



Technical Advisory Committee (TAC) Meeting Notice

Monday, August 25, 2025, @ 10:00 AM

In-Person

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

Virtual

Click the link below for
online meeting access.

[JOIN HERE](#)

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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.		22
IV. Action		
A. Project Evaluation Methodology & Scoring Criteria Revisions – Peter Mohr, WAMPO <i>On October 12, 2021, the WAMPO Transportation Policy Body (TPB) approved "Project Evaluation Methodology & Scoring Criteria." When WAMPO receives submissions in response to a Call for Projects, staff and/or consultants calculate scores for the submitted projects, based on the approved criteria. Those scores are then provided to the WAMPO Project Selection Committee (PSC) as part of the information they consider when making recommendations on which transportation projects should be included in the Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) and prioritized for funding. In light of new guidance from the USDOT, WAMPO staff have drafted proposed revisions to the scoring criteria, on which the Technical Advisory Committee (TAC) is now asked to make a recommendation to the TPB.</i>		23 to 24

V. Discussion/Updates	
A. <u>Employment Sectors: Transportation</u> – Peter Mohr, WAMPO <i>The WAMPO region is home to a varied and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focuses on the transportation sector in the WAMPO region.</i>	25
VI. Other Business	
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Chad Parasa, TAC Secretary

Rev. August 19, 2025



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, July 28, 2025 @ 10:00 AM

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

Meeting Duration: 42 minutes

Voting Members in Attendance		
Dan Woydziak, <i>TAC Chair</i> Jack Brown, <i>Public Health</i> Lily Cherry, <i>Wichita Transit</i> Craig Crossette, <i>Regional Pathways</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i> Paul Gunzelman, <i>Wichita</i>	Moumita Kundu, <i>Urban Land Use Planning & Development Trends</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lynn Packer, <i>Sedgwick County</i> Dan Squires, <i>SCAC</i>	Alternates Steve Degenhardt, <i>Wichita (voting)</i> Christi Fletcher, <i>CTD #9 (voting)</i> James Wagner, <i>Wichita (non-voting)</i>
Other Attendees		
Matt Baker, <i>JEO</i> Chris Brown, <i>SRF</i> Kelly Broxterman, <i>KDOT</i> Nick Flanders, <i>WAMPO</i>	Alan Kailer, <i>Bike Walk Wichita</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i>	Chad Parasa, <i>WAMPO</i> Chris Sweeney, <i>WAMPO</i>

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

2. Regular Business

A. Approval of July 28, 2025, Agenda

Discussion: None.

Action: Approve the July 28, 2025, agenda, as presented. (10-0)¹

Motion: Paul Gunzelman

Second: Craig Crossette

B. Approval of June 23, 2025, Meeting Minutes

Discussion: None.

Action: Approve the June 23, 2025, meeting minutes, as presented. (10-0)

Motion: Craig Crossette

Second: Dan Squires

C. Director's Report

i. 2026 Unified Planning Work Program (UPWP) Planning

Chad Parasa, WAMPO, explained that the Unified Planning Work Program (UPWP), developed annually, outlines WAMPO's transportation planning activities and tasks it will undertake throughout the year. A UPWP describes how the federal planning funds

¹ One (1) voting TAC member did not arrive until after the votes to approve the July 2025 agenda and June 2025 minutes. Three (3) voting TAC members abstained from the votes to approve the July 2025 agenda and June 2025 minutes but were present, so quorum was not lost.

WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

allocated to WAMPO (in the form of Consolidated Planning Grant (CPG) funds) will be used and what planning activities WAMPO staff and consultants will undertake each year. WAMPO staff recently met with planning partner staff from the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and Wichita Transit to discuss potential planning activities for 2026, based on work done in 2025 and core planning document update cycles. Mr. Parasa presented potential WAMPO 2026 UPWP priority planning tasks and sought input on whether there are any other tasks that should be included.

ii. Regional Connections Presentation Series

Mr. Parasa shared that WAMPO is coordinating a series of presentations with the theme of “Regional Connections” to enhance collaboration and coordination across the region. This initiative invites WAMPO jurisdictions and planning partners to present updates on local projects, policies, or programs of regional significance to the Transportation Policy Body (TPB). Following the conclusion of the presentation series, a report highlighting various initiatives contributing to advancing mobility, economic development, and overall quality of life in the WAMPO region, as well as related data trends, will be published. Please contact WAMPO staff to reserve a time to present.

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

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

iv. Project Evaluation Methodology & Scoring Criteria Revisions

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

v. Household Travel Survey Consultant RFP Development

Mr. Mohr shared that WAMPO staff have released a Request for Proposals (RFP), open July 28-August 29, 2025, for a consultant to prepare and implement a Household Travel Survey (HTS) for the region, with a target of at least 2,000 complete responses. The last WAMPO-region HTS was completed in 2011. Properly collected, weighted, and analyzed HTS data are essential to the performance of accurate updates to the WAMPO Travel Demand Model (TDM). MPOs typically perform an HTS once every ten years. The upcoming WAMPO HTS will capture the travel patterns of various individuals and households in the region.

vi. Automatic Bicycle and Pedestrian Counter Contract Updates

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

3. Public Comment Opportunity

No comments.

4. Action

A. Metropolitan Transportation Plan 2050 (MTP 2050) Amendment 1

Mr. Mohr asked the TAC to make a recommendation to the TPB on proposed Metropolitan Transportation Plan 2050 (MTP 2050) Amendment 1. The Metropolitan Transportation Plan (MTP) is a federally required, strategic, long-term document guiding future transportation projects in the WAMPO region. Following an extensive development and approval process, MTP 2050 was approved by the TPB on May 13, 2025. However, in light of new guidance from the USDOT, WAMPO staff have worked with state and federal planning partners to develop an amendment to MTP 2050. After the TPB released draft MTP 2050 Amendment 1 for public comment on July 8, 2025, the public-comment period opened on July 11, 2025, and ran through July 25, 2025. No public comments were received.

Proposed draft MTP 2050 Amendment 1 changes include the removal of the appendices titled “Project Scoring Model,” “Comprehensive Safety Action Plan (CSAP),” “Regional Transit Implementation Plan,” “Active Transportation Plan,” “Electric Vehicle Network Plan,” and “Economic Development Analysis,” which are not necessary in the long-range plan; removal of references to rescinded Executive Orders; language adjustments and removal of some sections to better align with updated federal guidance; edits to correct grammar, improve word choice, and perform other editorial changes for clarity; and adjustments to correct minor inaccuracies. No changes are proposed to the project list in MTP 2050.

MTP 2050 webpage, with currently approved MTP 2050 and draft MTP 2050 Amendment 1 –

www.wampo.org/mtp2050

MTP 2050 version showing specific Amendment 1 edits – <https://bit.ly/MTP-2050-Amendment-1-Comparison-Report>

Discussion: None.

Action: Recommend the TPB approve Metropolitan Transportation Plan 2050 Amendment 1, as presented. (11-0)²

Motion: Dan Woydziak

Second: Lynn Packer

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

Mr. Mohr asked the TAC to make a recommendation to the TPB on proposed Amendment #5 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #5 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #5 opened on June 27, 2025, and ran through July 11, 2025. No public comments were received. TIP Amendment #5 adds nine (3) new projects, removes three (3) projects, and modifies one (1) project. There are administrative adjustments to nine (9) additional projects, which do not require approval. In addition to updating projects in the TIP, proposed Amendment #5 makes revisions to other sections of the document that do not affect the programming of funds to projects. These revisions include edits intended to ensure the TIP complies with new U.S. Department of Transportation (USDOT) guidance, as well as edits to fix typos, improve formatting, and correct grammar. Among other changes, “Appendix E: Environmental Justice” and “Appendix H: Project Evaluation Criteria” are removed; the remaining appendices are re-lettered.

Mr. Mohr listed the projects modified/added/removed, discussed the changes in local, state, and federal funding, and explained the federal requirements met by TIP Amendment #5: it is consistent with the current Metropolitan Transportation Plan, MTP 2050, and is fiscally constrained. The financial impact is an additional cost of \$13.7 million. Following approval by the TPB, the amendment will be sent to KDOT to be included in the State Transportation Improvement Program (STIP) for review and consideration by the FHWA and the FTA. Federal approval is expected in September 2025.

FFY2025-FFY2028 TIP Amendment #5 Summary – <https://bit.ly/TIP-Amendment-5-Summary>
FFY2025-FFY2028 TIP version showing specific Amendment 5 edits outside of the project list – <https://bit.ly/TIP-Amendment-5-Comparison-Report>

² Two (2) voting TAC members left before the votes to recommend the TPB approve MTP 2050 Amendment 1 and FFY2025-FFY2028 TIP Amendment 5, one (1) of whom returned after the vote to recommend the TPB approve FFY2025-FFY2028 TIP Amendment 5. One (1) voting TAC member abstained from the vote to recommend the TPB approve MTP 2050 Amendment 1 but was present.

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Discussion: None.

Action: Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #5, as presented. (12-0)

Motion: Dan Woydziak

Second: Paul Gunzelman

5. Discussion/Updates

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

Mr. Mohr explained that the U.S. Department of Transportation (USDOT) recently distributed new guidance to federal transportation funding recipients, including WAMPO, pertaining especially to the interpretation of federal nondiscrimination laws, with implications for the contents of MPOs' planning documents. In response, WAMPO is working with its state and federal planning partners to prepare any necessary amendments or administrative adjustments to its planning documents in accordance with the processes laid out in the WAMPO Public Participation Plan.

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

B. Regional Intelligent Transportation Systems (ITS) Architecture

Mr. Mohr shared that WAMPO is close to finishing an update to the regional Intelligent Transportation Systems (ITS) architecture, as required by federal guidelines to occur every five years; the last comprehensive update was completed in 2006. Work began in Fall 2024 and is anticipated to conclude in Fall 2025. The update includes an inventory of current ITS infrastructure and a detailed examination of future deployment plans, informed by extensive regional stakeholder engagement. Draft deliverables are now available. Federal planning partners will review the draft architecture and WAMPO staff will address their comments. Following a 30-day public comment period, the draft architecture will be presented to the TAC for a recommendation and to the TPB for a vote on approval.

ITS Architecture webpage, with draft deliverables – www.wampo.org/regional-its-architecture

C. Safe Routes to School (SRTS) Update

Chris Brown, SRF Consulting Group, provided an update on the regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least sixty (60) school-specific SRTS plans in the region. So far, fifty-three (53) schools have confirmed their participation.

Mr. Brown presented additional details about the status of the two main project deliverables, a Best Practices Guide and 60+ school-specific SRTS action plans, and provided details about public

engagement efforts planned for Fall 2025. A parent/caregiver survey has been shared with participating schools. In September, schools will conduct a Student Travel Tally that will provide data on how students arrive at and depart from school. Finally, walk audits will be organized at each school, involving school staff, city/county engineers, WAMPO staff, other planning partners, and volunteers. Each walk audit will identify potential safety/access improvements around a given school. The resulting data will be utilized to inform each school-specific plan and may be utilized as a benchmark for tracking future student travel behavior.

Discussion: Craig Crossette, City of Goddard, thanked Ms. Negrete for attending a back-to-school event and promoting the SRTS effort.

6. Other Business

None.

7. Meeting adjourned at 10:43 AM

The next regular meeting will be held on Monday, August 25, 2025, at 10:00 AM.



Agenda Item 2Ci: Director's Report

Bimonthly TIP Project Statuses

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The WAMPO TIP Policy includes a Reasonable Progress Policy, under which projects receiving WAMPO-suballocated funding in the current FFY or that received it in a past FFY but are not completed are to have bimonthly progress reports to the TAC/TPB. This is the progress report to the TAC for August 2025.

Background

Page 16 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix G of the FFY2025-FFY2028 TIP - <https://bit.ly/Appendix-G-TIP-Policy>) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports to the TAC and TPB at least every two months. The attached project statuses have been reported for the August 2025 bimonthly report to the TAC.

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

Next Steps

- » An update will be delivered to the TPB on September 9, 2025.
- » Project sponsors will be requested to provide information for the next bimonthly update by September 30, 2025, for presentation to the TAC on October 27, 2025, and the TPB on November 18, 2025.

Attachments

- » **TIP Project Statuses Report, August 2025**
- » **Map of WAMPO-suballocated projects in the TIP Project Statuses Report**

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2025 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	\$292,242.00	CRP	\$292,242.00	\$0.00	\$292,242.00	August 2025	September 2025	N/A	Spring 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	\$3,912,000.00	STBG, TA	\$3,912,000.00	\$0.00	\$3,912,000.00	August 2025	October 2025	N/A	TBD
40-510	Wichita	17th St N, I-135 to Hillside	2025	\$2,400,000.00	STBG, TA	\$2,400,000.00	\$0.00	\$2,400,000.00	August 2025	October 2025	N/A	TBD
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	\$417,310.00	CRP	\$399,471.58	\$0.00	\$417,310.00	September 2025	October 2025	N/A	Summer 2026
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$3,895,053.00	STBG, TA	\$3,895,053.00	\$0.00	\$3,895,053.00	September 2025	October 2025	N/A	TBD
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	\$2,338,144.00	STBG, CMAQ	\$2,338,144.00	\$0.00	\$2,338,144.00	August 2025	October 2025	N/A	TBD
MB-25-009	Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	2025	\$4,348,531.00	TA, CRP	\$4,348,531.00	\$0.00	\$4,348,531.00	August 2025	September 2025	N/A	TBD
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	N/A	\$200,000.00	\$0.00	N/A	N/A	Have started using.	December 2026
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	\$400,000.00	CMAQ	N/A	\$400,000.00	\$0.00	N/A	N/A	Equipment ordered for \$6,375.	January 2026
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	N/A	\$6,170,227.57	\$628,903.43	N/A	N/A	Let September 2024. Construction started.	December 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	N/A	\$1,982,546.44	\$451,306.56	N/A	N/A	Let July 2024.	September 26, 2025
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	N/A	\$1,000,000.00	\$0.00	N/A	N/A	Let September 2024.	December 31, 2025
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,782,270.00	\$0.00	N/A	N/A	December 13, 2024.	Summer 2026
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	\$3,698,592.42 of obligated funds have been spent.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$6,742,554.60	\$630,760.40	N/A	N/A	Construction started in January 2024	Construction completed July 2025
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	N/A	\$2,195,582.00	\$0.00	N/A	N/A	\$1,920,252.12 of obligated funds have been spent.	Reopened to traffic on 5/24/2024. Project pending final close out.
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	Remainder of federal funding anticipated to be expended by fall 2025.	Fall 2025
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	N/A	\$366,988.00	\$0.00	N/A	N/A	Grant has \$144 remaining.	August 2025
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	100% paid out.	Pending reconstruction: Earliest start date is October 2025.
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Study completed & working w/ FTA to extend allocation for Technology component.	December 31, 2025
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 close out.
T-15-005	Wichita Transit	Transit: Bus Purchase	2018	\$1,359,089.00	STBG, CMAQ	N/A	\$1,359,089.00	\$0.00	N/A	N/A	Awaiting final bus purchase.	TBD

FFY2025 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 5)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
TR-25-001	Sedgwick County Transportation	FY 25 5311 Grant	FTA 5311	\$220,808.00
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$5,200,000.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$705,605.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
EV-25-02	KDOT	EV charger installations at Jabara Airport	CFI grant	\$893,100.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
RR-25-001	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	STIC	\$125,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$409,821.00



Transportation Improvement Program

Current Suballocated Projects

Legend

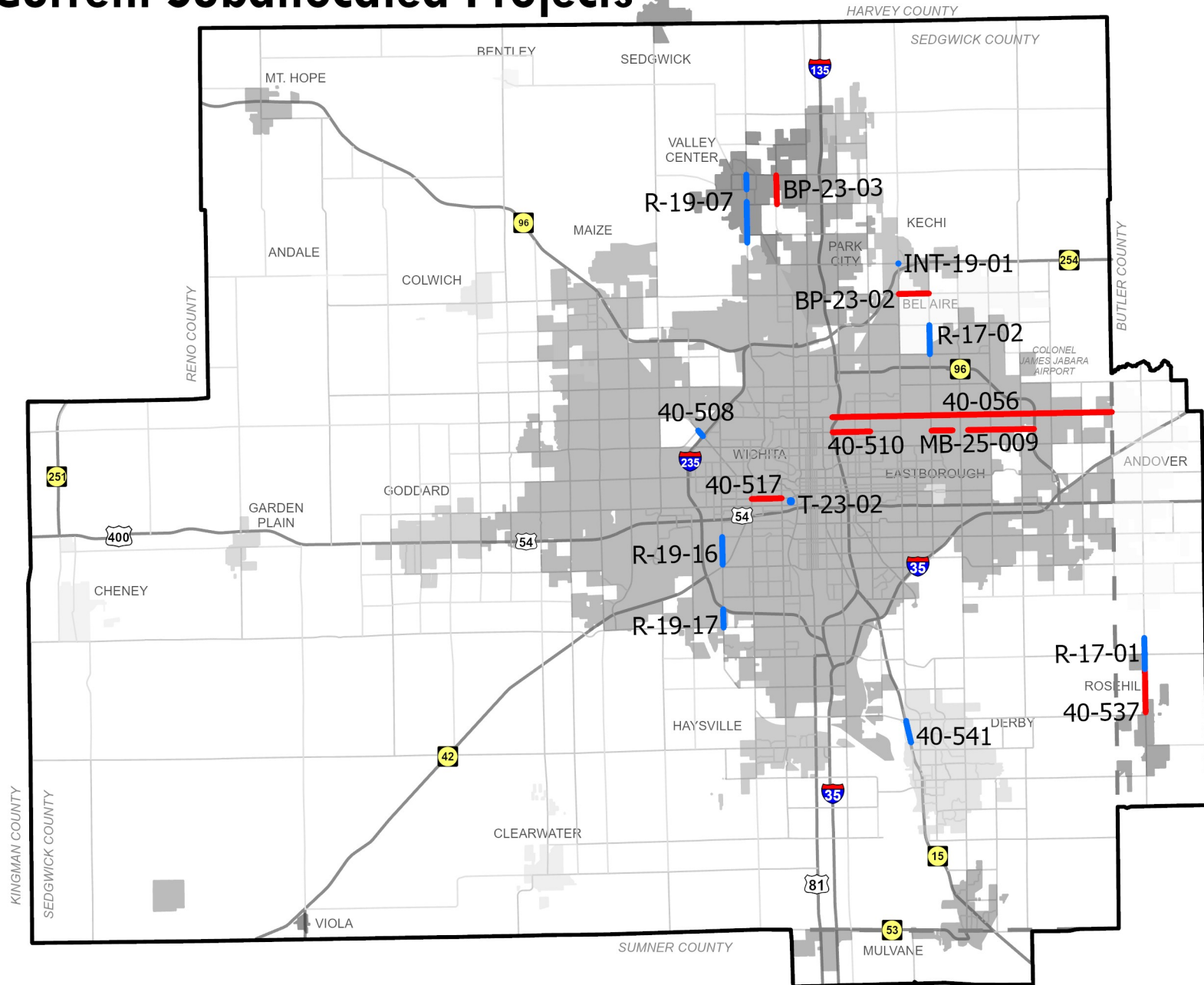
- Federal Fiscal Year 2025
- Federal Fiscal Year 2018-2024
- WAMPO Boundary
- County Boundaries

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



0 2.25 4.5 9 Miles

Source: WAMPO
 Produced by: WAMPO
 Date Exported: 8/7/2025
 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.





Executive Summary

WAMPO is close to finishing an update to the regional Intelligent Transportation Systems (ITS) architecture, as required by federal guidelines to occur every five years; the last comprehensive update was completed in 2006. Work began in Fall 2024 and is anticipated to conclude in late Fall 2025. The update will include an inventory of current ITS infrastructure and a detailed examination of future deployment plans, informed by extensive regional stakeholder engagement. Federal planning partners will review the draft architecture and WAMPO staff/consultants will address their comments before it is presented to the Technical Advisory Committee (TAC) for a recommendation and to the Transportation Policy Body (TPB) for a vote on approval.

Background

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

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

Work To Date & Draft Deliverables

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

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

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

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



Agenda Item 2Cii: Director's Report **Regional Intelligent Transportation Systems (ITS) Architecture Update**

Peter Mohr, Manager of Transportation Engineering & Data

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

Next Steps

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



Regional Active Transportation Plan Consultant Selection Update

Kim Negrete, Multimodal Transportation Safety Planner
Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

In accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff released a Request for Proposals (RFP) June 5-July 3, 2025, for a consultant to complete a Regional Active Transportation Plan. Two (2) consultant proposals were received and considered by a selection committee. A contract is now under development with the consultant chosen by the selection committee. The purpose of the Regional Active Transportation Plan is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future policies and infrastructure investments and support efforts to create a more connected, safe, inviting, and accessible active transportation network for all travelers in the region.

Background

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

"Staff assisted the City of Wichita with the Wichita Bicycle Plan, which was completed in 2025. The Regional Active Transportation Plan will be a companion plan. Staff will release an RFP to hire a consultant to complete this regional bicycle and pedestrian plan that will tie in with the Wichita Bicycle Plan. WAMPO will release the RFP following the completion of the Wichita Bicycle Plan to ensure there are not any conflicts. This project is anticipated to begin in 2025 and be completed by December 2027, with a total anticipated cost of \$200,000. \$75,000 is programmed for 2025.

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

WAMPO staff, in coordination with the Kansas Department of Transportation (KDOT), developed a Request for Proposals (RFP) for a consultant to complete the Regional Active Transportation Plan, including specifying elements that the final plan should include and the deliverables that the consultant will be responsible for producing. WAMPO staff released the RFP June 5 through July 3, 2025, and, in response, received two (2) consultant proposals. A selection committee has interviewed the consultants that submitted proposals, scored the proposals, and made a selection. WAMPO staff are working with KDOT to draft a contract with the selected consultant, which will be presented to the Transportation Policy Body (TPB) for approval.

The purpose of the Regional Active Transportation Plan, which will succeed the WAMPO Regional Pathway System Plan (adopted in September 2007, updated in December 2011, and available at www.wampo.org/bicycle-pedestrian), is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future policies and infrastructure investments and support efforts to create a more connected, safe, inviting, and accessible active transportation network for all travelers in the region.

WAMPO has identified active transportation as a priority, in response to growing community interest in nonmotorized transportation, environmental stewardship, and safety concerns, with a focus on prioritizing



Agenda Item 2Civ: Director's Report

Regional Active Transportation Plan Consultant Selection Update

Kim Negrete, Multimodal Transportation Safety Planner
Peter Mohr, Manager of Transportation Engineering & Data

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

The key objectives for the development of the Regional Active Transportation Plan include:

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



VOLUNTEERS NEEDED!

CALLING ALL VOLUNTEERS! WE NEED YOUR HELP!

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

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

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

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

SEPTEMBER 13: 12PM-2PM



**Scan this
code to
register!**

www.wampo.org/bicycle-pedestrian

Contact us to learn more about this
exciting volunteer opportunity.

wampo@wampo.org





Executive Summary

WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-four (54) schools have confirmed their participation. SRTS Stakeholder Committee meetings were held in March, April, May, and July 2025 and included representatives from nine (9) of the fourteen (14) public school districts in the region. WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting this initiative by identifying any priority K-12 schools within their respective jurisdictions for SRTS planning and any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative. Fall 2025 data collection efforts will include walk audits at each participating school, which WAMPO will work with consultants, school contacts, local-government staff, and other partners to schedule during September-November 2025; additional volunteers to conduct the walk audits are still needed. WAMPO is in discussions with member jurisdictions regarding the provision of local matching funds for the SRTS planning initiative.

Background

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

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

WAMPO staff and consultants are implementing plans to promote the SRTS planning initiative to parents/caregivers during the Fall 2025 back-to-school season, detailing data-collection methods, identifying additional schools interested in participating, and facilitating the work of the SRTS Stakeholder Committee, which is comprised of local-government staff, school/district staff, and representatives of nonprofit organizations. Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, as well as aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts.

SRTS Stakeholder Committee meetings were held in March, April, May, and July 2025 and included representatives from nine (9) of the fourteen (14) public school districts in the region. The most recent meeting focused on Fall 2025 data-collection initiatives:

- » **Parent/Caregiver Survey** – An online survey is collecting input from parents/caregivers of K-12 students about how their children travel to school, perceived barriers to active transportation, and



Agenda Item 2Cvi: Director's Report

Safe Routes to School (SRTS) Update

Kim Negrete, Multimodal Transportation Safety Planner

the locations of bicycle/pedestrian infrastructure issues (as identified on an interactive map). The survey will be distributed by schools, local governments, and community partners to ensure broad distribution. It will remain available to respondents during August-September 2025.

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

To date, fifty-four (54) K-12 schools in the WAMPO region have confirmed their participation in this planning effort and will have individualized SRTS plans. A list and interactive map of those schools can be found at www.wampo.org/srts. More such schools in the region are sought.

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

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.

Attachment

- » **WAMPO Safe Routes to School Webpage** – www.wampo.org/srts



Agenda Item 2Cvii: Director's Report
KDOT/WAMPO Behavioral Safety Grants: Call for Applications
Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

The Wichita Area Metropolitan Planning Organization (WAMPO) and the Kansas Department of Transportation (KDOT) place safety at the forefront of transportation planning. Applications for 2025 KDOT/WAMPO Behavioral Safety Grants are being accepted through September 12, 2025. WAMPO member jurisdictions and community partners are encouraged to submit applications for projects focused on improving road-user behavior.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) and the Kansas Department of Transportation (KDOT) are collaborating on a second round of grant funding focused on improving road-user behavior. WAMPO and the KDOT Behavioral Safety Office are jointly conducting a call for applications for Behavioral Safety Grants in the WAMPO region. They will be reimbursement grants of up to \$30,000 each. Funding for the grants comes from the National Highway Traffic Safety Administration (NHTSA) and will be administered by KDOT.

Grant applications need to address the concerns of ICT Safe, the Drive to Zero Coalition, the WAMPO Comprehensive Safety Action Plan (CSAP), and/or the Kansas Strategic Highway Safety Plan. Projects should fall under the Safer People element of the USDOT Safe System Approach and must focus on improving road-user behavior; construction projects are not eligible. The application deadline is September 12, 2025, at 5:00 PM.

Applications for projects with budgets of \$1,000-\$30,000 will be considered. The total amount available for this round of grants is \$100,000.

Attachment

- » **WAMPO Safety Webpage, Including Link to 2025 KDOT/WAMPO Behavioral Safety Grant Application** – www.wampo.org/safety



Executive Summary

To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions to present on local projects, policies, or programs to the Transportation Policy Body (TPB). The goal of this presentation series is to keep stakeholders informed about new and ongoing efforts and encourage an integrated approach to planning.

Background

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

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

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

Presentation Format, Topics, & Schedule

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

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

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



Agenda Item 2Cviii: Director's Report
Regional Connections Presentation Series
Markey Jonas, Community Planner

Regional Connections Presentation Series Schedule

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

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

Next Steps

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

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



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 **Project Evaluation Methodology & Scoring Criteria Revisions**

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

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

Background

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

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

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

On April 24, 2025, the U.S. Secretary of Transportation addressed a letter to all recipients of USDOT funding (see attached). The new guidance laid out in that letter has been translated into more specific, detailed instructions for MPOs by their respective FHWA and FTA liaisons and state Departments of Transportation. Among other things, the guidance affects what terms, concepts, and references are and are not considered by the USDOT to be permissible in MPOs’ planning documents and what factors may be considered when making funding decisions. In response, WAMPO staff have drafted proposed revisions to the scoring criteria to ensure that they are consistent with the new USDOT guidance. The TAC is now asked to make a recommendation to the TPB on those revisions.



Agenda Item 4A: Action

Project Evaluation Methodology & Scoring Criteria Revisions

Peter Mohr, Manager of Transportation Engineering & Data

Summary of Proposed Changes

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

Staff Recommendation

Recommend the TPB approve the proposed revised Project Evaluation Methodology & Scoring Criteria, as presented.

Action Options

- » Recommend the TPB **approve** the proposed revised Project Evaluation Methodology & Scoring Criteria, **as presented**.
- » Recommend the TPB **not approve** the proposed revised Project Evaluation Methodology & Scoring Criteria.
- » Recommend the TPB **approve** the proposed revised Project Evaluation Methodology & Scoring Criteria, **with specific changes**.

Next Steps

- » September 9, 2025: TPB vote on approval of proposed revisions.

Attachments

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



Agenda Item 5A: Discussion/Updates

Employment Sectors: Transportation

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The WAMPO region is home to a varied and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focuses on the transportation sector in the WAMPO region.

Background

WAMPO staff, in collaboration with consultants at the Wichita State University (WSU) Center for Economic Development and Business Research (CEDBR), completed extensive research that identified major employers and employment sectors that are essential to the region's economy. The generated reports include multipage summaries (available at www.wampo.org/employment-sectors) for the following economic sectors:

- » Aerospace
- » Advanced Manufacturing
- » Agriculture
- » Energy
- » Healthcare
- » IT Systems & Support
- » Transportation

As part of its mission to serve and inform its stakeholders, WAMPO is developing a series of reports and presentations based on these summaries. Given the breadth and level of detail of the information, WAMPO staff have chosen to divide the information into a series of presentations that each cover just one economic sector. This presentation will discuss the transportation sector.

Attachment

- » **WAMPO Economic Development Report - Transportation –**
<https://bit.ly/TransportationEmploymentSector>



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

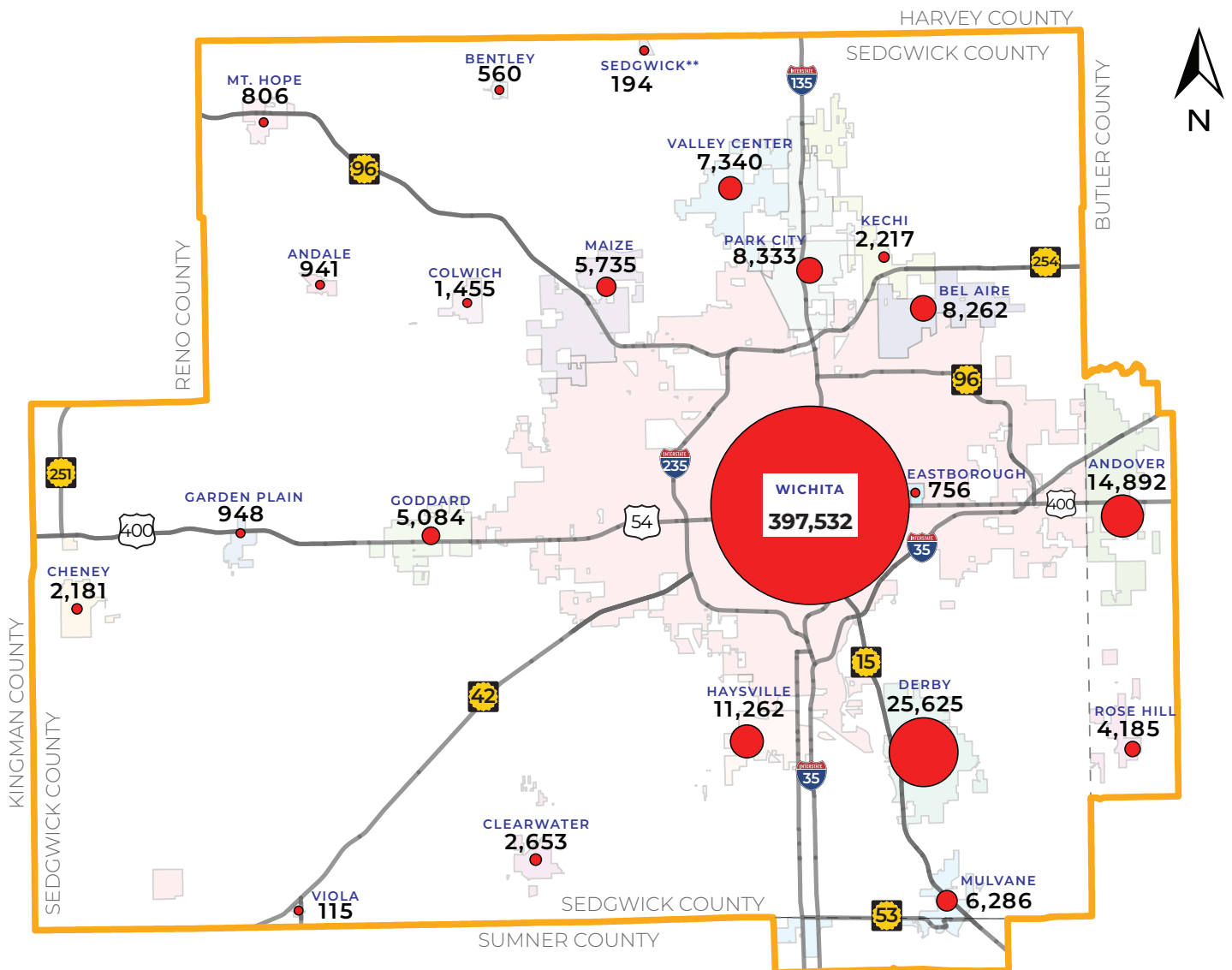
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

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

Source: 2020 US Decennial Census



WAMPO REGION PUBLIC TRANSIT RIDERSHIP

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

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

Point of Contact

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



WAMPO ACRONYM GLOSSARY

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

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2025 TAC Representatives and Contact Information

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

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

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2025 WAMPO MEETING SCHEDULE

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

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



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