2026. Data collection through Household Travel Survey regarding travel patterns in the region.	Consultants
Administration and Accounting	Completing various required tasks for MPO administration and operations. Ongoing accounting, preparing financial reports, reimbursement reports, etc. Completing the annual single audit.	Staff, Consultants (for audit tasks)
Transportation Improvement Program (TIP)	Administration of the FFY2025-FFY2028 Transportation Improvement Program (TIP), including regular amendments. Development of the next TIP.	Staff
Metropolitan Transportation Plan 2050 (MTP 2050)	MTP 2050 implementation and administration. Monitor and conduct updates as needed.	Staff



Agenda Item 2Ci: Director's Report
2026 Unified Planning Work Program (UPWP) Planning
 Chad Parasa, Executive Director

Task	Description/Status	Work By
Data Analysis	Continuation from 2025. Purchase and use of data to enhance WAMPO and member-jurisdiction resources. Staff may discuss coordination opportunities with interested member jurisdictions. Explore the development of data resources/tools, such as mobile applications.	Staff, Vendor
Public Participation	Ongoing engagement with the public, stakeholders, and member jurisdictions. Implementation of the Title VI Program Manual and LEP plan, as updated in 2025. Tasks related to the 2027 Public Participation Plan update may begin in 2026.	Staff
Bicycle and Pedestrian Planning (including bicycle/pedestrian counts)	Bicycle and pedestrian planning activities. Continuation of annual counts and making the count data more robust through the use of automatic counters (purchased in 2024). Explore opportunities for mobile-device-based active-transportation maps, including as part of the Regional Active Transportation Plan.	Staff
Public Transit Planning	Public transit and paratransit planning activities. Coordination with Wichita Transit, KDOT, and private and public transit services.	Staff
Travel Demand Model (TDM)	Ongoing maintenance and development of the TDM. Continuing to update, calibrate, and validate the TDM.	Staff, Consultants
City of Wichita - Reconnecting Communities Grant	The City of Wichita was awarded FFY2024 Reconnecting Communities Pilot (RCP) funding to conduct a planning study on how to reconnect neighborhoods divided by railroads and an Interstate along 21st Street. WAMPO staff will support the project.	City of Wichita Consultants
KDOT Canal Route Modernization Study	This project will complete a Planning and Environmental Linkages (PEL) study to develop options for replacing infrastructure along an approximately 5.5-mile segment of I-135 in Wichita.	KDOT Consultants
NW Expressway Major Investment Study (MIS)	Update to the 1997 Major Investment Study (MIS) for a Northwest expressway/bypass in Wichita.	KDOT Consultants

Discussion

Are there other potential tasks that you would like to see included in the 2026 UPWP?

Next Steps

- » August 12, 2025: TPB discussion of 2026 UPWP planning priorities
- » August 15-September 5, 2025 (tentative): State and federal review of draft 2026 UPWP
- » September 12-October 12, 2025 (tentative): 30-day public comment period
- » October 13-October 17, 2025 (tentative): Review and incorporate public comments
- » October 27, 2025: TAC recommendation on the 2026 UPWP
- » November 18, 2025: TPB approval vote on the 2026 UPWP



Agenda Item 2Cii: Director's Report **Regional Connections Presentation Series**

Chad Parasa, Executive Director

Executive Summary

To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions to present on 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.

Background

The Wichita Area Metropolitan Planning Organization's (WAMPO's) planning boundary encompasses a complex and varied network of jurisdictions, each contributing to the success of the region. To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations to the Transportation Policy Body (TPB) with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions and planning partners to present updates on local projects, policies, or programs of regional significance. This presentation series will ensure stakeholders stay informed about new and ongoing work across the region and will highlight initiatives within each community.

The goals of the Regional Connections presentation series include, among other things:

- » Facilitating information exchange – Provide a forum to share updates on transportation, infrastructure, and planning initiatives.
- » Enhancing regional understanding – Highlight how individual projects and programs contribute to regional mobility, economic development, and overall quality of life.
- » Encouraging collaboration – Strengthen partnership among jurisdictions and promote a coordinated regional approach to transportation planning.

Presentation Format, Topics, & Schedule

The Regional Connections presentations are scheduled regularly at TPB meetings (the second Tuesday of every month, at 3:00 PM) and provide an opportunity for WAMPO board and committee members, stakeholders, and the public to engage with planning partners. Presenters include planning, public works, transportation, and other staff from WAMPO member jurisdictions, ensuring a balanced representation of projects and initiatives. This presentation series aims to strengthen regional understanding and encourage dialogue that supports coordinated planning and well-informed decision-making. Presentation topics will be highlighted on the WAMPO website.

Presentations (15 minutes, + or -) from jurisdictions can be subdivided into the following major categories:

1. Growth patterns (population, housing, employment, etc.)
2. Planned transportation improvement projects
3. Regional ties between growth patterns and transportation improvements
4. Other topics of regional significance



Agenda Item 2Cii: Director's Report
Regional Connections Presentation Series
Chad Parasa, Executive Director

Regional Connections Presentation Series Schedule

TPB Meeting Date	Jurisdiction/Presenter	Presentation Topic/Title	Link*
06/10/2025	Valley Center – Kyle Fiedler	Growth patterns, development, and transportation improvements	https://bit.ly/Regional-Connections-Valley-Center
07/08/2025	Goddard – Ryan Shrack & Tina Powell	Economic development/growth and transportation planning	https://bit.ly/Regional-Connections-Goddard
08/12/2025	Maize – Joe Dessenberger	Growth patterns, connections, and collaborations. Planned transportation improvements.	
09/09/2025	Andover – Jolene Graham		
10/14/2025			
11/18/2025			
12/09/2025			

**A link to the presentation recording, slide deck, or other materials will be added to this table following the presentation date.*

Next Steps

WAMPO staff are continuing to reach out to jurisdictions to establish the presentation schedule. Presentations will continue into 2026. The above table will be updated as presenters are confirmed and will be shared with the TPB in a recurring staff report in the meeting agenda packet, with links to previous presentations. Please contact Markey Jonas, markey.jonas@wampo.org, to reserve a time to present.

Following the conclusion of the presentation series, a report highlighting various initiatives contributing to advancing mobility, economic development, and overall quality of life in the WAMPO region, as well as related data trends, will be published.



VOLUNTEERS NEEDED!

CALLING ALL VOLUNTEERS! WE NEED YOUR HELP!

Every year, WAMPO coordinates a count of bicycle and pedestrian activity at 35-38 sites across the WAMPO region.

If you have a passion for active transportation and want to help us gather these data, we'd love your help!

SEPTEMBER 10: 10AM-12PM, 5-7PM

SEPTEMBER 11: 10AM-12PM, 5-7PM

SEPTEMBER 13: 12PM-2PM



**Scan this
code to
register!**

www.wampo.org/bicycle-pedestrian

Contact us to learn more about this
exciting volunteer opportunity.

wampo@wampo.org





Agenda Item 2Civ: Director's Report **Project Evaluation Methodology & Scoring Criteria Revisions**

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

On October 12, 2021, the WAMPO Transportation Policy Body (TPB) approved “Project Evaluation Methodology & Scoring Criteria.” When WAMPO receives submissions in response to a Call for Projects, staff and/or consultants calculate scores for the submitted projects, based on the approved criteria. Those scores are then provided to the WAMPO Project Selection Committee (PSC) as part of the information they consider when making recommendations on which transportation projects should be included in the Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) and prioritized for funding. In light of new guidance from the USDOT, WAMPO staff are drafting proposed revisions to the scoring criteria, which, at upcoming meetings, will be presented to the TAC for a recommendation and to the TPB for approval.

Background

On October 12, 2021, the WAMPO Transportation Policy Body (TPB) approved “Project Evaluation Methodology & Scoring Criteria” (see attached). When WAMPO receives submissions in response to a Call for Projects, usually during the development of a new Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP), WAMPO staff and/or consultants calculate scores for the submitted projects, based on the approved criteria. Those scores are then provided to the WAMPO Project Selection Committee (PSC) as part of the information they consider when making recommendations to the WAMPO Technical Advisory Committee (TAC) and TPB on which transportation projects should be included in the MTP/TIP and prioritized for funding.

The approved project-scoring criteria are tailored to nine (9) different project categories:

- » Bridge Rehabilitation/Replacement
- » Traffic Management Technologies
- » Roadway Reconstruction/Modernization/Automation
- » Roadway Expansion (Existing Road)
- » Roadway Expansion (New Road)
- » Multiuse Trails & Bicycle Facilities
- » Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
- » Pedestrian Facilities (Safe Routes to School Infrastructure)
- » Transit Expansion/Modernization

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 translated into more specific, detailed instructions for MPOs by their respective FHWA and FTA liaisons and state Departments of Transportation. Among other things, the guidance affects what terms, concepts, and references are and are not considered by the USDOT to be permissible in MPOs’ planning documents and what factors may be considered when making funding decisions. Consequently, WAMPO staff are drafting proposed revisions to the scoring criteria to ensure that they are consistent with the new USDOT guidance, which will be presented to the TAC for a recommendation and to the TPB for approval.



Agenda Item 2Civ: Director's Report
Project Evaluation Methodology & Scoring Criteria Revisions
Peter Mohr, Manager of Transportation Engineering & Data

Summary of Changes Staff Are Considering

- » Language adjustments to better align with updated federal guidance.
- » Update references to “forecast 2040 average daily traffic volume” to “forecast average daily traffic volume in MTP horizon year.”
- » Edits to correct grammar, improve word choice and formatting, and perform other editorial changes for clarity.
- » Adjustments to correct minor inaccuracies.

Next Steps

- » WAMPO staff finish drafting proposed revisions to “Project Evaluation Methodology & Scoring Criteria.”
- » TAC recommendation on proposed revisions.
- » TPB vote on approval of proposed revisions.

Attachments

- » **Current Adopted Project Evaluation Methodology & Scoring Criteria** – <https://bit.ly/ProjectScoringCriteria>
- » **04/24/2025 Letter from U.S. Secretary of Transportation** – <https://bit.ly/04-24-2025USDOT-Letter>



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).

Background

In the WAMPO 2025 Unified Planning Work Program (as amended by the TPB on July 8, 2025, and available at 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 2Cv: 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:

- » Project management plan, including a survey management plan, a quality control plan, a data management plan, and the manner and frequency of updates to WAMPO staff, boards, and committees
- » HTS public-engagement plan, materials, and engagement activities
- » 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 different travel patterns (e.g., low-income and high-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 survey materials and possibly incentives (e.g., gift cards for households that complete the survey)
- » HTS website (public-facing and invited-respondent-facing), toll-free phone line for respondents, PO Box for written inquiries/responses, and smartphone application for tracking trips (if the decision is made to use one)
- » Testing the HTS questions/instrument(s) and making any necessary updates
- » Conducting the HTS, including communication with individual respondents and tracking responses received so far in order to determine if any changes in strategy are needed in order to meet goals for a high-quality dataset
- » HTS data (raw data, cleaned data, weighted/expanded data for use in the TDM, and anonymized data for public distribution)
- » Study 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 and where the within-the-region ends are of those trips whose other ends are outside the region (e.g., by analyzing Location Based Services (LBS), Connected Vehicle (CV), or other third-party data; by setting up license-plate readers on roads that cross the WAMPO boundary; or by conducting intercept surveys near the borders of the region)
- » Survey data analysis, including integrating it with other data sources
- » Data purchases (e.g., LBS and CV data) to support the above analyses
- » Quality Assurance/Quality Control activities, in accordance with federal requirements
- » Updating/calibrating the WAMPO TDM based on the data collected through this effort
- » HTS draft and final reports



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 the deployment of WAMPO automatic bicycle/pedestrian counters within their boundaries, and formalize their participation in an equipment-checkout system.

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 collected valuable data through these efforts, the process presents 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 investigated 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 have expressed willingness 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 the deployment of WAMPO automatic bicycle/pedestrian counters within their boundaries, and formalize their participation in an equipment-checkout system. As of this writing, an agreement with the City of Haysville has been executed, and agreements with the City of Wichita and Sedgwick County are pending.



Agenda Item 3

Public Comment Opportunity

Butler County Commissioner Dan Woydziak, TAC Chair

Background

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

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



Metropolitan Transportation Plan 2050 (MTP 2050) Amendment 1

Peter Mohr, Manager of Transportation Engineering & Data

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 has worked with state and federal planning partners to develop an amendment to MTP 2050. After the TPB released draft MTP 2050 Amendment 1 for public comment on July 8, 2025, the public-comment period opened on July 11, 2025, and will run through July 25, 2025. No public comments have been received to date. The TAC is now asked to make a recommendation to the TPB on whether to approve MTP 2050 Amendment 1.

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.

MTP Amendment 1

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 translated into more specific, detailed instructions for MPOs by their respective FHWA and FTA liaisons and state Departments of Transportation. Among other things, the guidance affects what terms, concepts, and references are and are not considered by the USDOT to be permissible in MPOs' core planning documents, including their MTPs.

WAMPO has worked 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 draft changes to MTP 2050 are significant enough to require an amendment, rather than an administrative modification, meaning a public-comment period is required; because the proposed changes do not add any new projects to MTP 2050, the public-comment period only needs to be fifteen (15) days long, rather than thirty (30). The PPP also requires that, prior to the start of the public-comment period, the draft amended MTP be formally released



Agenda Item 4A: Action

Metropolitan Transportation Plan 2050 (MTP 2050) Amendment 1

Peter Mohr, Manager of Transportation Engineering & Data

for public comment by the Transportation Policy Body (TPB), which it was on July 8, 2025. The public-comment period opened on July 11, 2025, and will run through July 25, 2025. No public comments have been received to date. The TAC is now asked to make a recommendation to the TPB on whether to approve MTP 2050 Amendment 1.

The currently approved version of MTP 2050 and the proposed Amendment 1 version are both available on the WAMPO website, at www.wampo.org/mtp2050. The proposed changes include the following:

- » The removal of the appendices titled “Project Scoring Model,” “Comprehensive Safety Action Plan (CSAP),” “Regional Transit Implementation Plan,” “Active Transportation Plan,” “Electric Vehicle Network Plan,” and “Economic Development Analysis,” which are not required to be included in the MTP. Some of these appendices consist of planning documents that were separately approved by the WAMPO TPB or appear on the WAMPO website in other locations besides the MTP webpage. The removal of these planning documents from MTP 2050 would not rescind the TPB’s approval of them (although they may undergo separate administrative adjustments to ensure they comply with the new USDOT guidance) nor require that they be removed from the WAMPO website’s non-MTP webpages.
- » The removal of references to rescinded Executive Orders.
- » Language adjustments and the removal of some sections (e.g., those on Environmental Justice) 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.

No changes are proposed to the project list in MTP 2050.

Staff Recommendation

Recommend the TPB approve Metropolitan Transportation Plan 2050 Amendment 1, as presented.

Action Options

- » Recommend the TPB **approve** Metropolitan Transportation Plan 2050 Amendment 1, **as presented**.
- » Recommend the TPB **not approve** Metropolitan Transportation Plan 2050 Amendment 1.
- » Recommend the TPB **approve** Metropolitan Transportation Plan 2050 Amendment 1, **with specific changes**.

Next Steps

- » August 12, 2025: TPB vote on approval.
- » Previously planned MTP 2050 Public Engagement Round 5: Introducing the approved plan to the public.

Attachments

- » **MTP Development & Approval Procedures from WAMPO Public Participation Plan (page 31)**
- » **04/24/2025 Letter from U.S. Secretary of Transportation** – <https://bit.ly/04-24-2025USDOT-Letter>
- » **MTP 2050 Webpage, with currently approved MTP 2050 and draft MTP 2050 Amendment 1** – www.wampo.org/mtp2050
- » **MTP 2050 Version Showing Specific Amendment 1 Edits** – <https://bit.ly/MTP-2050-Amendment-1-Comparison-Report>



Metropolitan Transportation Plan 2050 (MTP 2050) Amendment 1

Peter Mohr, Manager of Transportation Engineering & Data

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

	MTP			
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment
How Often	5 yrs	As needed	As needed	As needed
DEVELOPMENT PROCESS				
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	Required	As needed	As needed	
REVIEW PROCESS				
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)	30	30	15	As needed
Drop-in office hours during public comment period/partnership collaboration presentation/tabling	As needed	As needed	As needed	
Public meeting during public comment period - options include: - Open House - TAC/TPB, Etc.	Required			
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)				
Teal indicates the row is applicable to the item				



Agenda Item 4B: Action

FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #5

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #5 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #5 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #5 opened on June 27, 2025, and ran through July 11, 2025. No public comments were received.

Background

Amendment #5 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the fifth amendment for this TIP, **adding three (3) new projects, removing three (3) projects, and modifying one (1) project**. The below-linked Amendment #5 summary also provides notice of **administrative adjustments to nine (9) projects**, which do not require approval by the TAC or TPB.

In addition to updating projects in the TIP, proposed Amendment #5 also makes revisions to other sections of the document that do not affect the programming of funds to projects. These revisions include edits intended to ensure the TIP complies with new U.S. Department of Transportation (USDOT) guidance, as well as edits to fix typos, improve formatting, and correct grammar. Among other changes, “Appendix E: Environmental Justice” and “Appendix H: Project Evaluation Criteria” are removed; the remaining appendices have been re-lettered. The currently approved version of the TIP may be found at www.wampo.org/transportation-improvement-program. The proposed revised version of the TIP, including both project-list and non-project-list revisions, may be found at <https://bit.ly/Draft-TIP-Amendment-5>.

The public comment period for Amendment #5 opened on June 27, 2025, and ran through July 11, 2025. No public comments were received. The FFY2025-FFY2028 TIP was adopted by the WAMPO Transportation Policy Body (TPB) on August 13, 2024, and may be found at www.wampo.org/transportation-improvement-program. The TAC is now asked to provide a recommendation on the proposed project additions/removals/modifications.



Agenda Item 4B: Action

FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #5

Peter Mohr, Manager of Transportation Engineering & Data

Fiscal Considerations

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes (see following table), the TIP is fiscally constrained for the period FFY2025-FFY2028.

WAMPO ID	Lead Agency	Project Title	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
RM-25-045	City of Goddard	23rd Street Expansion Project [New Project]	\$5,339,577	\$0	\$0	\$5,339,577
RM-25-046	City of Goddard	183rd St Expansion [New Project]	\$5,545,000	\$0	\$0	\$5,545,000
B-23-06	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	\$0	\$848,500	\$3,058,900	\$3,907,400
EV-25-01	KDOT	EV Charging Station at Exploration Place [Remove Project]	(\$50,190)	\$0	(\$204,760)	(\$254,950)
ITS-23-01	KDOT	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita [Remove Project]	\$0	(\$1,163,700)	\$0	(\$1,163,700)
RR-24-02	KDOT	KO Railroad & Harry Street in Wichita [Remove Project]	\$0	\$0	(\$501,000)	(\$501,000)
TM-25-005	KDOT	I-135: from junction I-235/I-135, north to the Sedgwick/Harvey county line [New Project]	\$0	\$108,500	\$0	\$108,500
RN-25-003*	City of Goddard	Crowne Drive Extension from US-54 to 23rd Street	\$0	\$0	\$0	\$0
40-056*	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$0	\$0	\$0	\$0
40-537*	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$0	\$0	\$0	\$0
INT-24-01*	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	\$0	\$84,400	\$0	\$84,400
R-23-04*	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$0	\$75,200	\$0	\$75,200
40-570*	Wichita Transit	Delano Transit Center	\$0	\$0	\$0	\$0
T-19-01*	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	(\$5,067)	\$0	\$5,706	\$639
P-23-03*	WAMPO	Safe Routes to School Planning Assistance	\$0	\$0	\$0	\$0
40-510*	City of Wichita	17th St N, I-135 to Hillside	\$587,413	\$0	\$0	\$587,413
		Total	\$11,416,733	(\$47,100)	\$2,358,846	\$13,728,479

* Administrative Adjustment

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

Changes in WAMPO-Suballocated Federal Funding

Sponsor	Project Title	STBG	CMAQ	TA	TA-STBG	CRP	TOTAL
City of Wichita	Wichita Intelligent Transportation System - E 21st St N*	--	--	--	--	--	\$0
Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St*	--	--	--	--	--	\$0
WAMPO	Safe Routes to School Planning Assistance*	--	--	--	--	--	\$0
City of Wichita	17th St N, I-135 to Hillside*	--	--	--	--	--	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0

* Administrative Adjustment

Staff Recommendation

Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #5, as presented.

Action Options

- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #5, **as presented**.
- » Recommend the TPB **not approve** FFY2025-FFY2028 TIP Amendment #5.
- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #5, **with specific changes**.



Agenda Item 4B: Action

FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #5

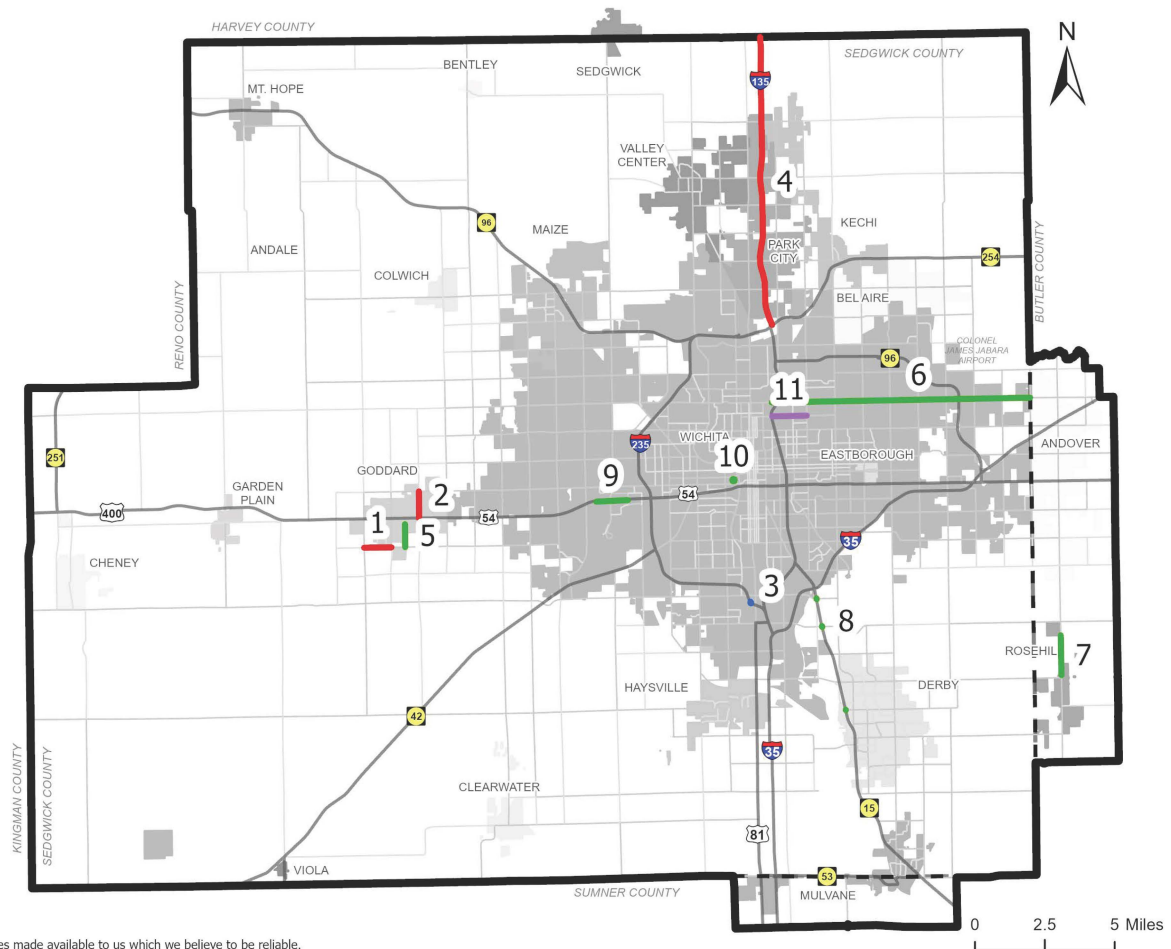
Peter Mohr, Manager of Transportation Engineering & Data

Next Steps

- » August 12, 2025: TPB vote on FFY2025-FFY2028 TIP Amendment #5.
- » The approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in September 2025.

Attachments

- » **Map and Table of FFY2025-FFY2028 TIP Amendment #5 Projects**
- » **FFY2025-FFY2028 TIP Amendment #5 Summary** – <https://bit.ly/TIP-Amendment-5-Summary>
- » **FFY2025-FFY2028 TIP Version Showing Specific Amendment 5 Edits Outside of the Project List** – <https://bit.ly/TIP-Amendment-5-Comparison-Report>



#	Lead Agency	Project Title	Total Project Cost
1	City of Goddard	23rd Street Expansion Project	\$5,339,577
2	City of Goddard	183rd St Expansion	\$5,545,000
3	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	\$5,952,000
4	KDOT	I-135: from junction I-235/I-135, north to the Sedgwick/Harvey county line	\$108,500
5	City of Goddard	Crowne Drive Extension from US-54 to 23rd Street	\$3,929,246
6	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	\$5,500,000
7	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$13,047,000
8	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	\$1,983,400
9	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$2,067,200
10	Wichita Transit	Delano Transit Center	\$22,156,900
11	City of Wichita	17th St N, I-135 to Hillside	\$4,787,413
N/A	KDOT	EV Charging Station at Exploration Place [Removed Project]	\$254,950
N/A	KDOT	KO Railroad & Harry Street in Wichita [Removed Project]	\$501,000
N/A	KDOT	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita [Removed Project]	\$1,163,700
N/A	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$5,629,133
N/A	WAMPO	Safe Routes to School Planning Assistance	\$250,000



Notice of Administrative Adjustments: Congestion Management Process, Comprehensive Safety Action Plan, and Regional Transit Implementation Plan

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The U.S. Department of Transportation (USDOT) has distributed new guidance to all recipients of federal transportation funds, with implications for the contents of WAMPO planning documents. In response, WAMPO staff have performed administrative adjustments of the Congestion Management Process (CMP), Comprehensive Safety Action Plan (CSAP), and Regional Transit Implementation Plan. Because only minor language changes were made to these documents, formal amendment processes were not required.

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' 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 have worked with the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) and initiated either formal amendments to or administrative adjustments of various documents, some of which are already completed and others of which are still pending.

At this time, notice is provided of administrative adjustments to the Congestion Management Process (CMP), Comprehensive Safety Action Plan (CSAP), and Regional Transit Implementation Plan. Because only minor language changes were made to these documents, formal amendment processes were not required. In addition to changes intended to ensure consistency with the new USDOT guidance, edits were made to these documents to correct grammar, improve word choice, correct minor inaccuracies, and perform other editorial changes for clarity.

Congestion Management Process (CMP)

MPOs serving urban areas with over 200,000 people are required to have a Congestion Management Process. It details a systematic approach to managing congestion based on regional transportation-system performance.

- » CMP webpage, with links to pre- and post-adjustment versions of the document: www.wampo.org/congestion-management-process
- » Post-adjustment document with changes from previous version highlighted: <https://bit.ly/CMP-AA1-Comparison-Report>

Comprehensive Safety Action Plan (CSAP)

The Comprehensive Safety Action Plan analyzes regional crash data and outlines strategies and projects to reduce crash-related fatalities and serious injuries among all road users.

- » WAMPO safety webpage, with link to post-adjustment CSAP: www.wampo.org/safety
- » Post-adjustment document with changes from previous version highlighted: <https://bit.ly/CSAP-AA1-Comparison-Report>



Agenda Item 5A: Discussion/Updates

Notice of Administrative Adjustments: Congestion Management Process, Comprehensive Safety Action Plan, and Regional Transit Implementation Plan

Peter Mohr, Manager of Transportation Engineering & Data

Regional Transit Implementation Plan

The Regional Transit Implementation Plan outlines strategies and priorities to improve public transit connectivity, accessibility, and coordination across the region.

- » WAMPO Regional Transit Implementation Plan webpage, with link to post-adjustment document: www.wampo.org/regional-transit
- » Post-adjustment document with changes from previous version highlighted: <https://bit.ly/RTIP-AA1-Comparison-Report>

Attachment

- » **04/24/2025 Letter from U.S. Secretary of Transportation** – <https://bit.ly/04-24-2025USDOT-Letter>



Agenda Item 5B: Discussion/Updates

Regional Intelligent Transportation Systems (ITS) Architecture

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO is close to finishing an update to 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. Work began in Fall 2024 and is anticipated to conclude in Fall 2025. The update will include an inventory of current ITS infrastructure and a detailed examination of future deployment plans, informed by extensive regional stakeholder engagement. Federal planning partners will review the draft architecture, and WAMPO staff/consultants will address their comments before it is presented to the Technical Advisory Committee (TAC) for a recommendation and to the Transportation Policy Body (TPB) for a vote on approval.

Background

WAMPO is in the process of updating the regional Intelligent Transportation Systems (ITS) architecture. Per federal guidelines, the regional ITS architecture should be updated every 5 years. The last full update for the WAMPO region was completed in 2006. Therefore, the consulting firm JEO, with subconsultant TranSystems, has been hired to assist WAMPO with updating the regional ITS architecture, as well as with other valuable ITS-related planning and data-sharing initiatives.

The purpose of developing a regional ITS architecture is to document ITS infrastructure, devices, personnel, and maintainers, so that planning, deployment, and communication can take place in an organized and coordinated fashion. Without such a unified framework, opportunities for improving efficiency, safety, and data-sharing may be lost; at the extreme, a region could risk deploying incompatible or redundant technologies. The ITS architecture ensures that all stakeholders are aligned on ITS gaps and priorities.

Work To Date & Draft Deliverables

Updating the regional ITS architecture began with a thorough review of the existing architecture and other materials, including the 2019 Transportation Systems Management and Operations (TSMO) Plan, which served as a foundational reference at the first meeting of the regional ITS architecture steering committee.

In parallel with the review of existing materials and the development of draft deliverables, WAMPO has conducted extensive stakeholder engagement, which was essential in the development of a draft ITS deployment plan and for ensuring a comprehensive inventory of current ITS infrastructure. Engagement activities to date include four (4) steering committee meetings, ten (10) meetings with individual stakeholder organizations, one (1) general stakeholder meeting in May 2025, at which draft deliverables were presented, and an online survey.

The following draft deliverables were further refined after the above engagement activities:

- » A searchable set of linked webpages for navigating the regional ITS architecture
- » ITS Architecture Executive Summary
- » ITS Architecture Report
- » ITS Architecture Deployment Plan
- » ITS Architecture Maintenance Plan and Change Request Form



Agenda Item 5B: Discussion/Updates
Regional Intelligent Transportation Systems (ITS) Architecture
Peter Mohr, Manager of Transportation Engineering & Data

These draft deliverables are available at www.wampo.org/regional-its-architecture.

Next Steps

- » Summer 2025: Federal partners review draft regional ITS architecture and WAMPO staff/consultants address their comments
- » Summer/Fall 2025: 30-day public comment period
- » Fall 2025: TAC recommendation and TPB vote on approval



Agenda Item 5C: 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-three (53) schools have confirmed their participation. SRTS Stakeholder Committee meetings were held in March, April, May, and July 2025 and included representatives from ten (10) 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.

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 Fall 2025 back-to-school season, detailing data-collection methods, identifying additional schools interested in participating, and facilitating the work of 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.

SRTS Stakeholder Committee meetings were held in March, April, May, and July 2025 and included representatives from ten (10) of the fourteen (14) public school districts in the region. The most recent meeting focused on Fall 2025 data-collection initiatives:

- » **Parent/Caregiver Survey** – An online survey will seek input from parents/caregivers of K-12 students about how their children travel to school, perceived barriers to active transportation, and the locations of bicycle/pedestrian infrastructure issues (as identified on an interactive map). The survey will be distributed by schools, local governments, and community partners to ensure broad distribution. It will be available to respondents during August-September 2025.



Agenda Item 5C: Discussion/Updates

Safe Routes to School (SRTS) Update

Kim Negrete, WAMPO

Chris Brown, SRF

- » **Student Travel Tallies** – In September 2025, each participating school will collect information from students on how they travel to and from school over a three-day period (Tuesday-Thursday). On each of the three days, teachers will ask their students how they traveled to school and how they plan to depart after the school day. Student Travel Tallies are the only federally required component of an SRTS plan and are vital to understanding how students travel.
- » **School Walk Audits** – Small groups of school staff, local-government staff, WAMPO staff, consultants, parents, and/or other interested community partners/volunteers will complete a walk audit in the vicinity of each participating school during the peak before- and after-school arrival/departure periods. The walk audits will identify safety concerns and potential infrastructure improvements.

To date, fifty-three (53) K-12 schools in the WAMPO region have confirmed their participation in this planning effort and will have individualized SRTS plans. A list and interactive map of those schools can be found at 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



WAMPO-REGION POPULATION TRENDS, 1900-2020

Population	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Wichita	24,671	52,450	72,217	111,110	114,966	168,279	254,698	276,554	279,272	304,011	344,284	382,368	397,532
Derby	-	235	247	294	256	432	6,458	7,947	9,786	14,699	17,807	22,158	25,625
Andover	-	-	-	-	-	-	186	1,880	2,801	4,047	6,698	11,791	14,892
Haysville	-	-	-	-	-	-	5,836	6,483	8,006	8,364	8,502	10,826	11,262
Park City	-	-	-	-	-	-	2,687	2,529	3,778	5,050	5,814	7,297	8,333
Bel Aire	-	-	-	-	-	-	-	-	-	3,695	5,836	6,769	8,262
Valley Center	343	381	486	896	700	854	2,570	2,551	3,300	3,624	4,883	6,822	7,340
Mulvane	667	1,084	1,239	1,042	940	1,387	2,981	3,185	4,254	4,674	5,155	6,111	6,286
Maize	-	-	189	229	198	266	623	785	1,294	1,520	1,868	3,420	5,735
Goddard	225	225	255	255	248	274	533	955	1,427	1,804	2,037	4,344	5,084
Rose Hill	-	-	-	-	-	-	273	387	1,557	2,399	3,432	3,931	4,185
Clearwater	368	569	647	669	591	647	1,073	1,435	1,684	1,875	2,178	2,481	2,653
Kechi	-	-	-	-	-	-	245	229	288	517	1,038	1,909	2,217
Cheney	429	734	636	669	714	777	1,101	1,160	1,404	1,560	1,783	2,094	2,181
Colwich	225	258	262	260	284	339	703	879	935	1,091	1,229	1,327	1,455
Garden Plain	-	296	361	336	323	323	560	678	775	731	797	849	948
Andale	-	237	259	255	289	316	432	500	538	566	766	928	941
Mount Hope	327	519	513	466	442	473	539	665	791	805	830	813	806
Eastborough	-	-	-	-	312	708	1,001	1,141	854	896	826	773	756
Bentley	-	-	-	-	-	-	204	260	311	360	368	530	560
Sedgwick**	85	86	100	114	101	100	150	149	202	197	211	192	194
Viola	-	156	173	159	131	132	203	193	199	185	211	130	115
Sedgwick County*	16,826	16,076	14,890	19,778	22,998	47,252	61,213	43,035	48,259	48,345	47,447	37,214	36,474
Butler County*	1,316	2,184	2,755	4,073	4,281	6,641	9,795	8,210	6,592	5,613	3,399	2,666	2,344
Sumner County*	107	183	256	531	589	927	1,268	1,269	1,147	1,265	1,436	1,233	1,050
WAMPO Region	45,589	75,673	95,485	141,136	148,363	230,127	355,332	363,059	379,454	417,893	468,835	518,976	547,230

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

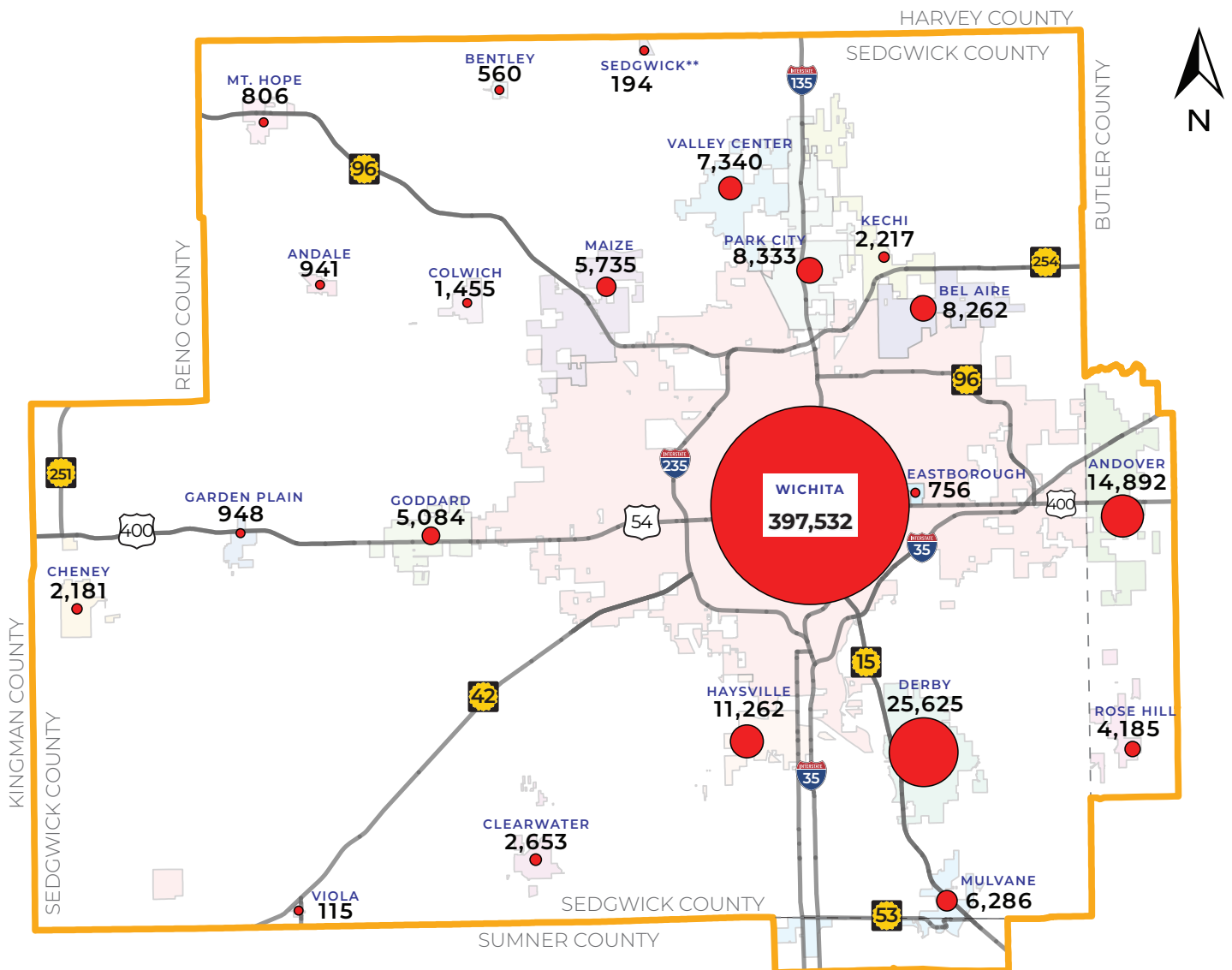
Populations of Entire Counties

Population	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Sedgwick County	44,037	73,095	92,234	136,330	143,311	222,290	343,231	350,694	366,531	403,662	452,869	498,365	523,824
Butler County	23,363	23,059	43,842	35,904	32,013	31,001	38,395	38,658	44,782	50,580	59,482	65,880	67,380
Sumner County	20,812	30,271	25,631	30,654	29,213	23,646	25,316	23,553	24,928	25,841	25,946	24,132	22,382

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

****Portion of population within WAMPO boundary**

Source: 2020 US Decennial Census



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

Point of Contact

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



WAMPO ACRONYM GLOSSARY

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPO	Metropolitan Planning Organization
AASHTO	American Association of State Highway and Transportation Officials	MSA	Metropolitan Statistical Area
ACS	American Community Survey	MTP	Metropolitan Transportation Plan
ADA	Americans with Disabilities Act	MUTCD	Manual on Uniform Traffic Control Devices
ALOP	Annual List of Obligated Projects	NAAQS	National Ambient Air Quality Standards
AMPO	Association of Metropolitan Planning Organizations	NEPA	National Environmental Policy Act
APA	American Planning Association	NEVI	National Electric Vehicle Infrastructure Funding Program
ASCE	American Society of Civil Engineers	NHPP	National Highway Performance Program
ATC	Active Transportation Committee	NHS	National Highway System
ATIIP	Active Transportation Infrastructure Improvement Program	NHTSA	National Highway Traffic Safety Administration
CMAQ	Congestion Mitigation and Air Quality	NOFO	Notice of Funding Opportunity
CMP	Congestion Management Process	PAC	Plan Advisory Committee
CPG	Consolidated Planning Grant	PE	Preliminary Engineering
CRP	Carbon Reduction Program	PM	Performance Measure
CSAP	Comprehensive Safety Action Plan	PPP	Public Participation Plan
CTD	Coordinated Transit District	PSC	Project Selection Committee
CUFC	Critical Urban Freight Corridor	REAP	Regional Economic Area Partnership
DBE	Disadvantaged Business Enterprise	RFP	Request for Proposals
DOT	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
IJA	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

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2025 TAC Representatives and Contact Information				
VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	ALTERNATE EMAIL
TAC Chair, TPB Representative	Dan Woydziak	dwoydziak@bucoks.com		
City of Wichita Representative	Gary Janzen	gjanzen@wichita.gov	Steve Degenhardt	sdegenhardt@wichita.gov
City of Wichita Representative	Paul Gunzelman	pgunzelman@wichita.gov	Mike Armour	marmour@wichita.gov
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov	James Wagner	jwagner@wichita.gov
City of Wichita Transit Representative	Lily Cherry	lcherry@wichita.gov	Raven Alexander	ralexander@wichita.gov
Coordinated Transit Representative (District #9)	Char Ehrmann	char.ehrmann@breakthroughwichita.org	Christi Fletcher	cfletcher@bucoks.com
Sedgwick County Representative	Lynn Packer	lynn.packer@sedgwick.gov	Daniel Schrant	daniel.schrant@sedgwick.gov
Kansas Department of Transportation (KDOT)	Allison Smith	allison.smith@ks.gov	David Schwartz	david.schwartz@ks.gov
Kansas Department of Transportation (KDOT)	Duane Flug	duane.flug@ks.gov		
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.gov		
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyweb.com		
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@haysville-ks.com		
Sedgwick County Association of Cities (SCAC)	Justin Shore	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	Marcy Aycok	maycock@workforce-ks.com	Keith Lawing	klawing@workforce-ks.com
Regional Pathways Representative	Craig Crossette	ccrossette@goddardks.gov		
Air Quality Representative	Lizeth Ortega	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	Brent Clark	bclark@valleycenterks.org		
Railroad Freight Representative (Named by TPB)				
Economist (Named by TPB)	Jolene Graham	jgraham@andoverks.gov		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	Moumita Kundu	mkundu@wichita.gov		
Public Health Representative (Named by TPB)	Jack Brown	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	Javier Ahumada	javier.ahumada@dot.gov		
Federal Transit Administration Representative	Gerri Doyle	gerri.doyle@dot.gov		
Kansas Turnpike Authority Representative	Glen Scott	gscott@ksturnpike.com	David Jacobson	djacobson@ksturnpike.com
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Senior Accountant	Chris Sweeney	christopher.sweeney@wampo.org		
WAMPO Travel Demand Forecasting Analyst	Deepu Poreddy	dedeepya.poreddy@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Negrete	kimberly.negrete@wampo.org		
WAMPO Media & Outreach Intern	Ksusha Peebles	donna.peebles@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Community Planner	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		
WAMPO Data Forecasting Analyst	Sruthi Kesa	sruthi.kesa@wampo.org		

*Current quorum is 11 based on appointed positions

Rev. 06/26/2025

2025 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St, Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St, Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St, Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
JANUARY 14	JANUARY 27		
FEBRUARY 11	FEBRUARY 24	FEBRUARY 6	FEBRUARY 5
MARCH 11	MARCH 24		
APRIL 8	APRIL 28		
MAY 13		MAY 8	MAY 7
JUNE 10	JUNE 23		
JULY 8	JULY 28		
AUGUST 12	AUGUST 25	AUGUST 12 <i>Rm 210, at 2:00 PM</i>	AUGUST 6
SEPTEMBER 9	SEPTEMBER 22		
OCTOBER 14	OCTOBER 27		
NOVEMBER 18	NOVEMBER 24	NOVEMBER 6	NOVEMBER 5
DECEMBER 9			



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