



Transportation Policy Body (TPB) Meeting Notice

Tuesday, June 9, 2026, @ 3:00 PM

In-Person

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

Virtual

Click the link below for
online meeting access.

[JOIN HERE](#)

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III. Public Comment Opportunity Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	22
IV. Action	
V. Discussion/Updates	
A. Regional Connections Presentation: Derby – Dan Squires, Derby <i>To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations with the theme of "Regional Connections." As part of this series, a presentation will be given by City of Derby staff.</i>	23
B. Wichita Transit Update – Penny Feist, Wichita Transit <i>Wichita Transit will provide an update presentation.</i>	
C. City of Wichita Housing Department Update – Sally Stang, Wichita <i>The City of Wichita Housing Department will provide a presentation on housing in the Wichita area.</i>	

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IX. WAMPO Reference Material A. WAMPO Region Population Table and Map B. WAMPO Region Public Transit Ridership C. WAMPO Acronym Glossary D. Transportation Policy Body Roster E. 2026 WAMPO Meeting Schedule	24 to 25 26 27 28 29

Chad Parasa, TPB Secretary

June 3, 2026



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes
 Tuesday, May 12, 2026, @ 3:00 PM
 Hybrid Meeting: *Online & 271 W 3rd St., Room 203, Wichita, KS 67202*
 Meeting Duration: 68 minutes

Voting Members in Attendance		
Russ Kessler, <i>Chair</i> Jim Benage, <i>Bel Aire</i> Nick Engle, <i>Derby</i> Dalton Glasscock, <i>Wichita</i> J.V. Johnston, <i>Wichita</i> George Liebe, <i>Goddard</i> Mike Moriarty, <i>KDOT</i>	Ronnie Price, <i>Andover</i> Charles Schwanke, <i>Park City</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Jet Truman, <i>Valley Center</i> Becky Tuttle, <i>Wichita</i> Burt Ussery, <i>Clearwater</i>	Alternates Rodney Eggleston, <i>Valley Center (non-voting)</i> Jennifer McCausland, <i>Andover (non-voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Raven Alexander, <i>Wichita Transit</i> Nick Flanders, <i>WAMPO</i> Paul Gunzelman, <i>Wichita</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Markey Jonas, <i>WAMPO</i>	Alan Kailer, <i>Bike Walk Wichita</i> Les Mangus, <i>Andover</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i>	Chad Parasa, <i>WAMPO</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>Derby</i> Laura VanBurkleo, <i>WAMPO</i> Tyler Voth, <i>WSP</i> James Wagner, <i>Wichita</i>

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

2. Regular Business

A. Approval of the May 12, 2026, Agenda

Discussion: None.

Action: Approve the May 12, 2026, agenda, as presented. (13-0)¹

Motion: George Liebe

Second: Jim Benage

B. Approval of the April 14, 2026, Meeting Minutes

Discussion: None.

Action: Approve the April 14, 2026, meeting minutes, as presented. (13-0)

Motion: Terry Somers

Second: Ronnie Price

¹ Two (2) voting TPB members did not arrive until after the votes to approve the May 2026 agenda and April 2026 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.

C. Director's Report

i. **Bimonthly TIP Project Statuses**

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

May 2026 TIP Project Statuses – <https://bit.ly/May2026-TIP-Project-Statuses>

ii. **Metropolitan Transportation Plan 2050 (MTP 2050): One Year Since Adoption**

Markey Jonas, WAMPO, shared that it has been one year since WAMPO's current Metropolitan Transportation Plan (MTP), Metropolitan Transportation Plan 2050 (MTP 2050), was adopted and provided an overview of the plan's purpose and contents. Metropolitan Planning Organizations (MPOs) are responsible for developing and maintaining long-range MTPs, with a minimum planning horizon of 20 years and updates at least every 5 years. MTP 2050 sets priorities, including safety, reliable travel times, managing environmental and economic impacts, and improving connectivity for all modes of travel, then it lists projects to potentially utilize available funding.

All MTP 2050 chapters and appendices are available on the WAMPO website, at www.wampo.org/mtp2050.

iii. **Safe Routes to School (SRTS) Spring Data Collection**

Kim Negrete, WAMPO, provided an update on the Safe Routes to School (SRTS) planning initiative in the region and shared that schools are already hosting their own SRTS events, such as Bike to School Day. WAMPO staff and consultants are working on existing-conditions reports for each participating school, collecting feedback on the reports from school/district staff and local government staff, and beginning discussions on potential recommendations for improvements to include in the final, school-specific SRTS plans. Additional participating schools are still being sought, with the spring 2026 round of engagement and data-collection activities in progress. Fifty-four (54) schools took part in the fall 2025 round of data collection and, so far, four (4) more have been recruited for the spring 2026 round.

Discussion:

Jim Benage asked about the local matching funds required for the federal funding that supports the SRTS consultant contract. Peter Mohr, WAMPO, mentioned that the consent agenda at this meeting will include an agreement with Sedgwick County for them to provide a portion of the required local matching funds and said that WAMPO is in discussions regarding the provision of the remaining required local matching funds with other jurisdictions, including the City of Wichita, and, if need be, WAMPO, itself, could cover most of the remaining required local match.

iv. Request for Proposals (RFP) Update

Mr. Mohr provided an update on Requests for Proposals (RFPs) recently conducted by WAMPO for the development of a Regional Active Transportation Plan and for performing a Household Travel Survey (HTS). Consultants have been selected for both projects and draft contracts have been developed. Recent guidance from KDOT has emphasized the need for more robust documentation of indirect costs. As of April 30, 2026, both consultants (and all sub-consultants) included in these contracts have approved overhead-rate arrangements with KDOT. The Regional Active Transportation Plan contract was approved by KDOT on May 11, 2026, and a draft HTS contract reflecting the approved overhead-rate arrangements with KDOT has been sent to KDOT for review. Both contracts are anticipated to be brought to the TPB for consideration on June 9, 2026.

D. Consent Agenda

i. Safe Routes to School (SRTS) Local Match Pledge Agreement with Sedgwick County

Mr. Mohr asked the TPB to approve an SRTS local match pledge agreement with Sedgwick County. In November 2024, WAMPO entered into a contract with SRF Consulting Group, Inc., for Safe Routes to School planning assistance for an amount not to exceed \$499,934.50, through December 31, 2026. The federal funds used on this project require a 20% local match (i.e., 80% federal funding, 20% non-federal funding). The TPB was asked to provide its consent for a Safe Routes to School Local Match Pledge Agreement with Sedgwick County, indicating their intent to contribute to the required non-federal match for the Safe Routes to School (SRTS) planning project.

ii. Updated Technical Advisory Committee (TAC) Roster

Mr. Mohr asked the TPB to take action on an updated Technical Advisory Committee (TAC) roster. The updated roster includes the recommended appointment of Will Black as a Sedgwick County Association of Cities (SCAC) Representative.

Discussion: None.

Action: Approve the Consent Agenda, as presented. (15-0)

Motion: Ronnie Price

Second: Nick Engle

3. Public Comment Opportunity

Jennifer McCausland, Andover City Administrator, spoke about concerns regarding the suballocated-federal-funding project-selection process, especially having to do with process clarity and transparency. Ms. McCausland noted confusion regarding the priorities used during project selection, including whether or not emphasis is placed on guiding funding to smaller member jurisdictions or member jurisdictions that have not recently received funding, and stated that clearer direction from the TPB on funding priorities would be beneficial. She also suggested requiring formal approval of Project Selection Committee (PSC) membership by the full TPB, improving communication with and feedback to applicants for suballocated federal funding during the selection process, especially when funding

recommendations do not align with calculated project scores/ranks, and improving the transparency and accessibility of PSC meetings, especially for project sponsors.

4. Action

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

Mr. Flanders explained that from February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects, asking WAMPO member jurisdictions to submit candidate projects for new awards of suballocated federal funding in the forthcoming FFY2027-FFY2030 TIP. Submitted projects were scored, reviewed, and considered by the Project Selection Committee (PSC) at a meeting on March 30, 2026, where they made recommendations to the TAC and TPB on which projects to award new suballocated federal funding in the FFY2027-FFY2030 TIP. The TAC concurred with the PSC's recommendations on April 27, 2026.

Mr. Mohr and Mr. Flanders provided details about the project scoring process, as well as the qualitative and quantitative criteria the PSC considers when making their recommendations, emphasizing that a purely quantitative decision-making process would inevitably produce unintended results. The TPB was asked to consider and vote on the PSC's and TAC's suballocated federal funding award recommendations for the FFY2027-FFY2030 TIP:

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

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

Discussion:

Chad Parasa, WAMPO, thanked the Project Selection Committee for their work and referenced the public comment made by Ms. McCausland, stating that WAMPO constantly strives to improve its processes and appreciates the input provided.

Becky Tuttle shared that, in past suballocated-federal-funding award rounds, project sponsors made presentations to the PSC and proposed considering making that practice part of the process again or having project sponsors available for questions during PSC meetings. Ms. Tuttle suggested having a discussion of the project selection process at the next scheduled Executive Committee meeting, on May 21, 2026, at 11:00 AM.

Action: Approve the PSC’s project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP, as presented (13-0)²

Motion: Becky Tuttle

Second: Ronnie Price

B. Supporting Wichita Transit 2026 Transit Safety Performance Measure Targets

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

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

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

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

**VRM = Vehicle Revenue Miles

Discussion:

Burt Ussery asked if there are consequences if performance measures targets are not met, and whether there is a link between the performance measures and funding. Ms. Alexander said that there are not necessarily specific consequences, but that Wichita Transit must provide explanations for why performance measure targets are not met and how they intend to address that situation. Mr. Parasa shared that targets are set to encourage agencies to head in a direction of improvement and are a mechanism for monitoring safety performance. Mr. Mohr said that, since 2018, transit agencies have been required to set and report on progress towards targets, to produce more consistent reporting metrics. Allison Smith, KDOT, added that any financial penalties for not meeting performance measure targets are primarily at the state DOT level.

² Two (2) voting TPB members left before the votes to approve the PSC’s project selections for new suballocated federal funding awards in the FFY2027-FFY2030 TIP and to approve supporting Wichita Transit’s 2026 transit safety performance measure targets for the WAMPO region.

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

Motion: Ronnie Price

Second: Charles Schwanke

5. Discussion/Updates

A. K-15 Corridor Study Update

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

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

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

6. Committee & Partnership Updates

Chair Kessler announced that the next Executive Committee meeting will be on May 21, 2026, at 11:00 AM, in the MABCD 1st Floor Large Conference Room in the Ronald Reagan Building, 271 W 3rd St., Room 126, Wichita, KS 67202, and via Zoom. It is an open meeting and all are welcome to join.

Mike Moriarty, KDOT, shared that the American Road Transportation Builders Association is developing a list of 250 iconic U.S. transportation projects for the nation’s 250th anniversary. KDOT submitted a list of five (5) projects, including two (2) in the WAMPO region: the Kansas Turnpike and the expansion of Kellogg/U.S.-54.

J.B. Wilson, KDOT Wichita Metro Division, gave construction updates for the region.

7. Other Business

Chair Kessler shared that Haysville’s Mayor’s Bike Ride event was that evening.

8. The meeting was adjourned at 4:12 PM.

The next regular meeting will be held on Tuesday, June 9, 2026, at 3:00 PM.



Agenda Item 2Ci: Director's Report FFY2027-FFY2030 Transportation Improvement Program (TIP) Update

Nick Flanders, Transportation Planning Manager

Executive Summary

A Call for Projects for the FFY2027-FFY2030 Transportation Improvement Program (TIP) was open from February 2, 2026, through March 6, 2026. On March 30, 2026, the Project Selection Committee (PSC) recommended specific submitted projects for awards of suballocated federal funding. The TAC concurred with those recommendations on April 27, 2026, and the TPB approved them on May 12, 2026. Concurrent with reviews by WAMPO's planning partners at KDOT, the FHWA, and the FTA, a 30-day public-comment period will be opened during June-July 2026, prior to the overall TIP document being presented to the TAC for a recommendation and the TPB for approval, in July and August 2026, respectively.

Background

From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects, asking WAMPO member jurisdictions to submit candidate projects for new awards of suballocated federal funding in the forthcoming FFY2027-FFY2030 Transportation Improvement Program (TIP). WAMPO staff scored and ranked the submitted projects in accordance with evaluation criteria last approved by the TPB on September 9, 2025, within each of nine (9) project categories. Kansas Department of Transportation (KDOT) staff reviewed the candidate projects for eligibility for suballocated federal funding. Civil engineering staff from the City of Wichita and Sedgwick County reviewed the submitted projects' cost estimates to confirm they were reasonable.

WAMPO staff provided information on the submitted projects, including their calculated scores and ranks and the results of the funding-eligibility and cost-estimate reviews, as well as projections of funding available to award, to the Project Selection Committee (PSC) for consideration. The PSC met on March 30, 2026, and made recommendations of specific amounts of funding to award to specific projects. The TAC concurred with the PSC recommendations on April 27, 2026, and the TPB approved the recommended funding awards on May 12, 2026.

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

Concurrent with reviews by WAMPO's planning partners at KDOT, the FHWA, and the FTA, a 30-day public-comment period will be opened during June-July 2026, prior to the overall TIP document being presented to the TAC for a recommendation and the TPB for approval, in July and August 2026, respectively.

Tentative Timeline

- » 2/2/2026-3/6/2026: Call for Projects
- » March 30, 2026: PSC meeting to recommend awards of suballocated federal funding
- » 4/27/2026: TAC recommendation on awards of suballocated federal funding
- » 5/12/2026: TPB approval of awards of suballocated federal funding
- » June 2026: KDOT, FHWA, and FTA review of draft FFY2027-FFY2030 TIP
- » June-July 2026: 30-day public-comment period
- » 7/27/2026: TAC recommendation on draft FFY2027-FFY2030 TIP
- » 8/11/2026: TPB vote on draft FFY2027-FFY2030 TIP



Executive Summary

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

Background

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

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

- » Review identified potential strategies listed in the Regional Transit Implementation Plan
- » Identify public-transit strategies or efforts currently underway or planned to be implemented in the region in the near term
- » Determine whether there are priority strategies for the region or for specific WAMPO member jurisdictions
- » Share innovative transit-related ideas, tools, and practices
- » Encourage dialogue and coordination among WAMPO member jurisdictions and other partners
- » Provide transit-related updates and findings to the TAC and TPB

Committee Formation and Structure

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

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



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

Laura VanBurkleo, Planning Analyst

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

Next Steps

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

Attachments

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

Regional Transit Coordination Committee Membership Roster

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



Agenda Item 2Ciii: Director's Report Safe Routes to School (SRTS) Existing Conditions Reports

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

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

Background

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

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

Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, the development of a Best Practices Guide, and aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts. To date, fifty-seven (57) K-12 schools in the WAMPO region have confirmed their participation in this planning effort and will have individualized SRTS plans. An interactive map of those schools can be found at www.wampo.org/srts.

Existing-Conditions Reports

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



Agenda Item 2Ciii: Director's Report Safe Routes to School (SRTS) Existing Conditions Reports

Kim Negrete, Multimodal Transportation Safety Planner

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

Next Steps

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






Attachments

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

Safe Routes to School



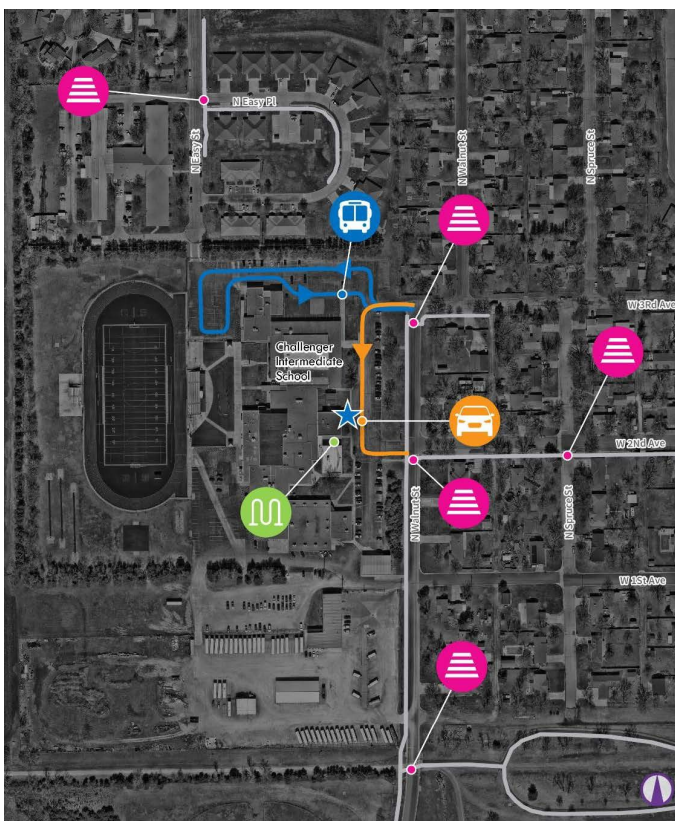
Existing Conditions & Engagement Overview

 57 Participating Schools	 34,498 Students at Priority Schools	 49,607 Student Travel Tallies Collected	 2,569 Caregiver Survey Responses	 55 Walk Audits Completed
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As of June 2, 2026.

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

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



LEGEND

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

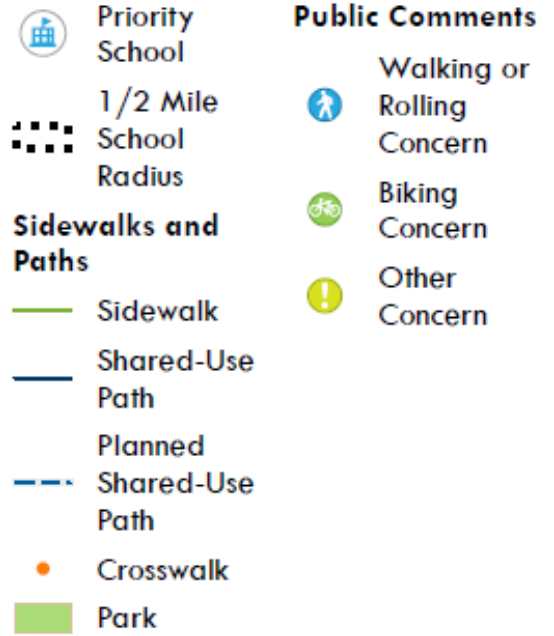
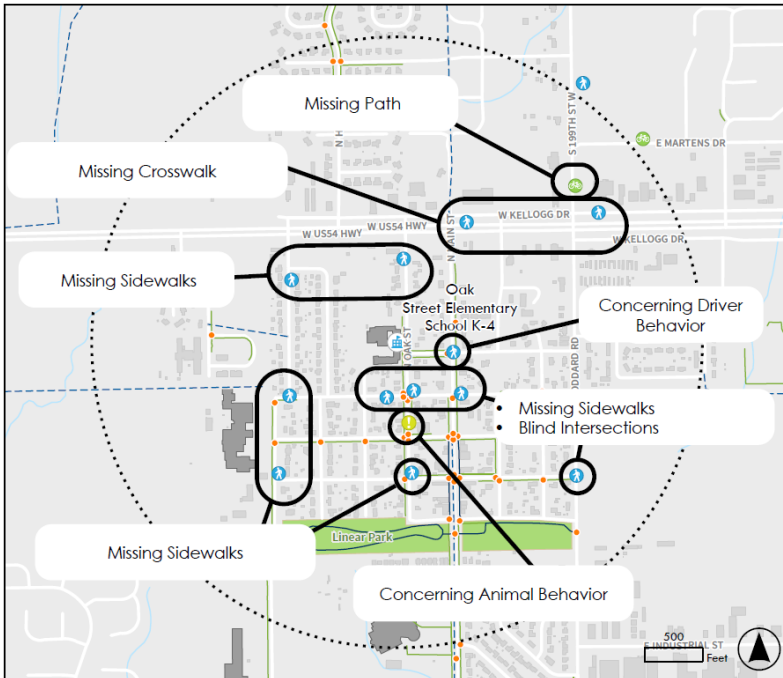
Source: Challenger Intermediate School Site

School Site Circulation Map

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

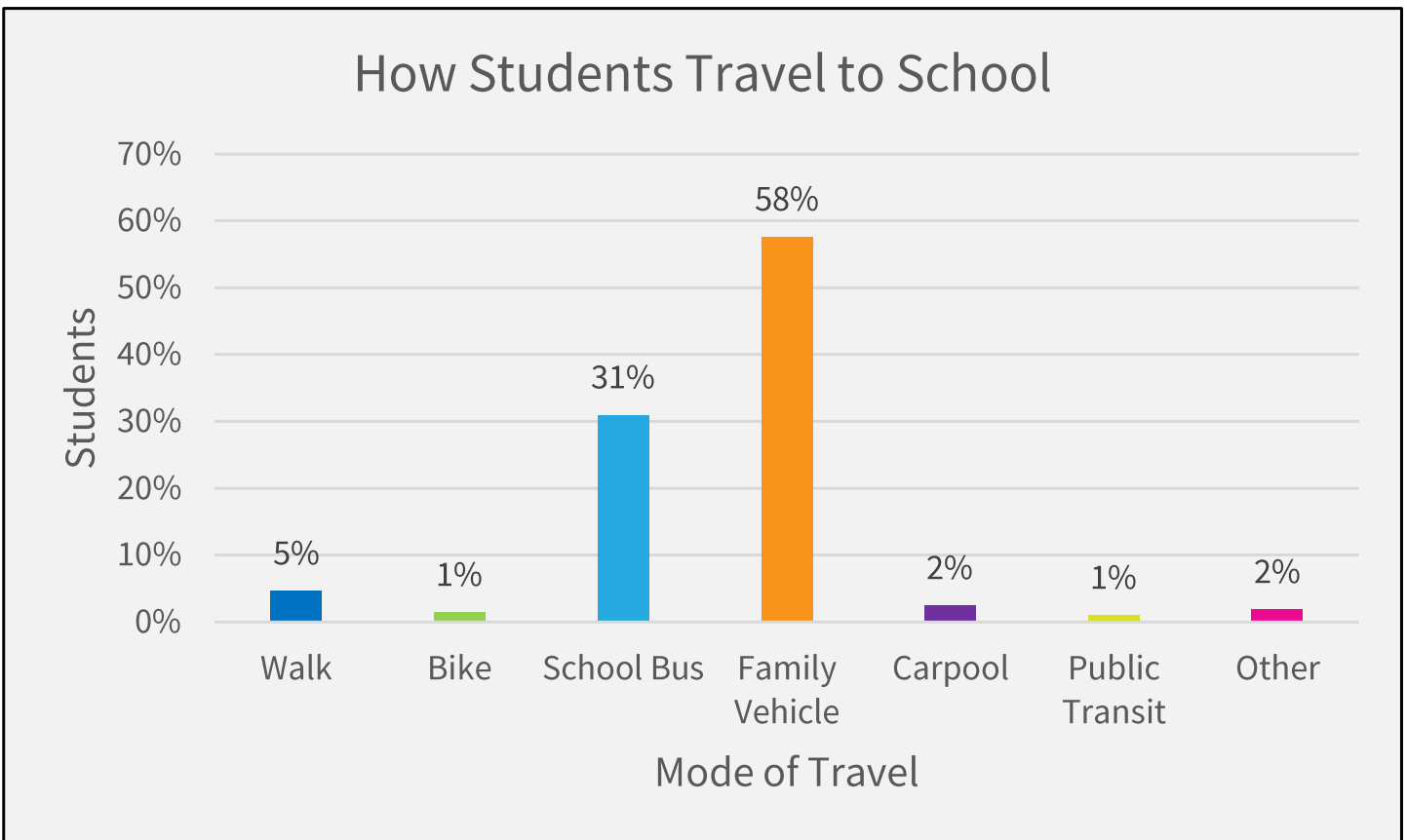


Public Comment Map



Source: Oak Street Elementary School Public Comments Figure

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



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



Agenda Item 2Civ: Director's Report **Behavioral Safety Toolkit Development**

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

WAMPO is developing a toolkit and online resource hub of transportation-related behavioral safety strategies for WAMPO member jurisdictions and others to engage residents in promoting safe roadway behaviors. An advisory committee is meeting monthly to compile resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behaviors on roadways and the cost of vehicle-crash injuries and fatalities. Input provided by staff from WAMPO member jurisdictions and community partners on the advisory committee will ensure that the resources in the toolkit are useful for meeting local communities' needs and account for the constraints within which they must work. The toolkit of behavioral-safety resources is anticipated to be completed in July 2026 and will be made available on WAMPO's safety webpage.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. WAMPO, along with its state and federal partners, has adopted the Safe System Approach, which aims to eliminate fatalities and serious injuries from vehicle crashes by acknowledging that everyone has a part to play in transportation safety. The Safe System Approach includes the elements of Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. The Safer People element calls for promoting responsible behavior through safety education, enforcement actions, and making it easier for people to make safe choices.

To further implement the Safer People element of the Safe System approach and augment safety initiatives and resources in the region, staff from WAMPO member jurisdictions and community partners have been recruited to serve on an advisory committee and assist in the development of a toolkit of behavioral safety resources that may be used by local governments and community partners to engage residents and increase general awareness of safe behaviors on roadways and the cost of vehicle-crash injuries and fatalities. Input provided by member-jurisdiction staff on the advisory committee will ensure that the resources in the toolkit are useful for meeting local communities' needs and account for the constraints within which they must work.

Resources in the toolkit will include strategies for engaging residents; examples of and templates for messaging to encourage safe travel behaviors and individual accountability; and activities to increase people's awareness of their role in creating a safe transportation network.

The advisory committee began meeting monthly in February 2026, with completion of the toolkit anticipated in July 2026, at which time the advisory committee's work will conclude. The toolkit will be made available on WAMPO's safety webpage, www.wampo.org/safety, which will serve as a hub for related resources, testimonials from community members, and the latest transportation safety news.



Agenda Item 2Civ: Director's Report **Behavioral Safety Toolkit Development**

Kim Negrete, Multimodal Transportation Safety Planner

Next Steps

The advisory committee and WAMPO staff have collected strategies and content for the toolkit, identified resources, and reviewed a template design. At their June 11, 2026, meeting, the advisory committee will review a draft toolkit and discuss plans for the design and content of the online resource hub.

Attachments

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



Agenda Item 2Di: Consent Agenda **Regional Active Transportation Plan Consultant Contract**

Peter Mohr, WAMPO
Evan Hathaway, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The TPB is asked to take action on a proposed contract for hiring a consultant, RDG Planning & Design, Inc., for the development of a Regional Active Transportation Plan. The contract would begin June 9, 2026, end June 30, 2027, and be for an amount not to exceed \$199,710. The purpose of the Regional Active Transportation Plan will be to assess and catalog existing active transportation infrastructure, identify gaps in the nonmotorized travel network, and recommend strategies to improve active transportation options. The plan will also highlight potential regional “catalyst projects” that enhance connectivity, create pedestrian gathering places, and have the potential to stimulate economic investment.

Background

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

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

WAMPO issued a Request for Proposals (RFP) from February 18, 2026, through March 4, 2026, to hire a consultant to develop a Regional Active Transportation Plan. Two proposals were received. A consultant selection committee was convened, and the consultants who submitted proposals were interviewed. After diligent consideration of both proposals, the selection committee chose the one from RDG Planning & Design, Inc., and a contract has been developed.

If the TPB approves it as presented, RDG Planning & Design, Inc. will perform the services described in the attached, proposed contract during the period of June 9, 2026, through June 30, 2027, for an amount not to exceed \$199,710.

Selection Committee Recommendation

- » Approve the contract for the development of a regional active transportation plan with RDG Planning & Design, Inc., as presented.

Attachment

- » **Contract for the Development of a Regional Active Transportation Plan with RDG Planning & Design, Inc.** – https://bit.ly/WAMPO_Regional_ATP_Contract



Agenda Item 2Dii: Consent Agenda Household Travel Survey (HTS) Consultant Contract

Peter Mohr, WAMPO
Evan Hathaway, Hite, Fanning & Honeyman L.L.P.

Executive Summary

Consistent with WAMPO's Unified Planning Work Program (UPWP), the TPB is asked to take action on a proposed contract for hiring a consultant, ETC Institute, to prepare, implement, and analyze the results of a regional Household Travel Survey (HTS). The contract period would begin in June 2026 and end in December 2028, and the contract would be for an amount not to exceed \$878,325.70. The purpose would be to assess common travel behaviors, which may have changed since the last WAMPO-region HTS was completed in 2011. New, up-to-date HTS data will support WAMPO's federally required long-range transportation planning activities, which are informed by traffic volume and congestion forecasts from a Travel Demand Model (TDM), whose continued accuracy is dependent on the collection, processing, and analysis of high-quality HTS data. This is consistent with the practices of other MPOs.

Background

In 2025, in accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff issued a Request for Proposals for a consultant to prepare, implement, and analyze the results of a regional Household Travel Survey (HTS). Interviews were held with the consultant teams that submitted proposals in fall 2025 and a selection committee chose one, ETC Institute, to negotiate a contract with. The proposed contract the TPB is now asked to consider includes up to \$878,325.70 of costs, in a not-to-exceed arrangement, with the contract period starting in June 2026. WAMPO's 2026 UPWP, approved by the TPB on November 10, 2025, budgets \$782,000 for HTS-related consultant services (www.wampo.org/upwp, Sub-Task 6.4). The project is expected to continue past the end of 2026 and end by December 2028.

As indicated in the UPWP, this project will be paid for with federal Consolidated Planning Grant (CPG) funds and the required local match for those funds. CPG funds can only be used for planning-related activities and not for construction/capital projects. As with other federal funding programs, each year's CPG funding allocation comes with a deadline by which the recipient (WAMPO) must use the funding or else forfeit it.

Reasons for Conducting a Household Travel Survey

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



Agenda Item 2Dii: Consent Agenda Household Travel Survey (HTS) Consultant Contract

Peter Mohr, WAMPO

Evan Hathaway, Hite, Fanning & Honeyman L.L.P.

One of the uses of the TDM in WAMPO's planning activities is when WAMPO member jurisdictions submit projects to be considered for suballocated federal funding awards and the Project Selection Committee (PSC) is provided with project scores to consider during their decision-making, based on evaluation criteria approved by the TPB. The inputs to a project's score include forecasts of future traffic volumes in the area around the project, which come from the WAMPO TDM, whose inputs and parameters reflect the results of the HTS. The TDM also uses traffic-count data to generate its forecasts, but those data, on their own, are not well-suited to producing reliable long-term projections of travel behavior, traffic volumes, or congestion.

Besides TDM outputs being used by WAMPO for its own planning purposes, member jurisdictions may also request such outputs from WAMPO staff for use in their own planning activities (e.g., modeling the effects of a planned bridge closure).

HTSs collect valuable travel data that cannot be obtained by other methods. For example, although traffic-volume data are already collected by automatic counters throughout the region, those counters can only record the number of vehicles that pass a given point on a roadway. In contrast, an HTS records the origins, destinations, start times, end times, and purposes of all of the trips taken on a given day by all of the people in each participating household and relates that travel behavior to where they live/work and to their socioeconomic characteristics (e.g., age, household income). With these data, it is possible to model how changes in the distribution of population and employment throughout the region will affect future travel behavior and roadway traffic. Because they are subject to rigorous sampling and weighting methodologies, such data also make it possible to calculate valuable summary statistics about travel in the WAMPO region, such as the average distance and duration of people's trips or the percentages of all trips that are by each of several modes of travel (e.g., personal motor vehicle, public transit, pedestrian, bicycle).

Household Travel Survey Project Deliverables

Pending contract approval, deliverables that will be asked of the selected consultant team include, but are not limited to:

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

Selection Committee Recommendation

- » Approve the contract for preparing, implementing, and analyzing the results of a regional Household Travel Survey with ETC Institute, as presented.

Attachment

- » **Contract for Preparing, Implementing, and Analyzing the Results of a Regional Household Travel Survey with ETC Institute** – https://bit.ly/Household_Travel_Survey_Contract



Agenda Item 3

Public Comment Opportunity

Haysville Mayor Russ Kessler, TPB Chair

Background

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

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



Executive Summary

To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” As part of this series, a presentation will be given by City of Derby staff.

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 member jurisdictions and planning partners to present updates on local projects, policies, or programs of regional significance to the TPB. This presentation series will ensure stakeholders stay informed about new and ongoing work across the region and will highlight initiatives within each community.

Presentations (15 minutes, + or -) from WAMPO member jurisdictions can cover topics such as:

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

Regional Connections Presentation Series Schedule

Meeting Date	Jurisdiction/Presenter	Link*
06/10/2025	Valley Center – Kyle Fiedler	https://bit.ly/Regional-Connections-Valley-Center
07/08/2025	Goddard – Ryan Shrack & Tina Powell	https://bit.ly/Regional-Connections-Goddard
08/12/2025	Maize – Joe Dessenberger	https://bit.ly/Regional-Connections-Maize
09/09/2025	Andover – Jennifer McCausland, Jolene Graham, & Les Mangus	https://bit.ly/Regional-Connections-Andover
10/14/2025	Haysville – Danielle Gabor	https://bit.ly/Regional-Connections-Haysville
11/18/2025	Bel Aire – Ted Henry	https://bit.ly/Regional-Connections-Bel-Aire
06/09/2026	Derby – Dan Squires	

*A link to the presentation slides, video, or other materials will be added to this table following the presentation date.

Next Steps

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



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

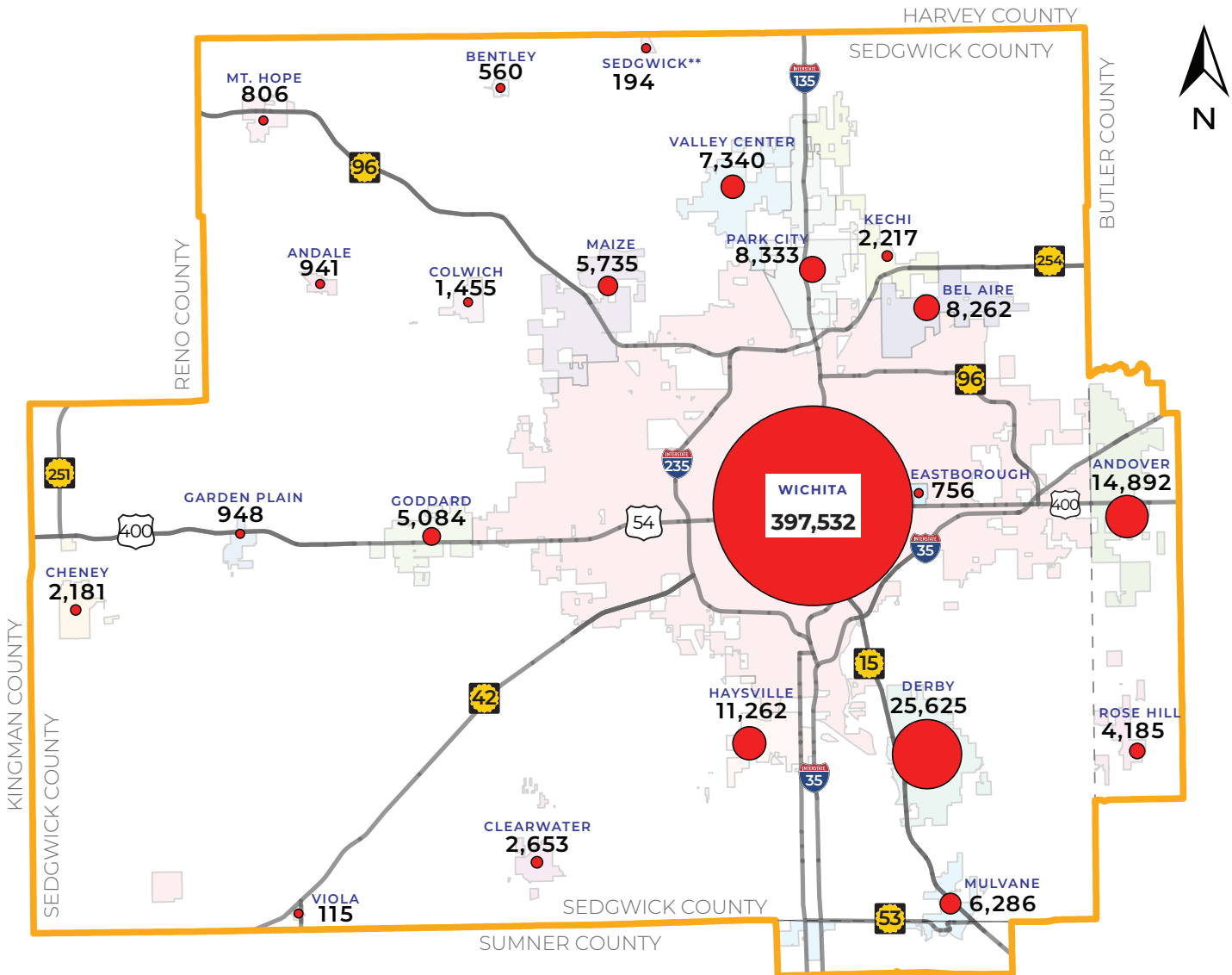
Populations of Entire Counties

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



WAMPO REGION PUBLIC TRANSIT RIDERSHIP

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

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

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

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

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

Points of Contact

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



WAMPO ACRONYM GLOSSARY

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

2026 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Haysville	Russ Kessler, Chair	rkessler@haysvilleks.gov	Tony Martinez	tmartinez@haysvilleks.gov
City of Wichita	Becky Tuttle, Ex Officio	btuttle@wichita.gov	Dennis Marstall	dmarstall@wichita.gov
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov		
City of Wichita	Dalton Glasscock	dglasscock@wichita.gov		
City of Wichita	Joseph Shepard	jwshepard@wichita.gov		
Sedgwick County	Stephanie Wise	stephanie.wise@sedgwick.gov		
Sedgwick County	Jim Howell	jim.howell@sedgwick.gov	Tom Stolz	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
Sedgwick County	Jeff Blubaugh	jeff.blubaugh@sedgwick.gov	Tania Cole	tania.cole@sedgwick.gov
Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov	J.B. Wilson	jb.wilson@ks.gov
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov		
Sedgwick County Association of Cities (SCAC)	Terry Somers	tssomers1@gmail.com		
Butler County	Dan Woydziak, TAC Chair	dwoydzia@bucoks.com		
City of Andover	Ronnie Price	rprice@andoverks.com	Jennifer McCausland	jmccausland@andoverks.gov
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City of Cheney				
City of Clearwater	Burt Ussery	bussery@clearwaterks.org	Courtney Zollinger	czollinger@clearwaterks.org
City of Derby	Nick Engle	nickengle@derbyks.gov		
City of Goddard	George Liebe, Vice-Chair	liebe@goddardks.gov		
City of Kechi				
City of Maize	Pat Stivers	pstivers@cityofmaize.org	Nick Gregory	ngregory@maizeks.gov
City of Mulvane			Joel Pile	jpil@mulvane.us
City of Park City	Charles Schwanke	cschwanke@parkcityks.gov	Sean Fox	sfox@parkcityks.gov
City of Rose Hill	Jeanine Schantz	jschantz@cityofrosehill.com	Mark Detter	mdetter@cityofrosehill.com
City of Valley Center	Jet Truman	vcmayor@valleycenterks.org	Rodney Eggleston	reggleston@valleycenterks.org
Executive Committee				
City of Haysville	Russ Kessler, Chair	rkessler@haysvilleks.gov		
City of Goddard	George Liebe, Vice-Chair	liebe@goddardks.gov		
Butler County	Dan Woydziak, TAC Chair	dwoydzia@bucoks.com		
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City of Wichita	J.V. Johnston	jvjohnston@wichita.gov		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
City of Wichita	Becky Tuttle, Ex Officio	btuttle@wichita.gov		
Non-Voting Members & Alternates				
Federal Transit Administration	Gerri Doyle	gerri.doyle@dot.gov		
Federal Highway Administration	Javier Ahumada	javier.ahumada@dot.gov		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
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WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		
WAMPO Data Forecasting Analyst	Veda Bollu	jyothika.bollu@wampo.org		

Quorum is 13 based on voting members

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2026 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
	JANUARY 26		
FEBRUARY 10	FEBRUARY 23	FEBRUARY 5	FEBRUARY 4
MARCH 10	MARCH 23		
APRIL 14	APRIL 27		
MAY 12		MAY 21 <i>*Room 126</i>	MAY 6
JUNE 9	JUNE 22		
JULY 14	JULY 27		
AUGUST 11	AUGUST 24	AUGUST 6	AUGUST 5
SEPTEMBER 8	SEPTEMBER 28		
OCTOBER 13	OCTOBER 26		
NOVEMBER 10	NOVEMBER 23	NOVEMBER 5	NOVEMBER 4
DECEMBER 8			



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