Technical Advisory Committee (TAC) Meeting Notice
Monday, October 26, 2026, @ 10:00 AM

In-Person	Virtual
271 W 3rd St. Room 203 Wichita, KS 67202	*Click the link below for online meeting access.* JOIN HERE

Tentative Meeting Agenda		Page #
I.	**Welcome**	
II.	**Regular Business**	
A.	Approval of TAC Agenda: October 26, 2026	
B.	Approval of TAC Meeting Minutes: September 28, 2026	3 to 6
C.	Director's Report	
	i. Bimonthly TIP Project Statuses	7 to 10
	ii. Household Travel Survey (HTS) Sampling Plan	11 to 14
	iii. Regional Transit Coordination Committee: October 8, 2026, Meeting Recap	
	iv. Draft 2027 WAMPO Meeting Schedule	15
	v. KDOT Behavioral Safety Grant Contract	16 to 17
III.	**Public Comment Opportunity** Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	18
IV.	**Action**	
A.	2026 Unified Planning Work Program (UPWP) Amendment 1 – Markey Jonas and Chad Parasa, WAMPO *The TAC is asked to make a recommendation to the TPB on proposed Amendment 1 to the 2026 Unified Planning Work Program (UPWP). The UPWP outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. Proposed 2026 UPWP Amendment 1 would adjust allocations between staff tasks, decrease the budgeted amount for operating expenses, and decrease funding programmed in 2026 for multi-year consultant-supported projects to better align with anticipated work schedules. The public comment period for proposed 2026 UPWP Amendment 1 was September 30, 2026, through October 14, 2026. One (1) public comment was received.*	19 to 22
B.	2027 Unified Planning Work Program (UPWP) – Markey Jonas and Chad Parasa, WAMPO *The TAC is asked to make a recommendation to the TPB on the proposed 2027 Unified Planning Work Program (UPWP). The UPWP outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. The draft 2027 UPWP was available for public comment from September 11, 2026, through October 11, 2026. Two (2) public comments were received.*	23 to 26
V.	**Discussion/Updates**	
A.	Federal Transportation Funding Reauthorization Legislation Presentation – Katie Economou and Ryan Coady, Association of Metropolitan Planning Organizations (AMPO) *Association of Metropolitan Planning Organizations (AMPO) staff will provide a presentation on the status of federal transportation funding reauthorization legislation and its implications for MPOs.*	27 to 30

WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Discrimination Complaint Form, visit www.wampo.org or call 316.779.1313. Requests for special accommodation and/or language interpretation should be made to Markey Jonas at wampo@wampo.org or by calling 316.779.1313 at least 48 hours in advance.

B.	Safe Routes to School (SRTS) Update – Kim Negrete, WAMPO, and Bill Troe, SRF *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. Sixty (60) school-specific SRTS plans have been drafted and reviewed by school administrators and staff, local government partners, and WAMPO staff. Other outstanding deliverables, including an SRTS Planning Toolkit, are being drafted by the consultant team for WAMPO staff review. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.*	31 to 34
C.	Behavioral Safety Awareness Toolkit – Kim Negrete, WAMPO *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 comprised of local government and community partners has compiled resources that may be used to engage residents and increase general awareness of and personal accountability for safe behaviors on roadways. Input provided by WAMPO member jurisdiction staff 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 by December 2026 and will be made available on WAMPO's website.*	35
VI.	**Other Business**	
VII.	**Adjournment**	
VIII.	**WAMPO Reference Material**	
A.	WAMPO Region Population Table and Map	36 to 37
B.	WAMPO Region Public Transit Ridership	38
C.	WAMPO Acronym Glossary	39
D.	Technical Advisory Committee Roster	40
E.	2026 WAMPO Meeting Schedule	41

Chad Parasa, TAC Secretary

Rev. October 23, 2026

Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes
Monday, September 28, 2026 @ 10:00 AM
Hybrid Meeting: *Online & 271 W 3rd St., Room 203, Wichita, KS 67202*
Meeting Duration: *50 minutes*

Voting Members in Attendance		
Will Black, *SCAC*	Moumita Kundu, *Urban Land Use Planning & Development Trends*	Allison Smith, *KDOT*
Jack Brown, *Public Health*	Les Mangus, *Butler/Sumner Counties*	Gillian Zibell, *CTD #9*
Steve Degenhardt, *Wichita*	Shawn Mellies, *Wichita*	**Alternates**
Joe Dessenberger, *Railroad Freight*	Lynn Packer, *Sedgwick County*	Alex Lane, *SCAC (voting)*
Duane Flug, *KDOT*		
Other Attendees		
Javier Ahumada, *FHWA*	Nick Flanders, *WAMPO*	Katie Newman, *WAMPO*
Raven Alexander, *Wichita Transit*	Deepu Jadala, *WAMPO*	Chad Parasa, *WAMPO*
Chris Brown, *SRF*	Brett Letkowski, *GFT*	Cory Scott, *RDG*
Gerri Doyle, *FTA*	Mohamed Moawad, *MAPD*	Marty Shukert, *RDG*
Anna Faith, *ReVolt Battery Technology*	Peter Mohr, *WAMPO*	Chris Sweeney, *WAMPO*
	Kim Negrete, *WAMPO*	Laura VanBurkleo, *WAMPO*

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1. **TAC Secretary Chad Parasa called the meeting to order at 10:03 AM.**

2. **Regular Business**

   A. **Approval of September 28, 2026, Agenda**

   Discussion: None.
   Action: Approve the September 28, 2026, agenda, as presented. (11-0)[1]
   Motion: Joe Dessenberger
   Second: Moumita Kundu

   B. **Approval of August 24, 2026, Meeting Minutes**

   Discussion: None.
   Action: Approve the August 24, 2026, meeting minutes, as presented. (11-0)
   Motion: Moumita Kundu
   Second: Alex Lane

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

C. Director's Report

i. Technical Advisory Committee (TAC) Bylaws

Chad Parasa, WAMPO, informed the TAC that, following discussions at recent Executive Committee meetings, WAMPO's legal counsel has drafted proposed revisions to the TAC bylaws, which the Transportation Policy Body (TPB) will be asked to vote on approving.

The proposed revisions include adding one voting TAC representative from each City of the First Class in the WAMPO region, other than the City of Wichita. They also include changing the nomination process for TAC members, such that the TPB must approve them all annually, rather than being approved by the TPB once, meaning that someone may serve on the TAC indefinitely. Each represented agency or organization would continue to select its own representative, subject to TPB approval, and that selection would remain in effect through subsequent annual TPB approval votes unless the agency/organization changes or withdraws its selection. The proposed revised TAC bylaws also clarify the circumstances under which TAC membership terminates, including TPB non-approval and removal for non-attendance.

ii. Title VI Annual Report

Katie Newman, WAMPO, reported that the WAMPO 2026 Title VI Annual Report was submitted to KDOT on August 25, 2026, and demonstrates WAMPO's efforts to create and maintain a transparent and accessible planning process by integrating Title VI principles into the transportation planning process. To date, no Title VI complaints have ever been received by WAMPO.

iii. 2027 Unified Planning Work Program (UPWP) Public Comment Period 09/11/2026-10/11/2026 and 2026 UPWP Amendment 1 Public Comment Period 09/30/2026-10/14/2026

Ms. Newman reported that the draft 2027 UPWP is available for public comment through October 11, 2026, and a draft amendment to the 2026 UPWP will be available for public comment from September 30, 2026, through October 14, 2026. The draft amendment to the 2026 UPWP, aside from a few minor text edits, is to better align task-specific programmed funding amounts with actual expenditures to date and expenditures anticipated during the remainder of 2026. The draft 2027 UPWP and the proposed amendment to the 2026 UPWP are anticipated to be presented to the TAC for a recommendation on October 26, 2026, and to the TPB for approval on November 10, 2026.

iv. Annual Bicycle and Pedestrian Count: Thank You to Volunteers

Laura VanBurkleo, WAMPO, thanked the volunteers who helped carry out the now-concluded 2026 bicycle and pedestrian count. A report on the collected data is anticipated to be available in November 2026.

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v. Regional Transit Coordination Committee: Next Meeting October 8, 2026, at 10:30 AM

Ms. VanBurkleo reported that the next Regional Transit Coordination Committee meeting will be on October 8, 2026, at 10:30 AM, at Goddard City Hall, 118 N Main Street, Goddard, KS 67052, and online.

vi. Household Travel Survey Now Open

Nick Flanders, WAMPO, reported that the WAMPO Household Travel Survey is now open and is anticipated to remain open through March or April 2027. The goal is to collect complete survey responses from 2,000 households; so far, complete survey responses have been collected from 226 households. TAC members are asked to help spread the word about the survey and reinforce the message to members of their respective communities that it is a legitimate survey whose results will be of great use for transportation modeling and planning in the region.

3. Public Comment Opportunity

No comments.

4. Action

A. FFY2027-FFY2030 Transportation Improvement Program (TIP) Amendment #1

Mr. Flanders asked the TAC to make a recommendation to the TPB on proposed Amendment #1 to the WAMPO FFY2027-FFY2030 Transportation Improvement Program (TIP). Amendment #1 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2027-FFY2030 TIP. The public comment period for Amendment #1 opened on September 4, 2026, and ran through September 18, 2026. No public comments were received. TIP Amendment #1 adds five (5) new projects and modifies three (3) projects. There are administrative adjustments to eight (8) additional projects, which do not require approval.

Mr. Flanders listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the federal requirements met by FFY2027-FFY2030 TIP Amendment #1: it is consistent with the current Metropolitan Transportation Plan, MTP 2050, and is fiscally constrained. The financial impact is an additional cost of $5.1 million. Following approval by the TPB, the amendment will be sent to KDOT to be included in the State Transportation Improvement Program (STIP) for review and consideration by the FHWA and the FTA. Federal approval is anticipated in November 2026.

FFY2027-FFY2030 TIP Amendment #1 Summary – https://bit.ly/2027-2030-TIP-A1-Summary

Discussion: None.

Action: Recommend the TPB approve FFY2027-FFY2030 TIP Amendment #1, as presented. (12-0)

Motion: Joe Dessenberger

Second: Alex Lane

5. Discussion/Updates

A. Safe Routes to School (SRTS) Update

Kim Negrete, WAMPO, and Chris Brown, SRF, gave an update on the SRTS planning initiative. WAMPO is working with SRF Consulting Group 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, sixty (60) schools have confirmed their participation. School-specific SRTS plans have been drafted and are being reviewed by school administrators and staff, local government partners, and WAMPO staff during online meetings scheduled in August and September 2026. Other outstanding deliverables, including an SRTS Planning Toolkit, are being drafted by the consultant team for WAMPO staff review. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative. WAMPO staff plan to ask the TPB to vote on whether to endorse the school- and local-government-reviewed draft SRTS plans at the last TPB meeting of 2026.

September 2026 SRTS Update Slides – https://bit.ly/Sept-2026-TAC-SRTS-Update-Slides
WAMPO Safe Routes to School webpage – www.wampo.org/srts

B. Regional Active Transportation Plan Update

Ms. Negrete and Marty Shukert, RDG, gave an update on the development of a regional active transportation plan, branded as the Strengthening Transportation Alternatives for the Region (STAR) Plan. The STAR Plan will 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. There will be open-house events for the STAR Plan during the week of September 28, 2026, including in-person events in Bel Aire, Goddard, Maize, Wichita, and Derby, and an online event.

September 2026 STAR Plan Presentation Slides – https://bit.ly/Sept-2026-STAR-Plan-TAC-Slides
WAMPO STAR Plan webpage – www.wampo.org/star-plan

6. Other Business

None.

7. Meeting adjourned at 10:53 AM

The next regular meeting will be held on Monday, October 26, 2026, at 10:00 AM.

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Agenda Item 2Ci: Director's Report
Bimonthly TIP Project Statuses
Nick Flanders, Transportation Planning Manager

Executive Summary

The WAMPO TIP Policy includes a Reasonable Progress Policy, under which projects receiving WAMPO suballocated federal funding in the current FFY or that received it in a past FFY but are not completed are to have bimonthly progress reports to the TAC/TPB. This is the progress report to the TAC for October 2026.

Background

Page 14 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix F of the FFY2027-FFY2030 TIP – https://bit.ly/FFY2027-2030-TIP-Appx-F) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO suballocated federal funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports to the TAC and TPB at least every two months. The attached project statuses have been reported for the October 2026 bimonthly report to the TAC.

The Reasonable Progress Policy was revised by the Transportation Policy Body on April 11, 2023, but these bimonthly progress reports were kept as part of it.

Next Steps

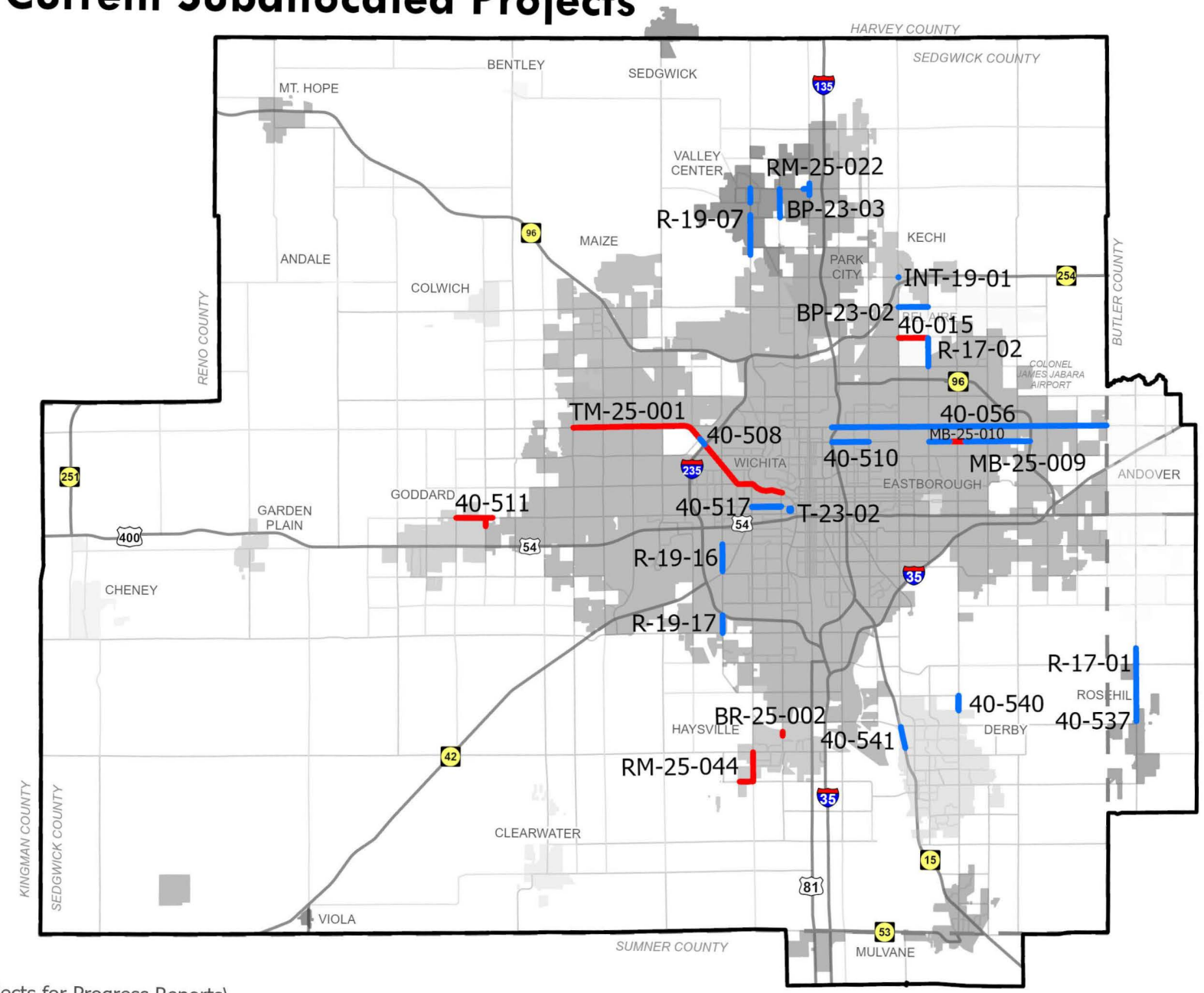
- An update will be delivered to the TPB on November 10, 2026.
- Project sponsors will be requested to provide information for the next bimonthly update by December 4, 2026, tentatively for presentation to the TPB on January 12, 2027, and to the TAC on January 25, 2027.

Attachments

- **TIP Project Statuses Report, October 2026 (WAMPO suballocated projects)**
- **Map of WAMPO suballocated projects in the TIP Project Statuses Report**
- **FFY2027 non-suballocated federal funds in the WAMPO TIP**

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO Suballocated Funds	WAMPO Suballocated Funds Programmed in TIP in *FFY2027 or Earlier*	WAMPO Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated FFY2027 Obligation Date	Anticipated Let Date	Progress Towards Using All Obligated Funds	Anticipated Project Completion Date
MB-25-010	Wichita	Redbud Multi-Use Path near Rock Road Phase 2	2027	$5,562,763.00	CMAQ, TA, CRP	$0.00	$0.00	$5,562,763.00	October 2026	November 2026	N/A	Mid 2027
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	2027	$1,442,355.00	STBG	$0.00	$0.00	$1,442,355.00	March 2027	April 21, 2027	N/A	March 1, 2028
RM-25-044	Haysville	Meridian Street & Multiuse Trail	2027	$6,016,162.00	STBG, TA, TA-STBG	$0.00	$0.00	$6,016,162.00	TBD	TBD	N/A	TBD
40-511	Sedgwick County	Maple Street Pathway	2027, 2028	$1,457,120.00	CRP	$0.00	$0.00	$1,457,120.00	April 2027	May 19, 2027	N/A	April 1, 2028
40-015	Bel Aire	45th St N, Oliver to Woodlawn	2027, 2028	$7,818,089.00	STBG	$0.00	$0.00	$7,818,089.00	September 2027	TBD	N/A	TBD
TM-25-001	Wichita	ITS - 21st and 119th St W to Downtown	2027, 2028	$2,155,450.00	CMAQ	$0.00	$0.00	$2,155,450.00	TBD	TBD	N/A	TBD
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	$9,347,040.00	STBG, TA	N/A	$6,397,744.68	$2,949,295.32	N/A	N/A	Under construction.	Spring 2027
40-056	Wichita	Wichita Intelligent Transporation System - E 21st St N	2025, 2026	$4,200,000.00	STBG, CMAQ	N/A	$4,200,000.00	$0.00	N/A	N/A	Authority to Award received November 10, 2025.	January 2027
40-540	Derby	Rock Road Corridor Improvements	2026	$9,503,806.00	STBG, CMAQ	N/A	$9,503,806.00	$0.00	N/A	N/A	Let September 2026.	September 2028
RM-25-022	Park City	85th Street and Broadway Roundabout	2026	$1,412,711.00	STBG	N/A	$1,412,711.00	$0.00	N/A	N/A	Let September 2026.	Spring 2027
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	$292,242.00	CRP	N/A	$292,242.00	$0.00	N/A	N/A	Construction started April 13, 2026.	Novemer 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	$3,912,000.00	STBG, TA	N/A	$3,912,000.00	$0.00	N/A	N/A	Authority to Award received December 9, 2025.	Mid 2027
40-510	Wichita	17th St N, I-135 to Hillside	2025	$2,400,000.00	STBG, TA	N/A	$2,400,000.00	$0.00	N/A	N/A	Authority to Award received November 2025.	Mid 2027
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	$417,310.00	CRP	N/A	$308,252.42	$109,057.58	N/A	N/A	Project has let. Construction started.	Construction complete July 2026. Project pending final closeout.
MB-25-009	Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	2025	$4,348,531.00	TA, CRP	N/A	$2,780,862.45	$1,567,668.55	N/A	N/A	Authority to Award received December 9, 2025.	Early/Mid 2027
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	$200,000.00	TA	N/A	$200,000.00	$0.00	N/A	N/A	Anticipate using all funds by project completion date.	December 2026
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	$400,000.00	CMAQ	N/A	$400,000.00	$0.00	N/A	N/A	Equipment ordered for $6,375.	January 2027
40-541	Derby	Nelson Drive Realignment	2024	$6,799,131.00	STBG, CMAQ, TA	N/A	$6,170,227.57	$628,903.43	N/A	N/A	Approximately $5,475,000 of obligated funds have been spent.	Construction complete as of April 2026. Project pending final closeout.
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	$2,433,853.00	STBG, TA	N/A	$1,982,546.44	$451,306.56	N/A	N/A	Let July 2024.	Construction complete as of Februay 2026. Project pending final closeout.
T-23-02	Wichita	Multimodal Facility (MMF)	2024	$1,000,000.00	CRP	N/A	$1,000,000.00	$0.00	N/A	N/A	$10,613,371 of obligated funds have been spent.	Substantially complete June 1, 2026. Contractor is working on punch list items.
R-19-17	Wichita	West St., I-235-MacArthur	2024	$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	$4,582,061.69	$200,208.31	N/A	N/A	Construction began September 2025.	Early 2027
R-19-16	Wichita	West St., Harry to Pawnee	2023	$8,518,589.00	STBG, TA, TA-STBG	N/A	$8,518,589.00	$0.00	N/A	N/A	$7,893,582 of obligated funds have been spent.	Mid/Late 2026
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	$7,373,315.00	STBG, TA	N/A	$6,742,554.60	$630,760.40	N/A	N/A	Let in October 2023 and construction started in January 2024.	Construction completed July 2025. Pending final closeout.
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	$2,195,582.00	HIP, STBG	N/A	$2,195,582.00	$0.00	N/A	N/A	$1,920,252.12 of obligated funds have been spent.	Reopened to traffic on 5/24/2024. Project pending final closeout.
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	$5,579,150.00	HIP, STBG	N/A	$5,579,150.00	$0.00	N/A	N/A	Construction started.	Late 2027
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	$5,600,000.00	HIP, STBG	N/A	$4,169,813.61	$1,430,186.39	N/A	N/A	Close to project finalization.	Construction complete and reopened to traffic. Pending final closeout.
T-15-005	Wichita Transit	Transit: Bus Purchase	2018	$1,359,089.00	STBG, CMAQ	N/A	$1,359,089.00	$0.00	N/A	N/A	Awaiting final bus purchase.	February 2028

Transportation Improvement Program
Current Suballocated Projects



Legend

- Federal Fiscal Year 2027
- Federal Fiscal Year 2018-2026
- WAMPO Boundary
- County Boundaries

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

N

0 2.25 4.5 9 Miles

Source: WAMPO
Produced by: WAMPO
Date Exported: 10/8/2026
Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

FFY2027 Non-Suballocated Federal Funds in the WAMPO TIP (After FFY2027-FFY2030 TIP Amendment 1)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
RM-25-039	Wichita	Mt. Vernon and Hydraulic Intersection	HSIP	$2,200,000.00
RM-25-042	Wichita	Kellogg and Eisenhower Parkway Interchange	Earmark	$2,100,000.00
RM-26-004	Wichita	Broadway Corridor Safety Improvement Project	SS4A	$1,000,000.00
B-23-02	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	NHPP	$1,266,500.00
B-23-17	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction	BRF	$12,047,100.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	$4,800,000.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	$8,000,000.00
RM-26-002	KDOT	Sedgwick County: Various Intersections	HSIP	$26,200.00
RM-26-003	KDOT	City of Bel Aire: Intersections of N Greenwich Road and E 53rd Street N (North and South), N Greenwich Road and E 45th Street N, N Oliver Street and E 53rd Street N, and N Webb Road and E 53rd Street N	HSIP	$31,788.00
RM-26-009	KDOT	I-135: I-35/I-135 junction, north to 0.26 mile east of South Southeast Boulevard in the city of Wichita	HSIP	$226,600.00
RM-26-010	KDOT	K-96: 0.47 mile east of North Ohio Street in the city of Mount Hope, east to 0.10 mile east of North Tyler Road in the city of Wichita	HSIP	$379,800.00
RR-26-003	KDOT	KO and North 247th Street in the city of Andale	RRS	$73,000.00
RR-26-004	KDOT	BNSF and West 69th Street North in Valley Center	RRS	$501,000.00
RR-26-005	KDOT	BNSF and West 77th Street North in Valley Center	RRS	$551,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	$1,500,000.00
TR-25-001	Sedgwick County Transportation	5311 Grants	FTA 5311	$179,968.00
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	$5,200,000.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	$640,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	$1,400,000.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	$4,000,000.00

Executive Summary

The WAMPO Household Travel Survey (HTS) is in progress and will provide a snapshot of regional travel patterns that will be used to keep the regional Travel Demand Model (TDM) up to date and to support broader regional transportation planning. To ensure the results of the HTS will be statistically significant and useful for travel demand modeling, the consultant team for the project developed a sampling plan that guides efforts to recruit households to complete the survey. The sampling plan uses American Community Survey (ACS) data to create a crosstabulation of WAMPO-region households by size, number of workers, and income, from which targets are derived for a representative sample of households in the region. In addition, households with some uncommon characteristics that are nonetheless important to represent in the TDM are planned to be "oversampled." The methods used to create the HTS sampling plan may also be used to produce various other planning-level estimates from Census data for the WAMPO region or its jurisdictions.

Background

On June 9, 2026, the WAMPO Transportation Policy Body (TPB) considered and approved a contract with ETC Institute, with subconsultants Caliper Corporation, Shockey Consulting, and LOCUS, to prepare, implement, and analyze the results of a regional Household Travel Survey (HTS). The contract is for an amount not to exceed $878,325.70, and the contract period runs from June 9, 2026, through December 31, 2028. The survey opened on September 14, 2026, and is anticipated to remain open through March or April 2027. WAMPO TAC and TPB members are invited to help spread word of the survey throughout the region, in order to ensure enough households respond to the survey for the resulting snapshot of regional travel patterns to be statistically significant and useful for travel demand modeling.

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, since WAMPO's last HTS, 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) 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 Congestion Management Process (CMP). This is consistent with the practices of other MPOs.

Sampling Plan

The scope of services in the contract between WAMPO and the consultant team sets a goal of collecting complete survey responses and trip details for all members of either at least 2,000 households from throughout the region or a quantity of households deemed large enough to produce statistically significant

results, whichever is greater. According to the scope of services, this should include statistically significant numbers of households from categories that commonly have different travel behaviors or that are otherwise of interest for travel-behavior modeling/analysis.

To meet these requirements, ETC Institute developed a sampling plan for the Household Travel Survey, setting target minimum numbers of households from specific categories from which to get complete survey responses. Throughout the survey period, the recruitment of participant households (e.g., through mailings and digital media outreach) will be adjusted to focus more so on those parts of the WAMPO region that are known to be home to greater numbers of households from those categories the targets for which are the farthest from being met, while also ensuring the geographic diversity of where participation is solicited.

The sampling plan calls for complete survey responses and travel details from a representative sample of 1,750 households and an "oversample" of another 250 households with characteristics that are not especially common in the WAMPO region but whose behavior is important to represent in travel demand modeling. The target makeup of the representative sample consists of a three-way matrix of household size (number of people in the household), number of household members who are employed, and annual household income. To estimate the number of households in each cell of that matrix within the WAMPO Metropolitan Planning Area (MPA), data were employed from the U.S. Census Bureau 2020-2024 five-year American Community Survey (ACS) results. The ACS reports households by income range at the Block Group level and households by size and number of employed household members at the Tract level. However, at neither the Block Group nor Tract level does the ACS estimate households by size, number of workers, and income. For that reason, to create a three-way table of WAMPO households by size, number of workers, and income, ACS Public Use Microdata Sample (PUMS) data were used in an Iterative Proportional Fitting (IPF) procedure, with WAMPO-MPA households by income range and households by size and number of workers used as control totals. To calculate those control totals, data from Census Block Groups and Tracts that are only partially within the WAMPO MPA were multiplied by the percentage of the Block Group/Tract that is within the MPA. The resulting planning-level estimates of WAMPO households by size, workers, and income are shown in Tables 1 and 2.

Table 1: WAMPO Households by Size, Workers, & Income (#)

Annual Household Income	Household Size = 1		Household Size = 2		Household Size = 3		Household Size ≥ 4		TOTAL
	# of Workers		# of Workers		# of Workers		# of Workers		
	0	≥ 1	0	≥ 1	0	≥ 1	0	≥ 1	
$0-$24,999	14,914	6,186	3,005	2,187	985	1,233	1,082	1,437	31,029
$25,000-$49,999	9,650	12,846	4,692	7,007	558	3,931	646	4,445	43,775
$50,000-$74,999	2,871	9,132	5,230	10,574	241	4,419	189	6,399	39,055
$75,000-$99,999	1,107	3,741	2,614	8,995	176	4,788	446	7,528	29,395
$100,000-$149,999	598	2,529	2,894	12,151	100	6,605	70	11,311	36,258
$150,000+	659	1,555	2,331	10,980	210	6,496	177	12,688	35,096
Total	29,799	35,989	20,766	51,894	2,270	27,472	2,610	43,808	214,608

Source: U.S. Census Bureau 2020-2024 American Community Survey (ACS) Table B19001 (Block Group-level households by income range) and Table B08202 (Tract-level households by size and number of workers), with households in Census geographies that are only partially within the WAMPO Metropolitan Planning Area (MPA) split areawise. Three-way table generated using ACS Public Use Microdata Sample (PUMS) data and calibrated to control totals through Iterative Proportional Fitting (IPF).

Table 2: WAMPO Households by Size, Workers, & Income (%)

Annual Household Income	Household Size = 1		Household Size = 2		Household Size = 3		Household Size ≥ 4		TOTAL
	# of Workers		# of Workers		# of Workers		# of Workers		
	0	≥ 1	0	≥ 1	0	≥ 1	0	≥ 1	
$0-$24,999	6.9%	2.9%	1.4%	1.0%	0.5%	0.6%	0.5%	0.7%	14.5%
$25,000-$49,999	4.5%	6.0%	2.2%	3.3%	0.3%	1.8%	0.3%	2.1%	20.4%
$50,000-$74,999	1.3%	4.3%	2.4%	4.9%	0.1%	2.1%	0.1%	3.0%	18.2%
$75,000-$99,999	0.5%	1.7%	1.2%	4.2%	0.1%	2.2%	0.2%	3.5%	13.7%
$100,000-$149,999	0.3%	1.2%	1.3%	5.7%	0.0%	3.1%	0.0%	5.3%	16.9%
$150,000+	0.3%	0.7%	1.1%	5.1%	0.1%	3.0%	0.1%	5.9%	16.4%
Total	13.9%	16.8%	9.7%	24.2%	1.1%	12.8%	1.2%	20.4%	100.0%

The percentages in Table 2 were applied to the representative-sample target total of 1,750 households to arrive at targets for individual combinations of household size, number of workers, and household income. However, as shown in Table 3, because some combinations of household size, number of workers, and household income are rare in the WAMPO region, some cells of the three-way matrix are combined in the sampling plan, so that the resultant sample sizes will be large enough to produce statistically significant conclusions.

Table 3: Representative Sampling Goals

Annual Household Income	Household Size = 1		Household Size = 2		Household Size = 3		Household Size ≥ 4		TOTAL
	# of Workers		# of Workers		# of Workers		# of Workers		
	0	≥ 1	0	≥ 1	0	≥ 1	0	≥ 1	
$0-$24,999	122	50	42		40	42	40*	48	344
$25,000-$49,999	79	105	38	57					279
$50,000-$74,999	43	74	64	86		36		52	356
$75,000-$99,999		64		73		39		61	238
$100,000-$149,999			43	99		54		92	288
$150,000+				90		53		103	246
Total	243	293	187	405	40	224	0	357	1,750

** There is a single target for households with no workers and 3+ people*

Besides the 1,750 households in the representative-sample targets for the HTS, the sampling plan also sets goals to "oversample" households with at least one public transit user, households with at least one rideshare (e.g., Uber, Lyft) user, and households that have zero motor vehicles. Households in these categories are likely to have significantly different travel patterns than other households, making it important for the WAMPO Travel Demand Model to accurately represent their behavior. However, there are estimated to be few enough such households in the WAMPO region that if efforts were not made to oversample them, it is unlikely that the HTS would capture responses from enough of them for the results to be a reliable basis for modeling their behavior in the TDM.

Table 4: Representative Sampling and Oversampling Goals

Sampling Group	Goal
Random Sample	1,750
Households with at least one (1) transit user	100
Households with at least one (1) shared-ride user (Uber/Lyft)	50
Households with no vehicles	100
TOTAL	2,000

Analyses such as those that were employed to generate the WAMPO HTS sampling plan may also be used to produce various other planning-level estimates from Census data for the WAMPO region or the jurisdictions within it, especially where existing data tables do not parse the information in exactly the manner that is required for a specific purpose.

Attachment

- **Household Travel Survey Contract Scope with ETC Institute** – https://bit.ly/HTS_ScopeOfWork

Agenda Item 2Civ: Director's Report
Draft 2027 WAMPO Meeting Schedule
Chad Parasa, Executive Director
Markey Jonas, Community Planner

Executive Summary

Before the end of each calendar year, WAMPO develops and distributes board and committee meeting schedules for the upcoming year. A draft of the 2027 WAMPO Meeting Schedule is now available for review.

Background

Before the end of each calendar year, WAMPO develops and distributes board and committee meeting schedules for the upcoming year. Transportation Policy Body (TPB) approval is required for the TPB and Technical Advisory Committee (TAC) meeting schedules, which will be sought at the December 8, 2026, TPB meeting.

WAMPO board/committee meeting dates/times mostly follow these patterns:

- **Transportation Policy Body:** Meets on the second Tuesday of every month at 3:00 PM.
- **Technical Advisory Committee:** Meets on the fourth Monday of every month at 10:00 AM. No December meeting.
- **Executive Committee:** Meets quarterly on the first Thursday of the month at 11:00 AM.
- **ICT Safe: A Regional Transportation Coalition:** Meets quarterly on the first Wednesday of the month at 9:30 AM.
- **Regional Transit Coordination Committee:** Meets quarterly on the second Tuesday of the month at 10:30 AM.

All meeting dates and times are subject to change at the chair's discretion. Other WAMPO committees, workgroups, and steering committees hold meetings on an as-needed basis. In the draft 2027 meeting schedule, the January TPB meeting is tentative and might not be held if deemed unnecessary.

DRAFT 2027 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	Regional Transit Coordination Committee
271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated	*271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated*	*271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated*	*Online via Zoom, at 9:30 AM, unless otherwise stated*	*In person (location varies) or via Zoom, at 10:30 AM, unless otherwise stated*
JANUARY 12	JANUARY 25			JANUARY 14
FEBRUARY 9	FEBRUARY 22	FEBRUARY 4	FEBRUARY 3	
MARCH 9	MARCH 22			
APRIL 13	APRIL 26			APRIL 8
MAY 11	MAY 24	MAY 6	MAY 5	
JUNE 8	JUNE 28			
JULY 13	JULY 26			JULY 8
AUGUST 10	AUGUST 23	AUGUST 5	AUGUST 4	
SEPTEMBER 14	SEPTEMBER 27			
OCTOBER 12	OCTOBER 25			OCTOBER 14
NOVEMBER 9	NOVEMBER 22	NOVEMBER 4	NOVEMBER 3	
DECEMBER 14				

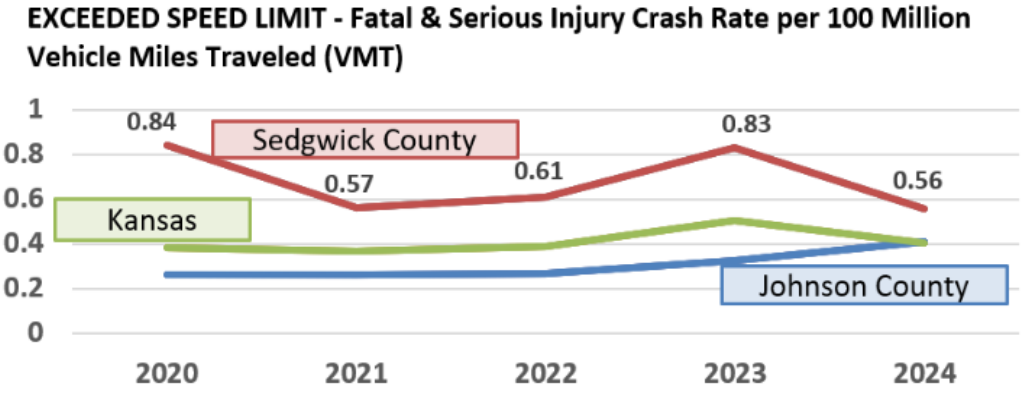
Executive Summary

In Spring 2026, KDOT held a call for applications for FFY2027 KDOT Behavioral Safety Grants. WAMPO submitted a successful application to develop a media campaign focused on reducing speeding. On July 1, 2026, KDOT notified WAMPO of the National Highway Traffic Safety Administration (NHTSA) grant award that will fund this work, for an amount not to exceed $251,004.00, with no local-match requirement. On October 13, 2026, the TPB authorized WAMPO's Executive Director to sign a contract with KDOT to receive NHTSA grant funding for the purpose of hiring temporary staff and (a) consultant(s) to conduct a media campaign focused on reducing speeding.

Background

The Kansas Department of Transportation (KDOT) is committed to improving safety on Kansas roadways and utilizes National Highway Traffic Safety Administration (NHTSA) grant funds for education, enforcement, and emergency response efforts across the state.

KDOT held a call for applications April 9-May 15, 2026, for FFY2027 (October 1, 2026-September 30, 2027) KDOT Behavioral Safety Grants. WAMPO submitted a successful application for a grant to develop a media campaign focused on reducing speeding (vehicles exceeding the posted speed limit), a common contributing factor to fatal and serious-injury crashes on roadways, according to data for the WAMPO region. Among the approximately 500 WAMPO-region crashes in 2020-2024 with the circumstance description of "exceeded speed limit" in KDOT-provided data, 29.6% resulted in a fatality or serious injury. For comparison, statewide Kansas crashes where a vehicle "exceeded speed limit" had a fatal-or-serious-injury share of 19.1% over the same 5-year period.



Sources: 2020 - 2024 crash data retrieved from KDOT through a Kansas Open Records Act (KORA) request - 12/3/2025; KDOT County & State VMT Estimates

WAMPO, in collaboration with member jurisdictions, will utilize the awarded grant to work with a consulting firm to develop a comprehensive media campaign and strategies that will use multiple communication platforms to reach identified target audiences, with goals to change behavior and directly reach individuals engaging in excessive speeding. WAMPO staff will develop a committee of member-jurisdiction staff to assist with guiding the development of the media campaign.

On July 1, 2026, KDOT notified WAMPO of the grant award that will fund this work, for an amount not to exceed $251,004.00, with no local-match requirement. On October 13, 2026, the TPB authorized WAMPO's Executive Director to sign a contract with KDOT to receive NHTSA grant funding for the purpose of hiring temporary staff and (a) consultant(s) to conduct a media campaign focused on reducing speeding.

Fiscal Considerations

The contract allows for the project to be 100% funded with NHTSA grant funds, up to $251,004.00. There is no local match requirement. A portion of those grant funds, $21,004.00, is set aside for temporary non-consultant WAMPO staff hired specifically for this project. However, because a media campaign is not an eligible use of federal Consolidated Planning Grant (CPG) funds, WAMPO's primary funding source, WAMPO is responsible for the full cost of any regular staff time needed for the facilitation of the project, aside from the temporary staff hired specifically for the project. WAMPO is also responsible for submitting progress reports and invoices to KDOT for reimbursement of eligible expenses within the project scope.

Next Steps

- Issue a Request for Proposals (RFP) for (a) qualified consultant(s) to conduct a media campaign focused on reducing speeding.
- Advertise temporary staff positions to assist with the media campaign.

Attachment

- **Contract with KDOT for use of NHTSA funds to conduct a media campaign focused on reducing speeding** – https://bit.ly/KDOT_Behavioral_Safety_Grant_Contract

Agenda Item 3
Public Comment Opportunity
Butler County Commissioner Dan Woydziak, TAC Chair

Background

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

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

Agenda Item 4A: Action

2026 Unified Planning Work Program (UPWP) Amendment 1

Markey Jonas, Community Planner
Chad Parasa, Executive Director

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment 1 to the 2026 Unified Planning Work Program (UPWP). The UPWP outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. Proposed 2026 UPWP Amendment 1 would adjust allocations between staff tasks, decrease the budgeted amount for operating expenses, and decrease funding programmed in 2026 for multi-year consultant-supported projects to better align with anticipated work schedules. The public comment period for proposed 2026 UPWP Amendment 1 was September 30, 2026, through October 14, 2026. One (1) public comment was received.

Background

The Unified Planning Work Program (UPWP) describes what planning activities WAMPO staff and consultants will undertake and how federal planning funds allocated to WAMPO will be used during the year (January 1-December 31). A UPWP serves several purposes, including defining the planning scope, budgeting & funding, scheduling, coordination, public involvement, and compliance. The UPWP is a crucial document for guiding and managing the transportation planning process within a metropolitan area, ensuring that resources are used effectively and that planning efforts are coordinated and transparent. The 2026 UPWP was approved by the Transportation Policy Body on November 18, 2025.

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 2026 UPWP, following proposed Amendment 1, would total $1,711,000.

Proposed Changes

Updates to the 2026 UPWP are necessary to adjust programmed amounts to better align with anticipated work in 2026.

Proposed 2026 UPWP Amendment 1 changes include, among other things:

- Funding adjustments between staff tasks to better align with planned work this year.
- Decreasing the budgeted amount for operating expenses in 2026.
- Adjusting the programmed amounts for CPG and Transportation Alternatives (TA) funds used for the consultant-supported project "Safe Routes to School Plan Development" to better align with the total project amount through December 2026. No change in total project cost across all project years.
- Decreasing funding programmed in 2026 for the multi-year, consultant-supported projects "Regional Active Transportation Plan" and "Household Travel Survey," to better align with anticipated work schedules. These projects will continue beyond the end of 2026, and their overall planned funding across all project years remains unchanged.

Additionally, the Anticipated Revenues, Anticipated Expenditures, Anticipated Expenditure Detail, and Budget tables in the 2026 UPWP would be updated to reflect the proposed changes. The Summary of Amendment 1 Changes table (see attached) lists all proposed changes and their reasoning.

Public Participation

The public comment period for proposed 2026 UPWP Amendment 1 was September 30, 2026, through October 14, 2026. One (1) public comment was received and is documented below.

2026 UPWP Amendment 1 Public Comment 1 – *Sent via email on 09/30/2026*

Public Comment — WAMPO 2026 & 2027 Unified Planning Work Programs
Submitted during the public comment period, September 2026

Dear WAMPO Staff and Transportation Policy Body Members,

Thank you for the opportunity to comment on both the 2026 UPWP Amendment 1 and the 2027 UPWP Draft. WAMPO's continued investment in transportation performance management, the formation of the Regional Transit Coordination Committee, and the expansion of Safe Routes to School planning reflect a forward-looking commitment to the Wichita region's transportation system. These comments are offered in support of that momentum, with suggestions for strengthening several areas of the work program.

1. Transportation Asset Management Plan Alignment
Federal regulation 23 CFR 515 requires state DOTs to develop risk-based Transportation Asset Management Plans, and metropolitan planning activities play a supporting role in the data collection and performance monitoring that feed those plans. The current UPWPs describe Transportation Performance Management activities and reference infrastructure condition as a performance area, but neither document explains how WAMPO's regional data collection efforts connect to KDOT's TAMP compliance obligations. Adding a brief description of that relationship — even a cross-reference to KDOT's current TAMP — would strengthen the planning framework and help the public understand how local data supports statewide asset management goals.

2. Data Standards for the Centralized Transportation Data Hub
Sub-Task 6.2 describes an ambitious and welcome effort to build a centralized data hub consolidating GIS datasets for sidewalks, ramps, street signs, bus stops, and other infrastructure. As this hub takes shape, it would be valuable for the UPWP to identify the data standards and interoperability requirements that will govern it. Established frameworks such as FHWA's Highway Performance Monitoring System standards and, for any future geospatial or remote-sensing data, Open LiDAR formats (LAS 1.4/1.5 and the USGS 3D Elevation Program Base Specification) would help ensure that WAMPO's data investments remain compatible with federal reporting systems and with data collected by partner agencies across the region.

3. Transit Technology Needs
The region's transit coordination landscape is evolving rapidly: the RTCC is newly formed, the CPT-HSTP update is due by 2028, and Wichita Transit is planning a microtransit pilot. Each of these initiatives will require or benefit from technology solutions — scheduling and dispatching software, provider coordination platforms, trip planning tools, and performance tracking systems. Yet neither UPWP identifies a transit technology strategy or procurement approach. We would encourage WAMPO to consider incorporating a brief technology needs assessment into the CPT-HSTP update process, so that software and platform requirements are identified alongside service coordination goals rather than addressed separately after the fact.

4. Technology Planning for Software Investments
Software license fees represent the single largest line item in WAMPO's operating expenses at $35,500–$36,500 per year. Given that scale, and given the expanding role of technology across WAMPO's planning activities — from the data hub to travel demand modeling to performance reporting — the work program would benefit from a brief technology plan or software evaluation framework. This need not be elaborate; even a short narrative describing current platforms, anticipated needs, and evaluation criteria would bring useful transparency to what is already a significant and growing investment.

5. Data Governance for the Household Travel Survey

The $878,000 Household Travel Survey is a major undertaking that will generate detailed personal mobility data through GPS-equipped devices and travel diaries over a period extending through December 2028. This is valuable data for regional planning, and its scale and sensitivity warrant a clear data governance framework. We would encourage WAMPO to address — either in the UPWP or in a companion document — how participant data will be protected, how long raw data will be retained, and under what conditions processed data may be shared with partner agencies or researchers. Establishing these protocols early builds public trust and positions the survey data for broader analytical use.

6. Modern Data Sources in the ITS Architecture
The recent update to the regional ITS Architecture was a significant accomplishment, and the required 2030 update provides a natural opportunity to ensure the architecture keeps pace with evolving data sources. We would be interested to know whether the current architecture incorporates — or the 2030 update will incorporate — newer data types such as LiDAR-derived infrastructure inventories, connected vehicle data, and real-time transit feeds. As these data sources become more widely available and more central to transportation planning, documenting their role in the regional architecture will help guide future technology investments and ensure interoperability across systems.

Thank you again for your work on behalf of the Wichita region's transportation system and for the opportunity to provide input. We look forward to the continued development of these planning documents and are happy to discuss any of these suggestions further.

Staff Response: Thank you for commenting on the draft 2027 Unified Planning Work Program (UPWP) and draft Amendment 1 to the 2026 UPWP. We appreciate your feedback. Your comment has been received and will be presented to and considered by the WAMPO Technical Advisory Committee and Transportation Policy Body before they are asked to take action on the approval of the documents.

Staff Recommendation

Recommend the TPB approve 2026 Unified Planning Work Program Amendment 1, as presented.

Action Options

- Recommend the TPB **approve** 2026 Unified Planning Work Program Amendment 1, **as presented**.
- Recommend the TPB **not approve** 2026 Unified Planning Work Program Amendment 1.
- Recommend the TPB **approve** 2026 Unified Planning Work Program Amendment 1, **with specific changes**.

Next Steps

- November 10, 2026: TPB vote on approval of 2026 Unified Planning Work Program Amendment 1.
- Once approved, 2026 UPWP Amendment 1 will be sent to KDOT, the FHWA, and the FTA and will be available on the WAMPO website and at the WAMPO offices.

Attachments

- **Summary of 2026 UPWP Amendment 1 Proposed Changes**
- **Draft 2026 UPWP Amendment 1** – https://bit.ly/Draft-2026-UPWP-A1

Summary of Amendment 1 Changes

Task	Original	Revised	Change	Page #	Reasoning
1.1 Operations, Management, Clerical & Administration	$ 168,000	$ 198,000	$ 30,000	14	Adjustment to better align with anticipated staff hours in 2026.
1.1 Operating Expenses	$ 205,000	$ 201,500	$ (3,500)	14	Decreased programmed amount in 2026 by $5,000.
1.2 Budget & Financial Monitoring System	$ 107,000	$ 127,000	$ 20,000	15	Adjustment to better align with anticipated staff hours in 2026.
1.3 TPB, TAC, & EC Support	$ 74,000	$ 70,000	$ (4,000)	16	Adjustment to better align with anticipated staff hours in 2026.
2.1 Overall Development and Maintenance of MTP	$ 150,000	$ 89,000	$ (61,000)	16	Adjustment to better align with anticipated staff hours in 2026.
2.2 Other Long-Range Planning	$ 47,000	$ 44,000	$ (3,000)	17	Adjustment to better align with anticipated staff hours in 2026.
3.1 Bicycle & Pedestrian Planning	$ 26,000	$ 79,000	$ 53,000	19	Adjustment to better align with anticipated staff hours in 2026.
3.2 Consulting Services: Regional Active Transportation Plan	$ 181,000	$ 98,000	$ (83,000)	19	Decreased the programmed amount in 2026 to better align with the anticipated work schedule. No change in the total project amount through June 2027.
3.5 Safe Routes to School Planning	$ 36,000	$ 31,000	$ (5,000)	21	Adjustment to better align with anticipated staff hours in 2026.
3.6 Safe Routes to School Plan Development	$ 164,500	$ 100,500	$ (64,000)	21	Decreased the programmed amount of CPG funds in 2026 to better align with the total project amount, which also uses TA funds. No change in the total project amount through December 2026.
4.1 Public Participation	$ 22,000	$ 15,000	$ (7,000)	22	Adjustment to better align with anticipated staff hours in 2026.
5.1 Transportation Improvement Program	$ 72,000	$ 106,000	$ 34,000	23	Adjustment to better align with anticipated staff hours in 2026.
6.1 Travel Demand Model	$ 114,000	$ 70,000	$ (44,000)	24	Adjustment to better align with anticipated staff hours in 2026.
6.2 Transportation Data	$ 131,000	$ 141,000	$ 10,000	25	Adjustment to better align with anticipated staff hours in 2026.
6.4 Consulting Services: Household Travel Surveys	$ 782,000	$ 302,000	$ (480,000)	26	Decreased the programmed amount in 2026 to better align with the anticipated work schedule. No change in the total project amount through 2028.
TA Funds - Safe Routes to School Planning Assistance	$ 150,000	$ 170,000	$ 20,000	30	Increased the programmed amount of TA funds in 2026 to better align with contract amount. No change in the total project amount through December 2026.
Anticipated Revenues				32	Revised to reflect updated information from KDOT.
Anticipated Expenditures				33	Updated to reflect above changes.
Anticipated Expenditure Detail				34	Updated to reflect above changes.
Budget				35-36	Updated to reflect above changes.
Appendix A				37	Updated to reflect above changes.
Total UPWP Expenditures	$2,429,500	$1,842,000	-$587,500		Rev. 09/29/2026

DRAFT

Agenda Item 4B: Action
2027 Unified Planning Work Program (UPWP)
Markey Jonas, Community Planner
Chad Parasa, Executive Director

Executive Summary

The TAC is asked to make a recommendation to the TPB on the proposed 2027 Unified Planning Work Program (UPWP). The UPWP outlines WAMPO's transportation planning activities and tasks to be undertaken throughout the year. The draft 2027 UPWP was available for public comment from September 11, 2026, through October 11, 2026. Two (2) public comments were received.

Background

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

As described in the draft UPWP, anticipated 2027 planning priorities and activities include, among other things:

- Development of a Regional Active Transportation Plan, including planning activities to increase safe and accessible options for multiple travel modes.
- Household Travel Survey (HTS). Data collection regarding travel patterns in the region.
- Completing various required tasks for MPO administration and operations. Ongoing accounting and financial reporting. Completing the annual single audit. Federal Certification Review tasks.
- Engaging and involving the public and stakeholders in transportation decision-making in the region. Member jurisdiction and planning partner outreach and coordination. Maintaining and implementing the Public Participation Plan (PPP) and Title VI Program Manual. Updating the PPP in 2027.
- Safety initiatives and activities, including supporting ICT Safe: A Regional Transportation Coalition, and implementing and updating the Comprehensive Safety Action Plan (CSAP).
- Metropolitan Transportation Plan 2050 (MTP 2050) implementation and administration. Monitoring and conducting updates as needed and preparing for the next MTP update. Regional long-range planning activities.
- Bicycle and pedestrian planning, including continuation of annual counts and use of automatic counters. Exploring opportunities for developing active transportation maps.
- Public transit and paratransit planning activities in coordination with Wichita Transit, KDOT, and private and public transit services. Facilitation of the Regional Transit Coordination Committee (RTCC).
- Safe Routes to School (SRTS) planning.
- Administration of the FFY2027-FFY2030 Transportation Improvement Program (TIP). Early development tasks for the FFY2029-FFY2032 TIP.
- Transportation data and modeling. Use of data and technology to enhance WAMPO and member jurisdiction resources. Ongoing maintenance and development of the regional Travel Demand Model (TDM). Coordination and exploration of additional data resource tools.
- Updating the WAMPO Transportation Systems Management and Operations (TSMO) plan. Consultation and collaboration with member jurisdictions regarding traffic incident management.
- Participating in and supporting planning partners with regionally significant and community projects.

Fiscal Considerations

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 draft 2027 UPWP total $1,907,710.

Public Participation

WAMPO opened the public comment period for the 2027 UPWP from September 11, 2026, through October 11, 2026. Notice of the public comment opportunity was published in the Wichita Eagle, distributed to WAMPO's email lists, posted on social media, and announced at WAMPO public meetings. The draft 2027 Unified Planning Work Program is available on the WAMPO website, and paper copies of the document are available for public review at the WAMPO offices and at the Wichita Advanced Learning Library. Two (2) public comments were received and are documented below.

2027 UPWP Public Comment 1 – *Sent via email on 09/11/2026*

Re: WAMPO Press Release: 2027 Unified Planning Work Program (UPWP)

Thank you!

WAMPO provides a VITAL service to our community/region.

Staff Response: Thank you for commenting on the draft 2027 Unified Planning Work Program (UPWP). We appreciate your feedback. Your comment has been received and will be presented to and considered by the WAMPO Technical Advisory Committee and Transportation Policy Body before they are asked to take action on the approval of the document.

2027 UPWP Public Comment 2 – *Sent via email on 09/30/2026*

Public Comment — WAMPO 2026 & 2027 Unified Planning Work Programs
Submitted during the public comment period, September 2026

Dear WAMPO Staff and Transportation Policy Body Members,

Thank you for the opportunity to comment on both the 2026 UPWP Amendment 1 and the 2027 UPWP Draft. WAMPO's continued investment in transportation performance management, the formation of the Regional Transit Coordination Committee, and the expansion of Safe Routes to School planning reflect a forward-looking commitment to the Wichita region's transportation system. These comments are offered in support of that momentum, with suggestions for strengthening several areas of the work program.

1. Transportation Asset Management Plan Alignment
Federal regulation 23 CFR 515 requires state DOTs to develop risk-based Transportation Asset Management Plans, and metropolitan planning activities play a supporting role in the data collection and performance monitoring that feed those plans. The current UPWPs describe Transportation Performance Management activities and reference infrastructure condition as a performance area, but neither document explains how WAMPO's regional data collection efforts connect to KDOT's TAMP compliance obligations. Adding a brief description of that relationship — even a cross-reference to KDOT's current TAMP — would strengthen the planning framework and help the public understand how local data supports statewide asset management goals.

2. Data Standards for the Centralized Transportation Data Hub

Sub-Task 6.2 describes an ambitious and welcome effort to build a centralized data hub consolidating GIS datasets for sidewalks, ramps, street signs, bus stops, and other infrastructure. As this hub takes shape, it would be valuable for the UPWP to identify the data standards and interoperability requirements that will govern it. Established frameworks such as FHWA's Highway Performance Monitoring System standards and, for any future geospatial or remote-sensing data, Open LiDAR formats (LAS 1.4/1.5 and the USGS 3D Elevation Program Base Specification) would help ensure that WAMPO's data investments remain compatible with federal reporting systems and with data collected by partner agencies across the region.

3. Transit Technology Needs

The region's transit coordination landscape is evolving rapidly: the RTCC is newly formed, the CPT-HSTP update is due by 2028, and Wichita Transit is planning a microtransit pilot. Each of these initiatives will require or benefit from technology solutions — scheduling and dispatching software, provider coordination platforms, trip planning tools, and performance tracking systems. Yet neither UPWP identifies a transit technology strategy or procurement approach. We would encourage WAMPO to consider incorporating a brief technology needs assessment into the CPT-HSTP update process, so that software and platform requirements are identified alongside service coordination goals rather than addressed separately after the fact.

4. Technology Planning for Software Investments

Software license fees represent the single largest line item in WAMPO's operating expenses at $35,500–$36,500 per year. Given that scale, and given the expanding role of technology across WAMPO's planning activities — from the data hub to travel demand modeling to performance reporting — the work program would benefit from a brief technology plan or software evaluation framework. This need not be elaborate; even a short narrative describing current platforms, anticipated needs, and evaluation criteria would bring useful transparency to what is already a significant and growing investment.

5. Data Governance for the Household Travel Survey

The $878,000 Household Travel Survey is a major undertaking that will generate detailed personal mobility data through GPS-equipped devices and travel diaries over a period extending through December 2028. This is valuable data for regional planning, and its scale and sensitivity warrant a clear data governance framework. We would encourage WAMPO to address — either in the UPWP or in a companion document — how participant data will be protected, how long raw data will be retained, and under what conditions processed data may be shared with partner agencies or researchers. Establishing these protocols early builds public trust and positions the survey data for broader analytical use.

6. Modern Data Sources in the ITS Architecture

The recent update to the regional ITS Architecture was a significant accomplishment, and the required 2030 update provides a natural opportunity to ensure the architecture keeps pace with evolving data sources. We would be interested to know whether the current architecture incorporates — or the 2030 update will incorporate — newer data types such as LiDAR-derived infrastructure inventories, connected vehicle data, and real-time transit feeds. As these data sources become more widely available and more central to transportation planning, documenting their role in the regional architecture will help guide future technology investments and ensure interoperability across systems.

Thank you again for your work on behalf of the Wichita region's transportation system and for the opportunity to provide input. We look forward to the continued development of these planning documents and are happy to discuss any of these suggestions further.

Staff Response: Thank you for commenting on the draft 2027 Unified Planning Work Program (UPWP) and draft Amendment 1 to the 2026 UPWP. We appreciate your feedback. Your comment has been received and will be presented to and considered by the WAMPO Technical Advisory Committee and Transportation Policy Body before they are asked to take action on the approval of the documents.

Staff Recommendation

Recommend the TPB approve the 2027 Unified Planning Work Program, as presented.

Action Options

- Recommend the TPB **approve** the 2027 Unified Planning Work Program, **as presented**.
- Recommend the TPB **not approve** the 2027 Unified Planning Work Program.
- Recommend the TPB **approve** the 2027 Unified Planning Work Program, **with specific changes**.

Next Steps

- November 10, 2026: TPB vote on approval of the 2027 Unified Planning Work Program.
- Once approved, the 2027 UPWP will be sent to KDOT, the FHWA, and the FTA and will be available on the WAMPO website, at the WAMPO offices, and at the Wichita Advanced Learning Library.

Attachment

- **Draft 2027 Unified Planning Work Program** – https://bit.ly/Draft-2027-UPWP

MPO LEGISLATIVE AGENDA

Strengthening regional planning, safety, accountability, and project delivery for communities nationwide

MEMBER DRIVEN

AMPO represents **Metropolitan Planning Organizations** (MPOs), the federally required regional bodies responsible for planning and coordinating multimodal transportation investments across the country. MPOs oversee **billions of dollars in federal funding**, implement Congressionally established performance measures, and help move projects from planning to construction.

Across the nation, **410 MPOs** ensure federal dollars translate into safer roads, reduced congestion, and stronger regional economies.

Learn more about AMPO's Priorities

LEGISLATIVE PRIORITIES

PLANNING FUNDS THAT DELIVER

Planning is the foundation of project delivery. Strong planning ensures federal dollars are invested wisely, projects are ready to advance, and issues are fixed before construction begins.

- **Increase Planning Funds (PL) to 2.5%** of the Federal-Aid Highway Program (FAHP).
- **Give MPOs the option to receive PL funds directly** to streamline delivery.
- **Eliminate the local match** requirement for federally required planning activities.
- **Expand eligible uses** to support the full project lifecycle, including data, modeling, and project scoping studies.

REGIONAL SAFETY & INFRASTRUCTURE

MPOs are on the front lines of improving safety and maintaining critical infrastructure.

- **Suballocate Highway Safety Improvement Program** funding to ensure regional safety priorities are reflected in funding decisions.
- **Suballocate Bridge Formula Program funding** to address high-need local and regional bridges.
- **Ensure long-term Highway Trust Fund stability** to support sustained investment in safety and critical infrastructure.

PREDICTABLE FUNDING & DELIVERY

Federal transportation programs should align with how projects are delivered on the ground, providing predictability for regional partners.

- **Lower the local match** for suballocated programs and allow flexible contributions.
- **Allow carryover** of suballocated funds to match real project timelines.
- **Streamline federal reviews** to reduce delays.
- **Expand stable formula funding**.

LOCAL CONTROL & ACCOUNTABILITY

Federal transportation investments work best when local priorities guide dollars, and MPOs are best positioned to align local needs with national goals.

- **Strengthen suballocation and project selection authority** so funding follows locally selected projects and reaches the infrastructure where safety and condition needs are greatest.
- **Strengthen the link between planning, performance, and project selection** so regional priorities carry through to obligation and deliver results.
- **Pilot direct suballocation of funds** for select TMA MPOs.

QUICK FACTS

43% Of the Federal-Aid Highway System is Locally-Owned	**75% & 50%** Of Road Miles & Public Bridges are Locally-Owned	**50%** Of Locally-Owned Roads are in Poor Condition	**85%** Of Roadway Fatalities Occur off the Interstate

AMPO

Association of Metropolitan Planning Organizations

METROPOLITAN PLANNING ORGANIZATIONS

What is a Metropolitan Planning Organization (MPO)?

Metropolitan Planning Organizations (MPOs) coordinate transportation planning for urban areas **with populations over 50,000**, ensuring that federal and state funds are effectively invested in local and regional projects. Operating under the **Cooperative, Comprehensive, and Continuing (3C) process**, MPOs play a critical role in determining how federal and state transportation funds are allocated, ensuring that projects reflect local priorities while addressing broader regional needs.

By **bringing together local governments, transit agencies, community groups, and state partners**, MPOs develop long-term strategies to enhance mobility, improve safety, reduce congestion, and drive economic growth.

Each MPO is unique, shaped by its regional context, population size, and specific challenges. This diversity requires MPOs to wear many hats—**planners, problem-solvers, funders, and conveners**—adapting to their communities' needs and delivering tailored solutions that work best for local priorities.

1973
Year Congress established MPOs via the Federal-Aid Highway Act

410 MPOs
Nationwide

80%
National population living in an urban area (2020 Census)

View your state's MPO map here:
hepgis.fhwa.dot.gov/fhwagis/

MPO 101 GUIDE

Key Priorities for MPOs

AMPO's legislative priorities provide MPOs with the tools and flexibility to make smart, transformative investments in transportation infrastructure, ensuring that decisions made at the regional level best serve the unique needs of rural, suburban, and urban areas.

Learn More About AMPO's Legislative Priorities
ampo.org/policy/reauthorization/

Contact: Katie Economou, Legislative Director
keconomou@ampo.org | (202) 280-1935 | ampo.org
4300 Wilson Blvd, Suite 220, Arlington, VA 22203

The *BUILD America 250 Act*

Key Provisions for Locals and Regions

On May 22nd, the U.S. House Committee on Transportation & Infrastructure passed the ***Building Unrivaled Infrastructure and Long-term Development for America's 250th*** (*BUILD America 250 Act*) (H.R. 8870) with strong, bipartisan support. This bill includes many provisions reflecting top priorities of the Local Officials in Transportation (LOT) Coalition and their members across the nation including counties, cities, towns, Metropolitan Planning Organizations (MPOs), and economic development organizations across the United States. Regions and local governments plan for, own, maintain, and operate over **75 percent** of the nation's transportation infrastructure.

The bill includes several provisions that recognize this role and empower local and regional partners to continue investing in the roads, bridges, and safety improvements that power our economy.

Key Local and Regional Provisions in the BUILD America 250 Act

BRIDGES

- The *BUILD America 250 Act* would make record investments in America's bridges, including in locally owned bridges. The bill would continue formula funding for bridges—a practice stood up in the Infrastructure Investment and Jobs Act (IIJA)—but grow the program from $5.5 billion per year to **$9 billion per year**.
- While the IIJA Bridge Formula Program included a 15 percent set-aside for off-system bridges, the *BUILD America 250 Act* would include a **25 percent set-aside** for locally owned bridges. The bill would also set the federal cost share for locally owned bridges at **95 percent**, making it easier to advance these critical projects.
- Together, the growth in the program size and the larger set-aside would increase funding available for local bridges by more than **170 percent over IIJA levels**.

COMPETITIVE GRANTS

- The *BUILD America 250 Act* preserves competitive grants by retaining existing programs and establishing new efforts, including the **Surface Transportation Accelerator Grant (STAG)** program.
- Importantly, the *BUILD America 250 Act* keeps the **Safe Streets & Roads for All (SS4A)** program, which is a priority program for the LOT Coalition. With local governments and regional planning organizations eligible to apply, SS4A has helped direct federal resources to urgent safety projects across the country.

FORMULA FUNDING

- The *BUILD America 250 Act* would grow the **Surface Transportation Block Grant (STBG)** program, the most flexible formula funding program supporting both state and local transportation priorities.

PLANNING

- The *BUILD America 250 Act* would **increase funding for MPOs** through the Metropolitan Planning (PL) program, while also reducing the non-federal match requirement from 20 percent to **10 percent**.
- The bill would **expand eligible uses of PL funding** to include fiscal administration of local projects, preliminary design, local technical assistance, and more.
- The bill would also require USDOT to establish a voluntary process for MPOs to **become direct recipients** of PL funds, rather than having the funding flow first through the state.

LOCAL CONSULTATION

- Section 1317 of the *BUILD America 250 Act* would require the Comptroller General to review the suballocation of STBG funding, including how states **consult** with MPOs and RTPOs and how states **select projects** for funding with suballocated dollars. The LOT Coalition believes these processes can and should be improved across the country and welcomes this review as a first step toward that goal.

PERMITTING

- The *BUILD America 250 Act* would **streamline federal environmental review** for certain transportation projects. For example, projects receiving less than $12 million in federal funding would no longer automatically trigger NEPA review solely because of the federal funding amount.

How to Build on *BUILD America 250* for Local and Regional Priorities

RTPO FUNDING

The *BUILD America 250 Act* makes important progress for local and regional priorities, and Congress can build on that progress by providing guaranteed federal funding for Rural Transportation Planning Organizations (RTPOs). Dedicated RTPO funding would help rural regions identify needs, develop projects, coordinate with state partners, and bring local expertise into transportation decision-making.

PROJECT SELECTION

The bill also creates an opportunity to strengthen transparency and local consultation in project selection. MPOs and RTPOs work directly with communities to identify regional priorities. Stronger consultation before states obligate suballocated funds would help ensure federal dollars advance locally supported projects and deliver better outcomes.

STBG FUNDING

The *BUILD America 250 Act* would increase STBG funding, an important step for one of the most flexible programs available to states and local governments. Additional STBG funding would better reflect how communities use these dollars to advance priority projects and how states routinely transfer funds from NHPP into STBG.

PLANNING FUNDS

The bill also makes important improvements to the MPO planning program, and additional PL funding would build on that progress. Stronger planning capacity helps MPOs support better project development, improve data-driven decision-making, provide technical assistance to local governments, and ensure communities are ready to move priority projects from planning to delivery.

Bottom Line

The *BUILD America 250 Act* proposes generational investments in locally owned infrastructure and safety that align with the LOT Coalition's priorities. The LOT Coalition supports this bill and will continue working with Congress to pass a final reauthorization bill that includes both robust funding and process reforms needed to ensure that federal investment in infrastructure reaches locally led projects in communities big and small, urban and rural across the country.

Contact: Katie Economou, AMPO Legislative Director, keconomou@ampo.org

Agenda Item 5B: Discussion/Updates
Safe Routes to School (SRTS) Update
Kim Negrete, WAMPO
Bill Troe, 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 (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region. Sixty (60) school-specific SRTS plans have been drafted and reviewed by school administrators and staff, local government partners, and WAMPO staff. Other outstanding deliverables, including an SRTS Planning Toolkit, are being drafted by the consultant team for WAMPO staff review. 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 an SRTS Planning Toolkit, and aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts. Sixty (60) K-12 schools in the WAMPO region have participated in this planning effort and will receive individualized SRTS plans. An interactive map of those schools can be found at www.wampo.org/srts.

Draft SRTS Plans

School-specific SRTS plans, which include data, existing-conditions information, and recommended safety improvements, have been drafted and reviewed by school administrators and staff, local government partners, and WAMPO staff. Meetings held throughout August and September 2026 provided partners and stakeholders an opportunity to review and discuss draft recommendations to ensure everything is accurate and agreed upon. The school-specific safety recommendations fall into the categories of infrastructure investments, policies, and programming. Infrastructure-investment recommendations for each school are categorized as low-, medium-, or high-priority to assist with future planning and implementation. These

prioritizations consider safety, cost, location, and added benefits of the project. Finalized reports have been uploaded to the WAMPO website and can be found at www.wampo.org/srts-drafts.

Next Steps

- All draft school-specific SRTS plans are ready for review by TAC and TPB members.
- WAMPO staff are reviewing a draft SRTS Planning Toolkit and continue to work with the consultant team to develop a final version.
- Other outstanding deliverables are being drafted by the consultant team for WAMPO staff review.
- Final SRTS plans will be presented to the TAC for a recommendation on November 23, 2026, and to the TPB for endorsement on December 8, 2026.

Attachments

- **SRTS Overview Handout**
- **WAMPO Safe Routes to School Webpage** – www.wampo.org/srts

Safe Routes to School Overview

WAMPO Region Snapshot

60
Participating Schools

3000+
Survey Comments Received

614
Infrastructure Recommendations

180
Programmatic Recommendations

Most Common Student Travel Mode:
Family vehicle

Most Common Recommendations:
Sidewalk connections & crosswalk markings

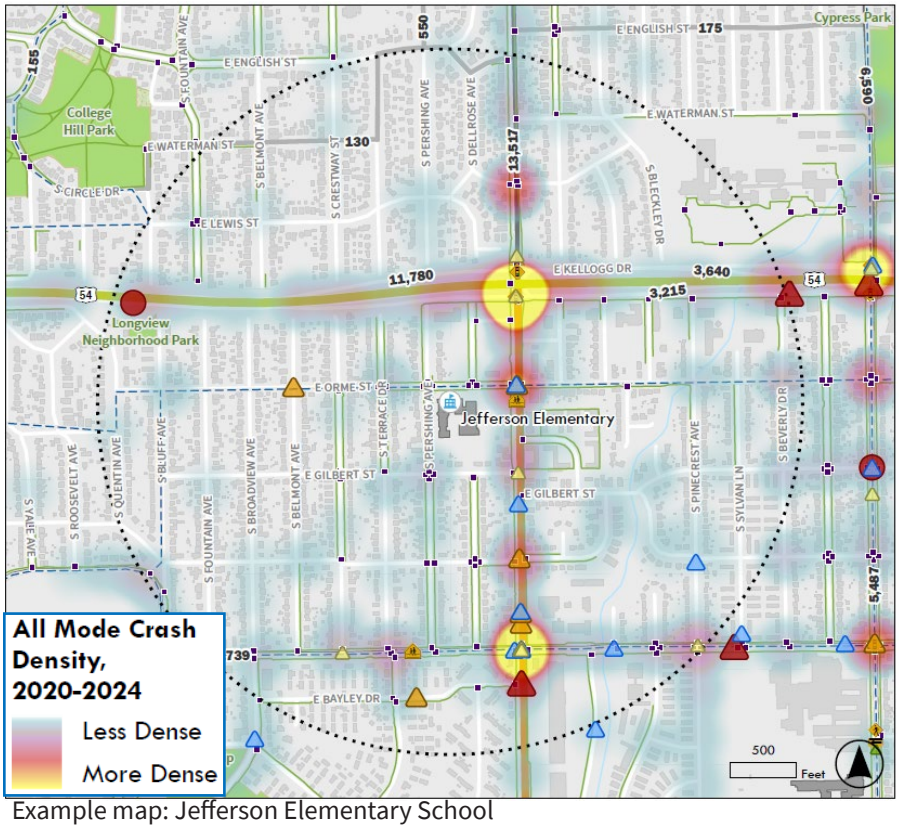
Primary Concern Reported:
Sidewalk gaps

As of October 7, 2026.

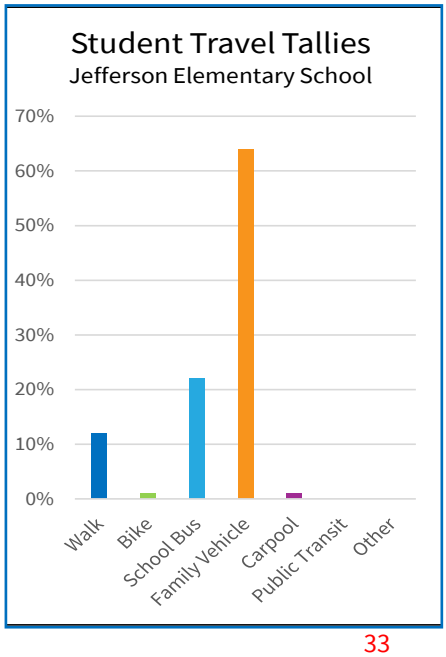
Each school has its own report with the following three (3) components:

Existing Conditions | **Issues Identified** | **Recommendations**

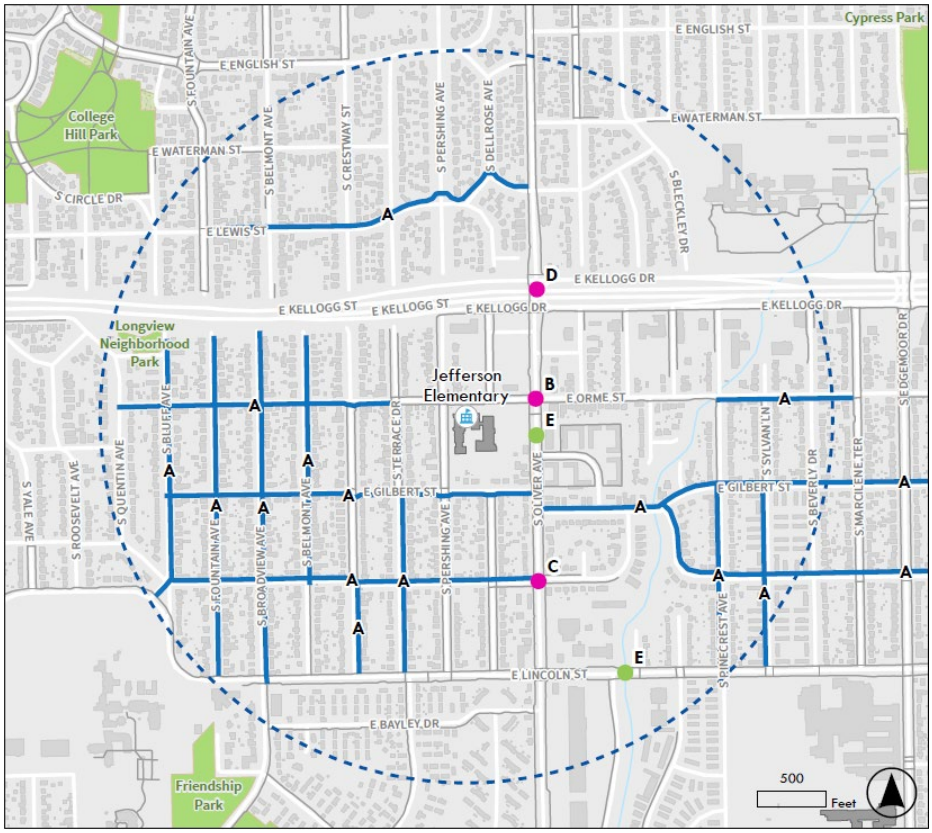
Existing Conditions sections combine mapping, student travel tallies, walk audits, crash histories, campus circulation, and community input to identify the barriers and safety needs affecting travel to and from school. Maps show key information within a half-mile of each school.



Example map: Jefferson Elementary School

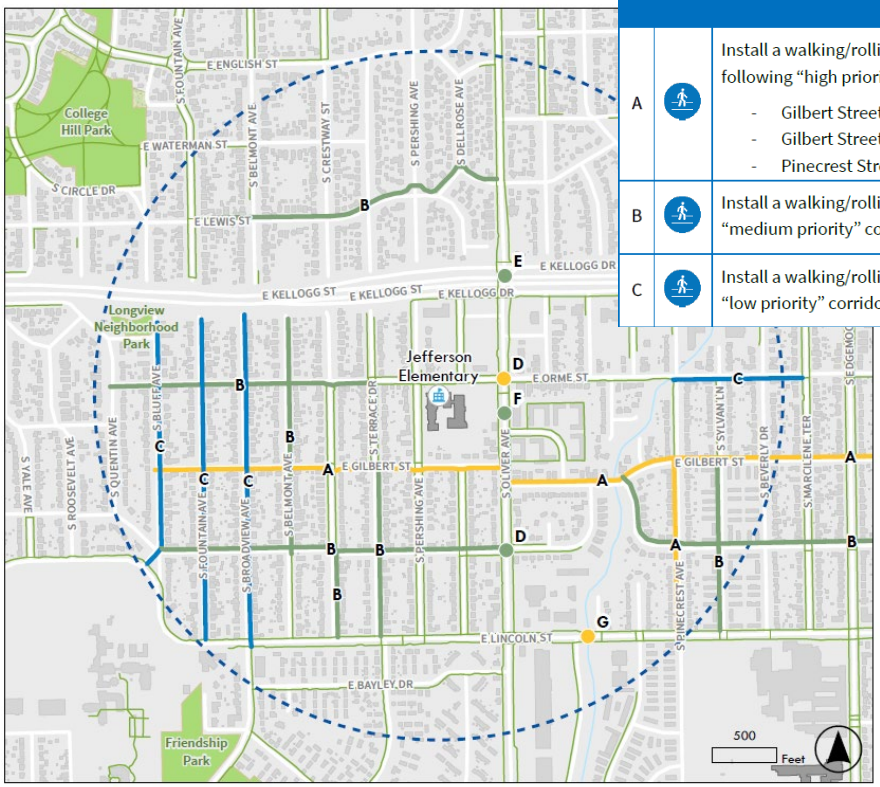


Issues Identification sections summarizes the safety and mobility concerns identified around the school and map their locations. They highlight barriers affecting students who walk, roll, bicycle, or travel by vehicle to and from school.



Example map: Jefferson Elementary School

Recommendations sections outline prioritized infrastructure improvements, including estimated costs and quick-build opportunities, along with programmatic strategies that support safer trips to and from school. For each school, the locations of recommended infrastructure improvements are mapped and categorized as low, medium, or high priority.



ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along the following "high priority" corridors: - Gilbert Street from Bluff Street to Oliver Avenue - Gilbert Street from Oliver Avenue to Lightner Street - Pinecrest Street from Gilbert Street to Lincoln Street.	High	$$	
B		Install a walking/rolling/biking connection along identified "medium priority" corridors.	Medium	$$	
C		Install a walking/rolling/biking connection along identified "low priority" corridors.	Low	$$	

- Low Priority (0-5 points)
- Medium Priority (6-9 points)
- High Priority (10-14 points)
- No Prioritization Completed

To see the full draft reports, visit www.wampo.org/srts/srts-drafts.

Example map and table: Jefferson Elementary School

Agenda Item 5C: Discussion/Updates
Behavioral Safety Awareness Toolkit
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 comprised of local government and community partners has compiled resources that may be used to engage residents and increase general awareness of and personal accountability for safe behaviors on roadways. Input provided by WAMPO member jurisdiction staff 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 by December 2026 and will be made available on WAMPO's website.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. WAMPO, along with 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, an advisory committee comprised of staff from WAMPO member jurisdictions and community partners has been meeting monthly to 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 and personal accountability on roadways. Input provided by member-jurisdiction staff on the advisory committee will ensure that the resources in the toolkit are useful for meeting local communities' needs and account for the constraints within which they must work.

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 toolkit will include local transportation-related data, sections on both government- and community-led strategies, and materials for developing community-based transportation safety clubs.

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

Next Steps

WAMPO staff will work with the advisory committee to finalize edits to the draft toolkit and discuss plans for the online resource hub.

Attachment

- **USDOT Safe System Approach Webpage** – https://highways.dot.gov/safety/zero-deaths/safe-system-approach-toward-zero-traffic-deaths

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

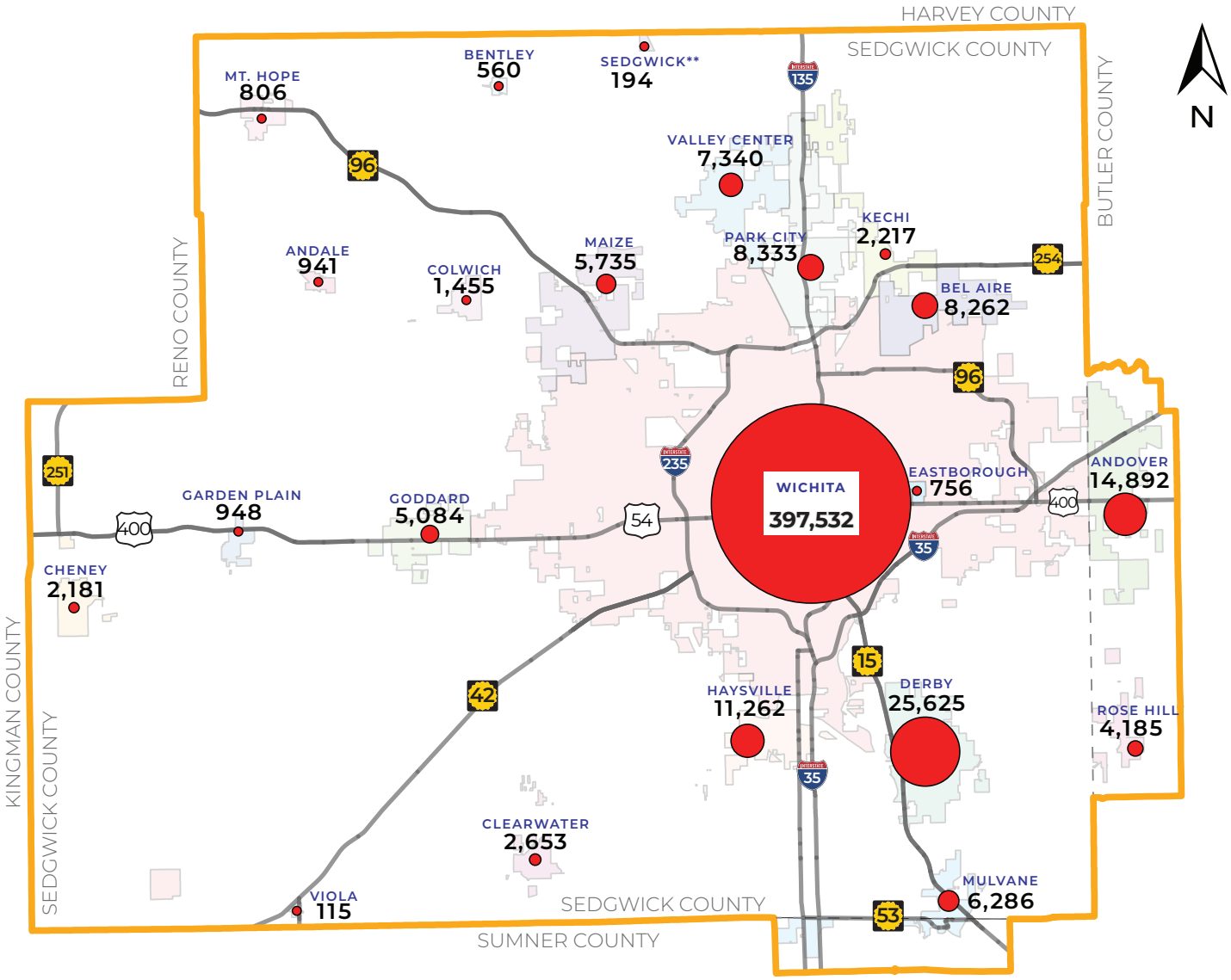
El Paso City

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

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
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
FTA	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
IIJA	Infrastructure Investment and Jobs Act	TAZ	Traffic Analysis Zone
IKE	Kansas Eisenhower Legacy Transportation Program	TDM	Travel Demand Model
ITE	Institute of Transportation Engineers	TIP	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
LRTP	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

Rev. 05/30/2025

2026 TAC Representatives and Contact Information				
VOTING MEMBERS & ALTERNATES	**REPRESENTATIVE**	**EMAIL**	**ALTERNATE**	**ALTERNATE EMAIL**
TAC Chair, TPB Representative	**Dan Woydziak**	dwoydziak@bucoks.com		
City of Wichita Representative	**Steve Degenhardt**	sdegenhardt@wichita.gov	**Gary Janzen**	gjanzen@wichita.gov
City of Wichita Representative	**Paul Gunzelman**	pgunzelman@wichita.gov	**Mike Armour**	marmour@wichita.gov
City of Wichita Representative	**Shawn Mellies**	smellies@wichita.gov	**James Wagner**	jwagner@wichita.gov
City of Wichita Transit Representative	**Kelly Broxterman**	kbroxterman@wichita.gov	**Lily Cherry**	lcherry@wichita.gov
Coordinated Transit Representative (District #9)	**Gillian Zibell**	gillian.zibell@breakthroughclubhouse.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	**Ryne Dowling**	ryne.dowling@ks.gov
Kansas Department of Transportation (KDOT)	**Duane Flug**	duane.flug@ks.gov		
Butler/Sumner Counties Representative	**Les Mangus**	lmangus@andoverks.gov		
Sedgwick County Association of Cities (SCAC)	**Dan Squires**	dansquires@derbyks.gov	**Alex Lane**	alexlane@derbyks.gov
Sedgwick County Association of Cities (SCAC)	**Will Black**	wblack@haysvilleks.gov		
Sedgwick County Association of Cities (SCAC)	**Justin Shore**	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	**Marcy Aycock**	maycock@workforce-ks.com	**Keith Lawing**	klawing@workforce-ks.com
Regional Pathways Representative	**Craig Crossette**	ccrossette@goddardks.gov		
Air Quality Representative	**Lizeth Ortega**	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	**Kevin Graham**	kgraham@andoverks.gov		
Railroad Freight Representative (Named by TPB)	**Joe Dessenberger**	jdessenberger@parkcityks.gov		
Economist (Named by TPB)				
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	**Moumita Kundu**	mkundu@wichita.gov		
Public Health Representative (Named by TPB)	**Jack Brown**	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	**Javier Ahumada**	javier.ahumada@dot.gov		
Federal Transit Administration Representative	**Gerri Doyle**	gerri.doyle@dot.gov		
Kansas Turnpike Authority Representative	**Glen Scott**	gscott@ksturnpike.com		
WAMPO Executive Director	**Chad Parasa**	chad.parasa@wampo.org		
WAMPO Senior Accountant	**Chris Sweeney**	christopher.sweeney@wampo.org		
WAMPO Travel Demand Forecasting Analyst	**Deepu Jadala**	deepika.jadala@wampo.org		
WAMPO Transportation Planner	**Katie Newman**	katherine.newman@wampo.org		
WAMPO Multimodal Transportation Safety Planner	**Kim Negrete**	kimberly.negrete@wampo.org		
WAMPO Planning Analyst	**Laura VanBurkleo**	laura.vanburkleo@wampo.org		
WAMPO Community Planner	**Markey Jonas**	markey.jonas@wampo.org		
WAMPO Transportation Planning Manager	**Nick Flanders**	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	**Peter Mohr**	peter.mohr@wampo.org		
WAMPO Data Analyst	**Sandhya Nagayapally**	sandhya.nagayapally@wampo.org		

Current quorum is 11 based on appointed positions

Rev. 10/13/2026

2026 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated	*271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated*	*271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated*	*Online via Zoom, at 9:30 AM, unless otherwise stated*
	JANUARY 26		
FEBRUARY 10	**FEBRUARY 23**	**FEBRUARY 5**	**FEBRUARY 4**
MARCH 10	**MARCH 23**		
APRIL 14	**APRIL 27**		
MAY 12		**MAY 21** **Room 126*	**MAY 6**
JUNE 9	**JUNE 22**		
JULY 14	**JULY 27**		
AUGUST 11	**AUGUST 24**	**AUGUST 13**	**AUGUST 5**
SEPTEMBER 8	**SEPTEMBER 28**		
OCTOBER 13	**OCTOBER 26**	**OCTOBER 29**	
NOVEMBER 10	**NOVEMBER 23**		**NOVEMBER 4**
DECEMBER 8			

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