



Transportation Policy Body (TPB) Meeting Notice

Tuesday, March 10, 2026, @ 3:00 PM

In-Person

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

Virtual

Click the link below for
online meeting access.

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II. Regular Business	
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C. Director's Report <ul style="list-style-type: none"> i. Bimonthly TIP Project Statuses ii. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment 8 Public Comment Period Open 02/27/2026-03/13/2026 iii. FFY2027-FFY2030 TIP Call for Projects, 02/02/2026-03/06/2026 iv. Household Travel Survey (HTS) Consultant Contract Update v. Safe Routes to School (SRTS) Update vi. 2025 WAMPO-Region Transit Ridership vii. Amtrak in Kansas 	12 to 14 15 16 to 17 18 to 19 20 21
D. Consent Agenda <ul style="list-style-type: none"> i. Updated Technical Advisory Committee (TAC) Roster 	22 to 23
III. Public Comment Opportunity Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	24
IV. Action	
A. Year 2025 Audit Report – Michael Gerber, Forvis Mazars <i>Forvis Mazars, LLP (Forvis, LLP) led the Year 2025 Audit for WAMPO. The Independent Auditor's Report and Financial Statements are attached. The TPB is asked to receive and file them.</i>	25 to 55
B. FFY2026-FFY2028 Project Selection Committee (PSC) Suballocated Federal Funding Award Recommendations – Nick Flanders, WAMPO <i>KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed going forward (including for the current FFY), with the result that the amount of suballocated federal funding that needs to be awarded and programmed in the WAMPO TIP for FFY2026-FFY2028 is greater than was previously known. To address this situation, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make updated suballocated federal funding award recommendations. The TPB is now asked to vote on whether to approve the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects.</i>	56 to 58
C. Region Transit Coordination Committee Formation – Kim Negrete and Laura VanBurkleo, WAMPO <i>WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support public-transit-related planning, implementation strategies, and innovative practices in the region. The</i>	59 to 61

<p>committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the fulfillment of WAMPO’s adopted Regional Transit Implementation Plan. WAMPO staff would provide facilitation and technical support. The TPB is asked to consider whether to approve the formation of a Regional Transit Coordination Committee.</p>	
<p>V. Discussion/Updates</p>	
<p>A. Appointments: Executive Committee and Project Selection Committee – Haysville Mayor Russ Kessler, TPB Chair <i>Haysville Mayor Russ Kessler, as the TPB Chair, has appointed members to the Executive Committee and the Project Selection Committee.</i></p>	<p>62 to 63</p>
<p>B. K-254: Rock, Webb & Greenwich Interchange Study – Katie Newman, WAMPO <i>The K-254: Rock, Webb, and Greenwich Interchange Study is currently in the discovery phase. KDOT is analyzing options for improving K-254 at the intersections of Rock, Webb, and Greenwich Roads, such as new interchange designs, overpasses, and connector roads. The discovery phase of the project will continue through fall 2026. It will be followed by a design phase (preliminary and final), followed by bid letting and construction.</i></p>	<p>64</p>
<p>C. Complete Streets – Katie Newman, WAMPO <i>Complete Streets is a policy and design approach that ensures streets and roads are safe and accessible for all users, fostering active transportation, safety, and sustainability. Across the United States, Complete Streets initiatives have improved infrastructure with features like improved sidewalks, bicycle lanes, and transit-friendly corridors. In the Wichita metropolitan area, there have been efforts focused on retrofitting roadways to accommodate all modes of travel and integrating Complete Streets principles into long-range planning documents. A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit.</i></p>	<p>65 to 66</p>
<p>D. KDOT Drive To Zero Plan – Vanessa Spartan, KDOT <i>This presentation will provide an overview of the Kansas Drive To Zero Plan, KDOT’s 2025-2029 Strategic Highway Safety Plan (SHSP). More information is available at http://www.ksdot.gov/about/our-organization/divisions/transportation-safety/drive-to-zero.</i></p>	
<p>VI. Committee & Partnership Updates</p> <ul style="list-style-type: none"> A. Executive Committee B. Kansas Department of Transportation (KDOT) C. Wichita Metro Division, KDOT D. Member Jurisdiction Updates 	
<p>VII. Other Business</p>	
<p>VIII. Adjournment</p>	
<p>IX. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Region Public Transit Ridership C. WAMPO Acronym Glossary D. Transportation Policy Body Roster E. 2026 WAMPO Meeting Schedule 	<p>67 to 68 69 70 71 72</p>

Chad Parasa, TPB Secretary

Rev. March 5, 2026



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, February 10, 2026, @3:00 PM

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

Meeting Duration: *78 minutes*

Voting Members in Attendance

Russ Kessler, <i>Chair</i> Jim Benage, <i>Bel Aire</i> Nick Engle, <i>Derby</i> Dalton Glasscock, <i>Wichita</i> Mike Hoheisel, <i>Wichita</i> Jim Howell, <i>Sedgwick County</i> J.V. Johnston, <i>Wichita</i> George Liebe, <i>Goddard</i>	Pete Meitzner, <i>Sedgwick County</i> Mike Moriarty, <i>KDOT</i> Ronnie Price, <i>Andover</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Becky Tuttle, <i>Wichita</i> Burt Ussery, <i>Clearwater</i> Dan Woydziak, <i>Butler County</i>	Alternates Rodney Eggleston, <i>Valley Center (voting)</i> Sean Fox, <i>Park City (voting)</i> Nick Gregory, <i>Maize (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
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Other Attendees

Javier Ahumada, <i>FHWA</i> Chris Brown, <i>SRF</i> Nick Flanders, <i>WAMPO</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Gary Janzen, <i>Wichita</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Brett Letkowski, <i>GFT</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i> Katie Newman, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i>	Chad Parasa, <i>WAMPO Resident</i> Brad Shores, <i>JEO</i> Allison Smith, <i>KDOT</i> Chris Sweeney, <i>WAMPO</i> Laura VanBurkleo, <i>WAMPO</i> Tyler Voth, <i>WSP</i> Kristen Zimmerman, <i>PEC</i>
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1. Chair Russ Kessler called the meeting to order at 3:00 PM.

2. Regular Business

A. Approval of the February 10, 2026, Agenda

Discussion: None.

Action: Approve the February 10, 2026, agenda, as presented. (15-0)¹

Motion: J.V. Johnston

Second: Rodney Eggleston

B. Approval of the December 9, 2025, Meeting Minutes

Discussion: None.

Action: Approve the December 9, 2025, meeting minutes, as presented. (16-0)²

Motion: Jim Benage

Second: George Liebe

¹ Five (5) voting TPB members did not arrive until after the vote to approve the February 2026 agenda.

² Four (4) voting TPB members did not arrive until after the vote to approve the December 2025 minutes.

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

C. Director's Report

i. 2025 UPWP Report and Quarterly Task Chart

Chad Parasa and Markey Jonas, WAMPO, explained that the Unified Planning Work Program (UPWP) is the primary budgeting document for the planning activities WAMPO intends to undertake during the calendar year and outlines priorities and tasks. WAMPO staff have completed a UPWP activity report for the fourth quarter of 2025 (October 1 – December 31, 2025) to submit as part of WAMPO's quarterly reimbursement package to KDOT, showing activity for all of 2025.

ii. 2026 UPWP Planned Projects

Ms. Jonas discussed the 2026 Unified Planning Work Program (UPWP) and gave an overview of some of the priority projects in the 2026 UPWP and the quarters in which they are to be completed. Ms. Jonas presented a table that will be updated to reflect the status of each project and presented to the TPB quarterly. The next update will be given on April 14, 2026.

iii. Bimonthly TIP Project Statuses

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

February 2026 TIP Project Statuses – <https://bit.ly/February2026-TIP-Project-Statuses>

iv. Household Travel Survey Consultant Contract Update

Mr. Mohr gave an update on the procurement process for a consultant team to perform a Household Travel Survey (HTS) in the WAMPO region. An RFP was issued in 2025 and a consultant selection committee chose one of three submitted proposals to follow up on with contract negotiations. WAMPO is currently in discussions with the selected consultant team and with KDOT staff regarding the particulars of the contract.

HTS data support WAMPO's federally required long-range transportation planning activities. MPOs typically complete an HTS about every 10 years; WAMPO's last HTS was in 2011 and was then delayed past the 10-year mark to avoid the short-term effects of the COVID-19 pandemic. The goal for the upcoming HTS is to obtain complete responses for all members of at least 2,000 households. The final contract for a consultant to prepare and implement the next HTS is anticipated to include about \$900,000 of expenses. It is anticipated that a contract will be presented to the TPB for approval in spring 2026.

Discussion:

Burt Ussery asked about the anticipated cost of the HTS and about the value of collecting survey responses from a small percentage of households when there are already automated counters tracking traffic volumes on regional roadways.

Mr. Mohr shared that WAMPO looked into and considered the use of “big data” sources in place of conducting a new HTS, but such data produce much less reliable and meaningful results, especially in regard to larger households. Mr. Parasa explained that MPOs conducting HTSs with the sorts of sampling methods envisioned for this undertaking and using the results to update their Travel Demand Models (TDMs) is consistent with best practices, including those recommended by the FHWA. WAMPO staff performed a lot of research on the benefits to be realized, studied what the candidate consultant teams proposed to do for the prices they quoted, compared those quotes to what HTSs have cost other MPOs in recent years, and were pleased to see a proposal from a competent firm for \$900,000.

Mr. Ussery asked about the utility of using \$900,000 for an HTS instead of some other purpose and if any cases could be cited of decisions made on the basis of HTS results or projects approved/disapproved or given more or less funding as a result of having or not having a new HTS. Mr. Mohr responded that HTS results and TDM outputs may be used to support grant applications, though the exact amount of weight they carry in a given grant-award decision is difficult to measure. Mr. Parasa added that WAMPO staff will continue to ensure that the transportation planning process is data-driven, well documented, and shared with the TPB as the study progresses.

v. PSC Addressing Projected FFY2026-FFY2028 Suballocated Funding Balances

Nick Flanders, WAMPO, explained that KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed in FFY2026 and beyond. Previously, awards from a given suballocated federal funding program in a given FFY were restricted to a “Limitation Distribution” of approximately 85% of WAMPO’s Apportionment for that program/FFY. This was to provide a funding “cushion” at the end of each FFY to avoid the accidental overprogramming of funds. Now, there are no more Limitation Distributions and WAMPO is expected to award 100% of the Apportionments for each FFY. During the period when Limitation Distributions were in effect, the resultant unawarded funds accumulated from one FFY to the next, meaning there is now a large balance of carryover funds for WAMPO to award to projects. KDOT expects WAMPO to expend its balance of carryover funds by the end of FFY2028.

To address the large projected surpluses of suballocated federal funding in FFY2026-FFY2028, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make funding-award recommendations. Those recommendations will be considered by the TAC on February 23, 2026, and voted on by the TPB on March 10, 2026. Any funding changes that the TPB approves will be reflected in the Transportation Improvement Program (TIP) through Amendment 8, which will go to the TAC for a recommendation on March 23, 2026, and to the TPB for an approval vote on April 14, 2026.

vi. FFY2027-FFY2030 TIP Call for Projects, February 2-March 6, 2026

Mr. Flanders provided information about the Call for Projects for the FFY2027-FFY2030 TIP, which is open February 2-March 6, 2026. WAMPO member jurisdictions should have

received instructions on how to submit projects when the Call for Projects opened on February 2, 2026. This is an opportunity for projects to be considered for suballocated federal funding. In addition to projects awarded suballocated federal funding, all other federally funded or regionally significant transportation projects are also required to be listed in the TIP and should be submitted. A tentative schedule for the development of the FFY2027-FFY2030 TIP was presented, wherein the final TPB approval vote would be expected in August 2026.

vii. Regional Transit Coordination Committee Formation

Kim Negrete, WAMPO, discussed the potential formation of a Regional Transit Coordination Committee. WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support public-transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the implementation of WAMPO's adopted Regional Transit Implementation Plan. WAMPO staff would provide facilitation and technical support. A TAC recommendation and a TPB vote on the formation of such a committee will be sought at upcoming meetings.

D. Consent Agenda

i. Facility and Administrative Support Services Agreement Extension

Mr. Mohr explained that, in February 2023, WAMPO entered into an agreement with Sedgwick County for administrative support and the use of County facilities. Under this agreement, WAMPO pays Sedgwick County \$30,000 per year, in the form of two semiannual installments of \$15,000, paid in February and August. The original agreement duration is three (3) years and expires in 2026. The TPB was asked to provide its consent to extend the agreement for an additional three (3) years.

Facility and Administrative Support Services Agreement Extension - <https://bit.ly/County-Facilities-Contract-Extension-2026>

ii. Executive Director 4% Salary Increase, Retroactive to January 1, 2026

Chair Kessler stated that the WAMPO Executive Committee met on Thursday, February 5, 2026. During this meeting, committee members entered an executive session before reconvening the public meeting and voting to recommend a 4% salary increase for the WAMPO Executive Director, retroactive to January 1, 2026. The TPB was asked to decide whether to approve this increase in salary.

Discussion: None.

Action: Approve the consent agenda, as presented. (20-0)

Motion: Dan Woydziak

Second: Nick Gregory

3. Public Comment Opportunity

No comments.

4. Action

A. Chair, Vice-Chair, and TAC Chair Elections

Chair Kessler facilitated the elections for TPB Chair, TPB Vice-Chair, and TAC Chair, sharing that each of these positions can be held by the same TPB member for up to two consecutive one-year terms. The current TPB Chair, TPB Vice-Chair, and TAC Chair have each served one one-year term and have all expressed willingness to serve another one-year term, should it be the desire of the TPB.

Discussion: None.

Action: Approve the slate of officers as it exists for an additional year. (20-0)

Motion: Jim Benage

Second: Ronnie Price

B. FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment #7

Mr. Mohr asked the TPB to take action on proposed Amendment #7 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The public comment period for Amendment #7 opened on January 2, 2026, and ran through January 16, 2026. No public comments were received. TIP Amendment #7 adds six (6) new projects and modifies seven (7) projects. There are administrative adjustments to six (6) additional projects, which do not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the federal requirements met by TIP Amendment #7: it is consistent with the current Metropolitan Transportation Plan, MTP 2050, and is fiscally constrained. The financial impact is an additional cost of \$158.8 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 March 2026.

Discussion: None.

Action: Approve FFY2025-FFY2028 TIP Amendment #7, as presented. (20-0)

Motion: Jim Benage

Second: Nick Gregory

C. Supporting KDOT Federal Performance-Measure Targets

Mr. Mohr asked the TPB to decide whether to support KDOT's current federal performance-measure targets. The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or

support the targets set by their respective state DOTs. In 2025, WAMPO chose to support KDOT in achieving its federal performance-measure targets. Since then, KDOT has adopted updated PM1 targets.

Mr. Mohr added that, shortly before the TPB meeting, KDOT staff informed WAMPO staff of 2026 updates to KDOT's TAM targets.

Discussion:

Jim Benage asked how the WAMPO region is performing relative to the targets. Mr. Mohr said that WAMPO has requested and reviewed raw data from KDOT on this question. Although official numbers have not yet been published, Mr. Mohr provided a high-level overview of trends related to each of the performance measures.

Nick Gregory asked if the targets were just for the WAMPO region or for all of Kansas. Mr. Mohr clarified that they are statewide targets for all of Kansas.

Mr. Benage asked why WAMPO adopts statewide targets, and Mr. Mohr explained that MPOs are required to either set their own targets or support the targets set by their respective state DOTs. WAMPO has supported KDOT's targets in recent years.

Mr. Ussery asked if the performance measures are tracked within the WAMPO region. Mr. Mohr responded that WAMPO tracks them, and the most recent available data are included in Metropolitan Transportation Plan 2050 (MTP 2050). Staff are working on methods for making the data easier for member jurisdictions to access. Mr. Benage requested that those data be included in future relevant agenda packets.

Action: Approve supporting KDOT's federal performance-measure targets as of 2026, as presented. (20-0)

Motion: George Liebe

Second: Dan Woydziak

5. Discussion/Updates

A. Safe Routes to School (SRTS) Update

Chris Brown, SRF, presented on WAMPO's work 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. The fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. Existing Conditions reports are being prepared for each school district, with a draft completed for the Andover school district and work underway for other districts. These draft reports include an overview and evaluation of conditions within a half-mile of each school, including sidewalk and bicycle networks, roadway functional classifications and traffic volumes, traffic control devices, such as signals and marked crosswalks, and reported crash data. Findings from the walk audits, Student Travel Tallies, parent/caregiver survey, and input from an interactive, map-based public-comment exercise are included in the draft reports.

Ms. Negrete shared that WAMPO staff and consultants will begin scheduling meetings to review the draft existing conditions reports for each participating school with school/district staff and local government staff in spring 2026 and begin discussing potential recommendations for improvements to include in the final SRTS plans. Additional participating schools are still being sought, with anticipated engagement and data collection starting in February-March 2026.

Draft Andover Public Schools (USD 385) Existing Conditions Report (Example Existing Conditions Report) - <https://bit.ly/Andover-SRTS-Existing-Conditions-Draft>

Discussion:

Mr. Ussery asked if there was a list of the participating school districts. Ms. Negrete said that there is an interactive map on the WAMPO website showing all schools in the region and that highlights the participating SRTS schools. The map is available on the SRTS webpage: www.wampo.org/srts.

B. Behavioral Safety Toolkit Development

Ms. Negrete announced that WAMPO staff are recruiting member-jurisdiction staff and community partners to serve on an advisory committee to assist with 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 behavior 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. The toolkit of behavioral-safety resources is anticipated to be completed in July 2026 and will be made available on WAMPO's safety webpage.

C. Projects Obligated in FFY2025

Laura VanBurkleo, WAMPO, explained that before a transportation project can use federal funds that have been awarded/programmed to it in the TIP/STIP, the funds need to be "obligated," an administrative step that officially obligates the federal government to provide the funding to the project. Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. In FFY2025, twenty-eight (28) transportation projects in the WAMPO region had federal funding obligations or deobligations, with a net total of more than \$35 million.

WAMPO FFY2025 Annual Listing of Obligated Projects – <https://bit.ly/FFY2025-ALOP>

6. Committee & Partnership Updates

Chair Kessler announced that the next Executive Committee meeting will be at 11:00 AM on May 7, 2026, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St., Room 237, Wichita, KS 67202) and via Zoom.

Mike Moriarty, Kansas Department of Transportation (KDOT), said that he would work with WAMPO staff to schedule a time to make a presentation about KDOT's Transit Asset Management (TAM) plan update process and to go over the target-setting process for the federal performance measures.

J.B. Wilson, KDOT Wichita Metro Division, shared that an open house for the K-254: Rock, Webb & Greenwich Interchange Study was held on Thursday, February 5, 2026, to collect feedback from the public on the project and discuss potential interchange types with the project team. Additional public input is still sought, and an online survey will be open until February 19, 2026, on the project website: <https://www.ksdot.gov/K254-RWG>. Mr. Wilson also provided construction updates in the region.

7. Other Business

Becky Tuttle noted that the City of Wichita representatives were absent from the December 9, 2025, TPB meeting, at which time a Consent Agenda item to hire a consultant to conduct a Regional Active Transportation Plan was considered and the TPB voted to not approve the contract. Ms. Tuttle expressed concerns, sharing that there have been changes in active transportation trends and needs since the current Regional Pathway System Plan was developed in 2007 and updated in 2011, and that WAMPO staff completing a new plan internally could take two to three years, as opposed to than one year with a consultant, and would still require contracting out for engineering expertise that WAMPO staff cannot provide. Funding to hire a consultant for the development of a Regional Active Transportation Plan has already been budgeted for by WAMPO and approved by KDOT. Ms. Tuttle suggested the TPB discuss this topic and suggested reissuing an RFP for a consultant to develop a Regional Active Transportation Plan. She noted that, since the TPB already voted to not approve a contract with the consultant that was selected during the previous RFP process, issuing a new RFP is a legally necessary step.

Mr. Benage said that he had raised concerns about the proposed contract at the December 2025 TPB meeting because the work appeared to largely consist of compiling existing plans from each WAMPO member jurisdiction into one regional document and questioned whether the work justified the expense. Ms. Tuttle replied that completing the work with WAMPO staff would still require hiring outside engineering support and would require significant staff time.

George Liebe commented that the engineering component of the plan may not have been adequately considered when the contract was voted down in December 2025 and indicated that, when considering the needed engineering expertise and time constraints, it likely would make sense to move forward with hiring an outside consultant to develop the plan more efficiently than WAMPO staff could.

Mr. Benage asked how the plan would be used and whether there were completion requirements. Mr. Parasa explained that the Regional Active Transportation Plan would serve as a component of the next Metropolitan Transportation Plan (MTP) update.

Nick Gregory asked about the role of an engineer in the study. Mr. Parasa clarified that engineering expertise would be needed for cost estimates, project prioritization, and detailed analysis of potential improvements for a more robust plan.

Dan Woydziak expressed support for hiring a consultant, sharing concerns about extended timelines if completed by WAMPO staff and noting the importance of having current, high-quality data to guide future investments. Chair Kessler commented that completing the plan sooner would allow the data to be used more effectively.

Mr. Gregory asked about the timeline if a new RFP were issued, and Mr. Mohr said that with an expedited timeline. A contract could potentially be brought to the TPB for approval by April 2026, with plan completion anticipated approximately one year later, around April 2027.

Mr. Benage stated that he remained unconvinced that the project was necessary at the proposed cost and that the effort may not warrant the expenditure.

Action: Authorize staff to issue an RFP for consultant services to develop a Regional Active Transportation Plan (amount not to exceed \$200,000), conduct a competitive procurement process with a selection committee, and return to the TPB with a recommended firm and contract for approval. (17-1)³

Motion: Becky Tuttle

Second: Dan Woydziak

8. The meeting was adjourned at 4:18 PM.

The next regular meeting will be held on Tuesday, March 10, 2026, at 3:00 PM.

³ Two (2) Voting TPB members left before the vote on issuing an RFP to hire a consultant to develop a Regional Active Transportation Plan. 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.



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 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 TPB for March 2026.

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 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 March 2026 bimonthly report to the TPB.

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.

Because there was no December 2025 TAC meeting or January 2026 TPB meeting, the last TIP Project Statuses Report was presented three months after the one before it. In order to get back onto the bimonthly schedule called for in the Reasonable Progress Policy, this round of updates to the TAC and TPB is being presented only one month after the one that preceded it.

Next Steps

- » Project sponsors will be requested to provide information for the next bimonthly update by April 3, 2026, tentatively for presentation to the TAC on April 27, 2026, and to the TPB on May 12, 2026.

Attachments

- » **TIP Project Statuses Report, March 2026**
- » **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 FFY2026 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-Suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated FFY2026 Obligation Date	Anticipated Let Date	Progress Towards Using All Obligated Funds	Anticipated Project Completion Date
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$9,347,040.00	STBG, TA	\$5,451,987.00	\$3,895,053.00	\$5,451,987.00	TBD	October 22, 2025	Construction anticipated to start in April 2026.	Spring 2027
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	\$4,200,000.00	STBG, CMAQ	\$1,861,856.00	\$2,338,144.00	\$1,861,856.00	TBD	October 17, 2025	Authority to Award received November 10, 2025.	Summer 2026
40-540	Derby	Rock Road Corridor Improvements	2026	\$4,915,049.00	STBG, TA-STBG	\$4,915,049.00	\$0.00	\$4,915,049.00	June 2026	July 2026	N/A	July 2027
MB-25-010	Wichita	Redbud Multi-Use Path near Rock Road Phase 2	2026, 2027	\$2,353,308.00	TA, CRP	\$2,353,308.00	\$0.00	\$2,353,308.00	May 2026	June 2026	N/A	Mid 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	Let Fall 2025.	Fall 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.	Summer 2026
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	\$4,348,531.00	\$0.00	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.	July 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.	April 2026
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 February 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.	June 1, 2026
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.
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	All federal funding has been expended.	Drawdowns are completed.
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.	May 2027
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 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

FFY2026 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 7)

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-25-043	Sedgwick County	R381: MacArthur from 215th St West to K-42	HRRR	\$1,600,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
EV-26-001	KDOT	City of Park City: Sinclair located at 6209 North Broadway Avenue	NEVI	\$607,500.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
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	\$1,673,250.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$690,271.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
TR-26-001	Wichita Transit	Hybrid Bus Purchase	FTA 5339	\$2,066,786.00



Executive Summary

A Call for Projects for the FFY2027-FFY2030 Transportation Improvement Program (TIP) is open from February 2, 2026, through March 6, 2026.

Background

WAMPO is in the process of developing the FFY2027-FFY2030 Transportation Improvement Program (TIP), due by August 2026. WAMPO staff opened a Call for Projects for the FFY2027-FFY2030 TIP on February 2, 2026, which will run through **March 6, 2026**. All member jurisdictions should have received instructions on how to fill out a downloadable project-information template (available at www.wampo.org/transportation-improvement-program) and provide any applicable supporting documentation for the Call for Projects, including for projects whose sponsors wish that they be considered for awards of WAMPO suballocated federal funding during FFY2027-FFY2030.

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

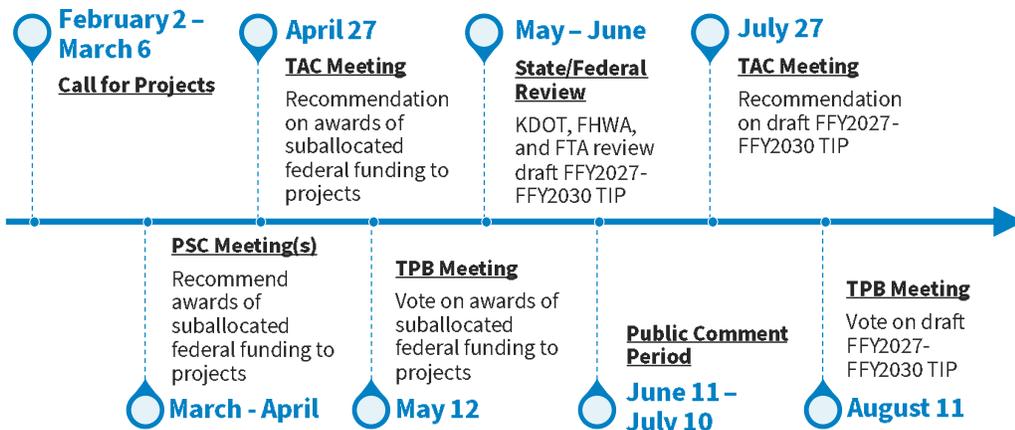
Tentative Timeline

- » **2/2/2026-3/6/2026: Call for Projects**
- » March-April 2026: PSC meetings to recommend awards of suballocated federal funding
- » 4/27/2026: TAC recommendation on awards of suballocated federal funding
- » 5/12/2026: TPB vote on awards of suballocated federal funding
- » May-June 2026: KDOT, FHWA, and FTA review of draft FFY2027-FFY2030 TIP
- » 6/11/2026-7/10/2026: Public-comment period
- » 7/27/2026: TAC recommendation on draft FFY2027-FFY2030 TIP
- » 8/11/2026: TPB vote on draft FFY2027-FFY2030 TIP



FFY2027-FFY2030 TIP Development Tentative Timeline

All Dates in 2026





Agenda Item 2Civ: Director's Report **Household Travel Survey Consultant Contract Update**

Nick Flanders, Transportation Planning Manager

Executive Summary

In 2025, in accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff issued a Request for Proposals for a consultant to prepare and implement a regional Household Travel Survey (HTS). Interviews were held with the consultant teams that submitted proposals in fall 2025 and a selection committee chose one to negotiate a contract with. The final contract is anticipated to include about \$900,000 of expenses and will be presented to the TPB for approval at an upcoming meeting. The last WAMPO-region HTS was completed in 2011. New, up-to-date HTS data will support WAMPO's federally required long-range transportation planning activities, which are informed by traffic volume and congestion forecasts from a Travel Demand Model (TDM), whose continued accuracy is dependent on the collection, processing, and analysis of high quality HTS data. This is consistent with the practices of other MPOs.

Background and Fiscal Considerations

In 2025, in accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff issued a Request for Proposals for a consultant to prepare and implement a regional Household Travel Survey (HTS). Interviews were held with the consultant teams that submitted proposals in fall 2025 and a selection committee chose one to negotiate a contract with. A contract with the selected consultant will be presented to the TPB for approval at an upcoming meeting. That contract is anticipated to include about \$900,000 of costs, in a not-to-exceed arrangement. WAMPO's 2026 UPWP, approved by the TPB on November 10, 2025, budgets \$782,000 for HTS-related consultant services (www.wampo.org/upwp, Sub-Task 6.4). The project is expected to continue past the end of 2026 and end by December 2028.

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

Reasons for Conducting a Household Travel Survey

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



Agenda Item 2Civ: Director's Report **Household Travel Survey Consultant Contract Update**

Nick Flanders, Transportation Planning Manager

Transportation Plan (MTP) and the Congestion Management Process (CMP). This is consistent with the practices of other MPOs, whose HTSs commonly cost as much as or more than what the WAMPO HTS is anticipated to cost.

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

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

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

Household Travel Survey Project Deliverables

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

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



Executive Summary

WAMPO is working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (public and private) with the development of at least sixty (60) school-specific SRTS plans in the region; so far, fifty-four (54) schools have confirmed their participation. The fall 2025 round of data collection was completed, including a parent/caregiver survey, Student Travel Tallies, and walk audits at each participating school. WAMPO staff and consultants are working on existing-conditions reports for each participating school and are scheduling meetings to review those reports with school/district staff and local government staff. WAMPO is working with its member jurisdictions to recruit additional participating schools. WAMPO and its member jurisdictions are in discussions regarding the provision of local matching funds for the federal funding supporting the SRTS planning initiative.

Background

Safe Routes to School (SRTS) is a national initiative in the United States that aims to improve the safety and accessibility of walking and bicycle routes for students traveling to and from K-12 schools. 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) are assisting member jurisdictions, their respective school districts, and private schools in the development of SRTS plans. The consultant contract for the WAMPO Safe Routes to School planning initiative is for an amount not to exceed \$499,934.50, through December 31, 2026. The federal funds used on this project require a 20% local match (i.e., 80% federal funding, 20% non-federal funding). WAMPO is in discussions with member jurisdictions regarding the provision of local matching funds for the SRTS planning initiative.

Deliverables over the two-year project period include, among other things, the development of at least sixty (60) school-specific SRTS plans, the development of a Best Practices Guide, and aiding local governments, school districts, and individual schools in identifying point people and funding opportunities to support ongoing safety efforts. The SRTS Stakeholder Committee continues to meet bi-monthly to help guide the project. 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. An interactive map of those schools can be found at www.wampo.org/srts.

Next Steps

- » Utilizing data collected in fall 2025, including Student Travel Tally data, parent/caregiver survey responses, and school walk audit findings, WAMPO staff and consultants are currently developing existing-conditions reports for individual schools, on the basis of which draft recommendations will be formulated. The reports are anticipated to be finalized in spring 2026 and WAMPO has begun



Agenda Item 2Cv: Director's Report **Safe Routes to School (SRTS) Update**

Kim Negrete, Multimodal Transportation Safety Planner

scheduling meetings to review those reports with school/district staff and local government staff. After the reports have been reviewed, final recommendations will be developed and incorporated into final school-specific SRTS reports.

- » A draft Best Practices Guide, prepared by consultants, will be ready for WAMPO staff review in spring 2026.
- » Additional schools are being recruited to participate, with data collection at those schools planned to begin in March 2026.
- » Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to continue supporting the SRTS initiative by participating in SRTS meetings and assisting with the recruitment of schools for the spring 2026 round of data collection and engagement.

Attachment

- » **WAMPO Safe Routes to School Webpage** – www.wampo.org/srts
- » **Draft Andover Public Schools (USD 385) Existing Conditions Report (Example Existing Conditions Report)** - <https://bit.ly/Andover-SRTS-Existing-Conditions-Draft>



Executive Summary

There are several government-provided public transit services within the WAMPO region. This report provides an update on the ridership recorded for each agency in 2025.

Background

As part of an ongoing effort to keep stakeholders informed, WAMPO maintains an up-to-date table showcasing annual ridership figures for the government-provided public transit services within the WAMPO region.

Ridership is a pivotal benchmark for evaluating the efficacy of transit operations and identifying areas in need of attention or enhancement. Understanding the ridership patterns among different transit services enables stakeholders to devise tailored strategies to optimize service delivery and enhance overall passenger satisfaction. The substantial variance in ridership figures underscores the multifaceted factors influencing public transit usage, ranging from demographic shifts to service accessibility and economic dynamics. As transit agencies continue to navigate evolving societal needs and preferences, leveraging insights from ridership data remains instrumental to fostering sustainable and responsive transit systems that cater to the needs of communities.

WAMPO-Region 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 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.

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



Agenda Item 2Di: Consent Agenda

Updated Technical Advisory Committee (TAC) Roster

Peter Mohr, Manager of Transportation Engineering & Data
Markey Jonas, Community Planner

Executive Summary

The Transportation Policy Body is asked to take action on an updated Technical Advisory Committee roster. The updated roster includes the recommended appointment of Kevin Graham as the At Large Representative for Freight Movement and shows Alex Lane as the designated alternate for Sedgwick County Association of Cities (SCAC) Representative Dan Squires.

Background

The WAMPO Technical Advisory Committee (TAC) bylaws state that the Transportation Policy Body (TPB) is the authorizing body for the TAC, which provides technical support on transportation-related studies and issues and advises the TPB on policy matters, with accompanying recommendations and support information. Section 3.0 of the TAC bylaws lists twenty-two (22) voting positions on the TAC and specifies how members are to be appointed. Represented agencies select the member(s) who will represent them according to their own practices and the listing outlined in the bylaws. TAC positions that the bylaws do not associate with a specific agency have individuals appointed to them by the TPB. All TAC members need to be approved by the TPB; WAMPO staff are to provide recommendations on membership.

One of the currently vacant positions on the TAC is that of the At Large Representative for Freight Movement.

Kevin Graham, Andover City Engineer, has experience with freight movement and logistics. Having reviewed his qualifications, WAMPO staff recommend the appointment of Kevin Graham to the role of At Large Representative for Freight Movement on the TAC.

In addition to the above appointment, the proposed updated TAC roster shows Alex Lane, Derby City Engineer, as the designated alternate for Sedgwick County Association of Cities (SCAC) Representative Dan Squires, at the request of Dan Squires. The naming of TAC designated alternates does not require formal approval.

The TPB is asked to decide whether to approve the updated TAC roster.

Staff Recommendation

- » Approve the proposed updated Technical Advisory Committee roster, as presented.

Attachments

- » **Technical Advisory Committee Bylaws** – <https://bit.ly/TAC-Bylaws-2024>
- » **Proposed Updated Technical Advisory Committee Roster**

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)	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@derbyks.gov	Alex Lane	alexlane@derbyks.gov
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@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 Crosse	ccrosse@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@maizeks.gov		
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		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Senior Accountant	Chris Sweeney	christopher.sweeney@wampo.org		
WAMPO Transportation Funding Analyst Intern	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		

**Current quorum is 11 based on appointed positions*

Pending TPB Approval 03/10/2026



Agenda Item 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, TPB Chair

Background

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

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



Executive Summary

Forvis Mazars, LLP (Forvis, LLP) led the Year 2025 Audit for WAMPO. The Independent Auditor's Report and Financial Statements are attached. The TPB is asked to receive and file them.

WAMPO Year 2025 Audit Report

Attached:

- » Independent Auditor's Report & Financial Statements
 - Pages 20 through 24 show the opinions of the auditors at Forvis Mazars, LLP (Forvis, LLP).
 - Page 25 includes a summary of items related to the single audit. Items 2, 3, 4, and 6 are all answered "No," which illustrates no findings.
 - Page 26 would list any findings for 2025 (there are none) and page 27 would list any findings for 2024 (there are none).

The Independent Auditor's Report & Financial Statements, as well as the auditor's Management Letter, will be presented before the TPB is asked to receive and file them.

Action Options

- » **Receive and File** -- Independent Auditor's Report & Financial Statements

Attachment

- » **2025 Audit Report** – On the Following Pages and at <https://bit.ly/2025-WAMPO-Audit-Report>



Wichita Area Metropolitan Planning Organization

Independent Auditor's Report and Financial Statements

December 31, 2025

Wichita Area Metropolitan Planning Organization
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Independent Auditor's Report

Transportation Policy Body
Wichita Area Metropolitan Planning Organization
Wichita, Kansas

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities and the major fund of the Wichita Area Metropolitan Planning Organization (WAMPO), as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise WAMPO's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of WAMPO, as of December 31, 2025, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS), the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), and the *Kansas Municipal Audit and Accounting Guide* (KMAAG). Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are required to be independent of WAMPO and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about WAMPO's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and KMAAG will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and KMAAG, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of WAMPO's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about WAMPO's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise WAMPO's basic financial statements. The schedule of revenues, expenditures and changes in fund balance – budget and actual – budgetary basis and the schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the accompanying supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated February 27, 2026, on our consideration of WAMPO's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the WAMPO's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering WAMPO's internal control over financial reporting and compliance.

Forvis Mazars, LLP

**Wichita, Kansas
February 27, 2026**

**Wichita Area Metropolitan Planning Organization
Management’s Discussion and Analysis (Unaudited)
Year Ended December 31, 2025**

As management of Wichita Area Metropolitan Planning Organization (WAMPO), we offer readers of WAMPO’s financial statements this narrative overview and analysis of the financial activities of WAMPO for the fiscal year ending December 31, 2025.

Financial Highlights

The assets of WAMPO exceeded its liabilities at the close of the fiscal year ended December 31, 2025, by \$1,449,973. This full amount was unrestricted. WAMPO’s total net position increased by \$78,662. The increase is attributed to a combination of grant revenue reimbursements and the timing of related accounts payable. As of the close of the fiscal year, WAMPO’s governmental fund reported an ending fund balance of \$1,513,390.

Overview of the Financial Statements

Management’s Discussion and Analysis is intended to serve as an introduction to WAMPO’s basic financial statements, which include three components: 1) Government-wide financial statements, 2) Fund financial statements and 3) Notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of WAMPO’s finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of WAMPO’s assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of WAMPO is improving or deteriorating.

The statement of activities presents information showing how the government’s net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

Both government-wide financial statements present the activities of WAMPO that are principally supported by intergovernmental revenues (governmental activities). The governmental activities of WAMPO include general government, pavement monitoring, short and long-range planning assistance to local entities, economic development, and transportation planning.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. WAMPO, like other state and local government uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of WAMPO consist of governmental funds.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government’s near-term financing requirements.

**Wichita Area Metropolitan Planning Organization
Management's Discussion and Analysis (Unaudited)
Year Ended December 31, 2025**

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities. WAMPO maintains one individual governmental fund, which is reported as the organization's general fund.

Notes to the Financial Statements

The notes to the financial statements are an integral part of the basic financial statements. They provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes can be found immediately following the financial statements in this report.

Budgets

WAMPO adopts an annual appropriated budget. A budgetary comparison statement has been provided for the fund to demonstrate compliance with this budget. WAMPO's actual revenues were \$229,299 less than the final budgeted amounts for WAMPO. WAMPO's actual expenditures were \$445,750 less than the final expenditure budget, primarily due to the number of projects that were being carried out in 2025.

Government-Wide Financial Analysis

Analysis of Net Position

As previously noted, net position may serve over time as a useful indicator of a government's financial position. In the case of WAMPO, assets exceeded liabilities by \$1,449,973 at the close of the fiscal year.

Governmental Activities

Significant changes in governmental activities on the statements of net position included the following:

- Assets increased by \$44,690 and liabilities decreased by \$33,972. Increases in operating grants and expenses contributed to these changes.
- Net position increased by \$78,662. Although expenses increased over the prior year, increases in operating grants and fees exceeded the increases in expenses. WAMPO did not have any restricted net position balances.

Significant changes in governmental activities on the statement of activities included the following:

- Operating grants and contributions increased by \$133,716 as a result of projects originally scheduled for 2024 being delayed until 2025.
- Expenses increased by \$162,110 also primarily due to projects originally scheduled for 2024 being delayed until 2025.
- TIP fees decreased by \$168,036 due to more jobs scheduled in 2024.

**Wichita Area Metropolitan Planning Organization
Management's Discussion and Analysis (Unaudited)
Year Ended December 31, 2025**

Financial Analysis of the Government's Funds

As noted earlier, WAMPO uses fund accounting to ensure and demonstrate compliance with finance related legal requirements.

Governmental Fund

The focus of WAMPO's governmental fund is to provide information on the near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing WAMPO's financing requirements. In particular, assigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year. As of December 31, 2025, WAMPO's governmental fund reported ending fund balance of \$1,513,390, an increase of \$92,615 from the prior year. The ending fund balance is assigned fund balance, which is available for spending at the government's discretion.

Economic Factors

As a metropolitan planning organization, WAMPO's focus is on multimodal transportation planning. WAMPO will focus on administering its work program in a manner that reduces traffic accidents, transportation related fuel consumption, air pollution, and greenhouse gases, while increasing transportation safety clean energy, air quality and supporting sustainable communities, trade, and tourism.

Requests for Information

This financial report is designed to provide a general overview for all those with an interest in WAMPO finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Executive Director, Wichita Area Metropolitan Planning Organization, 271 West 3rd Street North, Wichita, Kansas 67202.

Wichita Area Metropolitan Planning Organization
Statement of Net Position
December 31, 2025

	Governmental Activities
ASSETS	
Cash	\$ 1,407,583
Receivables	143,874
Right-of-use assets	19,905
Other	2,061
	<hr/>
Total Assets	\$ 1,573,423
	<hr/> <hr/>
LIABILITIES AND NET POSITION	
Liabilities	
Accounts payable	\$ 10,095
Accrued expenses	30,033
Operating lease liability	19,905
Compensated absences, current	37,972
Compensated absences, long-term	25,445
	<hr/>
Total Liabilities	123,450
	<hr/>
Net Position	
Unrestricted	1,449,973
	<hr/>
Total Net Position	1,449,973
	<hr/>
Total Liabilities and Net Position	\$ 1,573,423
	<hr/> <hr/>

Wichita Area Metropolitan Planning Organization
Statement of Activities
Year Ended December 31, 2025

Funds/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Position Total Governmental Activities
		Charges for Services	Operating Grants and Contributions	
Governmental Activities				
Administrative	\$ 582,825	\$ -	\$ -	\$ (582,825)
Highway and transit planning	1,184,784	-	1,423,846	239,062
Total governmental activities	<u>\$ 1,767,609</u>	<u>\$ -</u>	<u>\$ 1,423,846</u>	<u>(343,763)</u>
		General Revenues		
			Member fees	50,000
			TIP fees	372,425
			Total general revenues	<u>422,425</u>
			Change in Net Position	<u>78,662</u>
			Net Position, Beginning of Year	<u>1,371,311</u>
			Net Position, End of Year	<u>\$ 1,449,973</u>

Wichita Area Metropolitan Planning Organization
Balance Sheet
Governmental Funds
December 31, 2025

	Metropolitan Planning Fund
ASSETS	
Cash	\$ 1,407,583
Receivables - intergovernmental	143,874
Other	<u>2,061</u>
Total Assets	<u><u>\$ 1,553,518</u></u>
LIABILITIES AND NET POSITION	
Liabilities	
Accounts payable	\$ 10,095
Accrued expenses	<u>30,033</u>
Total Liabilities	<u>40,128</u>
Fund Balance	
Assigned to - Highway and transit planning	<u>1,513,390</u>
Total Fund Balance	<u>1,513,390</u>
Total Liabilities and Fund Balance	<u><u>\$ 1,553,518</u></u>

**Wichita Area Metropolitan Planning Organization
Reconciliation of the Balance Sheet of Governmental
Funds to the Statement of Net Position
December 31, 2025**

Amounts reported for governmental activities in the statement of net position are different because:

Total Fund Balance - Total Governmental Funds	\$ 1,513,390
Right-of-use assets	19,905
Operating lease liability	(19,905)
Compensated absences are not due and payable in the current period and, therefore, are not reported in the governmental fund	<u>(63,417)</u>
Total Net Position - Governmental Activities	<u><u>\$ 1,449,973</u></u>

Wichita Area Metropolitan Planning Organization
Statement of Revenues, Expenditures, and Changes in Fund Balance
Governmental Funds
Year Ended December 31, 2025

	Metropolitan Planning Fund
Revenues	
Intergovernmental	
Kansas Department of Transportation/Federal Highway Administration	
Federal Transit Administration	\$ 1,423,846
Member fees	50,000
TIP fees	372,425
	<hr/>
Total Revenues	1,846,271
	<hr/>
Expenditures	
Current	
Administration	568,872
Highway and transit planning	1,184,784
	<hr/>
Total Expenditures	1,753,656
	<hr/>
Change in Fund Balance	92,615
	<hr/>
Fund Balance, Beginning of Year	1,420,775
	<hr/>
Fund Balance, End of Year	\$ 1,513,390
	<hr/> <hr/>

**Wichita Area Metropolitan Planning Organization
Reconciliation of the Statement of Revenues, Expenditures, and Changes in
Fund Balance of Governmental Funds to the Statement of Activities
Year Ended December 31, 2025**

Amounts reported for governmental activities in the statement of activities are different because:

Net Change in Fund Balance - Governmental Funds	\$ 92,615
Expenses for compensated absences reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds	<u>(13,953)</u>
Net Change in Net Position - Governmental Activities	<u><u>\$ 78,662</u></u>

Note 1. Summary of Significant Accounting Policies

The financial statements of the Wichita Area Metropolitan Planning Organization (WAMPO) have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to government units (hereinafter referred to as generally accepted accounting principles (GAAP)). The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. WAMPO's significant accounting policies are described below.

Reporting Entity

WAMPO is a quasi-governmental entity which was established as Wichita Metropolitan Area's designated Metropolitan Planning Organization under federal law. The membership of the Executive Board consists of members from towns and cities in the Wichita Metropolitan Area. The Transportation Policy Body acts as a policy body coordinating transportation planning, traffic engineering, air quality conformity, and related implementation activities. It prepares reports to meet the requirements of several transportation and environmental oversight entities at the federal level. The Transportation Policy Body also has broad financial responsibilities, including the approval of the annual budget and the establishment of a system of accounting and budgetary controls.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements (*i.e.* the statement of net position and the statement of activities) present financial information about WAMPO as a whole. The reported information includes all of the nonfiduciary activities of WAMPO. These statements are to distinguish between the governmental and business-type activities of WAMPO. Governmental activities normally are supported by taxes and intergovernmental revenues and are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. WAMPO did not report any business-type activities.

Government-wide Financial Statements – The government-wide financial statements are reported using the “economic resources” measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met.

Fund Financial Statements – Governmental fund financial statements are reported using the “current financial resources” measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, WAMPO considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

However, compensated absences are recorded only when payment is due. General capital asset acquisitions are reported as expenditures in the governmental fund. Member fees associated with the current fiscal period are all considered to be susceptible to accrual and, accordingly, have been recognized as revenue of the current fiscal period. Miscellaneous revenues are not susceptible to accrual because generally they are not measurable until received in cash.

Grants and similar awards are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met. Unearned revenues also arise when resources are received by WAMPO before it has legal claim to them, as when grant monies are received prior to meeting all eligibility requirements imposed by the provider. Receivables that will not be collected within the available period have also been reported as unavailable revenue on the governmental fund financial statements.

**Wichita Area Metropolitan Planning Organization
Notes to the Financial Statements
Year Ended December 31, 2025**

WAMPO reports the following major governmental fund: WAMPO Fund – Accounts for all resources used to finance WAMPO’s highway and transportation planning activities.

Lease Assets

Lease assets are initially recorded at the initial measurement of the lease liability, plus lease payments made at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease, plus initial direct costs that are ancillary to place the asset into service. Lease assets are amortized on a straight-line basis over the shorter of the lease term or the useful life of the underlying asset.

WAMPO evaluates lease assets for impairment whenever events or circumstances indicate a significant, unexpected decline in the service utility of a lease asset has occurred. No asset impairment was recognized during the year ended December 31, 2025.

Compensated Absences

All regular full-time employees of WAMPO are entitled to paid time off. Annual leave begins to accrue according to the following schedule:

<u>Completed Years of Service</u>	<u>Vacation Days Earned Per Year</u>
Less than 4	10 days
4 - Less than 10	15 days
10 - Less than 15	17 days
15 - Less than 20	20 days
20 or more	24 days

Sick leave is earned at 48 hours annually during the first five years of employment and 96 hours annually after that.

The maximum vacation hours an employee can carryforward is 240 hours. There is no limitation on the number of accumulated hours of sick leave an employee may carry over from year to year. Unused annual leave will be paid at the time of termination up to this maximum at their current rate of pay at the time of termination. The current and long-term liabilities, including related benefits, for accumulated vacation and sick leave are reported on the government-wide financial statements. A liability for these amounts, including related benefits, is reported in governmental funds only if they have matured, for example, as a result of employee leave, resignations, and retirements.

Estimates

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

Net Position/Fund Balance Classifications

Net Position – Government-wide financial statements classify net position as invested in capital assets; restricted; and unrestricted. Restricted net position represents constraints on resources that are either a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or b) imposed by law through state statute.

**Wichita Area Metropolitan Planning Organization
Notes to the Financial Statements
Year Ended December 31, 2025**

Fund Balance – In the governmental fund financial statements, fund balance is composed of five classifications based on a hierarchy of the constraints placed on the use of those resources. The classifications are based on the relative strength of the constraints that control how the specific amounts can be spent. The governmental fund types classify fund balances as follows:

- *Nonspendable* – The nonspendable fund balance classification includes amounts that cannot be spent because they are not in spendable form, (such as prepaid items), or legally or contractually required to be maintained intact.
- *Restricted* – Fund balance is reported as restricted when constraints placed on the use of resources are either externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or is imposed by law through constitutional provisions or enabling legislation.
- *Committed* – The committed fund balance classification includes amounts that can be used only for the specific purposes imposed by formal action of the Executive Committee of the Transportation Policy Board (Executive Committee). Those committed amounts cannot be used for any other purpose unless the Executive Committee removes or changes the specified use by taking the same type of action it employed to previously commit those accounts through ordinances or resolutions.
- *Assigned* – Amounts in the assigned fund balance classification are intended to be used by WAMPO for specific purposes but do not meet the criteria to be classified as restricted or committed. In governmental funds assigned fund balance represents the remaining amount that is not restricted or committed. Assigned amounts represent intended uses established by the Executive Committee or a management official delegated that authority by the formal Executive Committee action. The Executive Committee has delegated this authority to the Executive Director.
- *Unassigned* – The unassigned classification is the portion of fund balance that has not been restricted, committed, or assigned to specific purposes or other funds.

Fund Balance Policies

WAMPO applies restricted resources first when expenditures are incurred for purposes for which either restricted, committed, assigned, and unassigned amounts are available. Similarly, committed amounts are reduced first followed by assigned, and then unassigned amounts when expenditures are incurred for purposes for which amounts in any of the remaining fund balance classifications could be used.

Program Revenues

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and fees that are restricted to meeting the operational or capital requirements of a particular function or segment. Member fees for general purposes and other items not included among program revenues are reported instead as general revenues.

Note 2. Detailed Notes on All Activities and Funds

Deposits

Custodial Credit Risk – For deposits, custodial credit risk is the risk that, in the event of a bank failure, WAMPO will not be able to recover the value of its deposits. State statutes require pledged collateral with a fair value equal to 100% of the funds on deposit, less insured amounts, and that the collateral be held in safekeeping in WAMPO's name at other than the depository financial institution.

At December 31, 2025, WAMPO's deposits of approximately \$1,407,000 were fully covered by federal depository insurance or collateralized by securities held by WAMPO's agent in WAMPO's name.

**Wichita Area Metropolitan Planning Organization
Notes to the Financial Statements
Year Ended December 31, 2025**

Receivables

Receivable balances are due from intergovernmental agencies. Intergovernmental receivables as of year-end for WAMPO in the aggregate were \$143,874. The full amount due from the Kansas Department of Transportation is approximately \$143,000. Management considers all receivables at December 31, 2025, to be fully collectible; therefore, no allowance for doubtful accounts was included.

Lease Asset

Lease Asset activity for the year ended December 31, 2025, was as follows:

	<u>Right-of-Use Asset</u>
Governmental Activities	
Balance at January 1, 2025	\$ 53,675
Additions	-
Reductions	<u>(33,770)</u>
Balance at December 31, 2025	<u>\$ 19,905</u>

Long-term Liabilities

Long-term liability activity for the year ended December 31, 2025, was as follows:

	<u>Compensated Absences</u>
Governmental Activities	
Balance at January 1, 2025	\$ 49,464
Additions	50,249
Reductions	<u>(36,296)</u>
Balance at December 31, 2025	<u>\$ 63,417</u>
Due within one year	<u>\$ 37,972</u>

	<u>Lease Liability</u>
Governmental Activities	
Balance at January 1, 2025	\$ 53,675
Additions	-
Reductions	<u>(33,770)</u>
Balance at December 31, 2025	<u>\$ 19,905</u>
Due within one year	<u>\$ 4,887</u>

Wichita Area Metropolitan Planning Organization
Notes to the Financial Statements
Year Ended December 31, 2025

During 2023, WAMPO entered into a three-year lease agreement for office space. WAMPO is required to make semi-annual payments of \$15,000. The lease has an interest rate of 4.18%.

During 2024, WAMPO entered into a five-year lease agreement for a copy machine. WAMPO is required to make monthly payments of \$469. The lease has an interest rate of 4.22%.

Economic Dependency

WAMPO received approximately 77% of its revenues from the Federal Transit Administration and the Federal Highway Administration passed through the Kansas Department of Transportation.

Risk Management

WAMPO is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. WAMPO carried commercial insurance for all risks of loss, including property and liability, workers' compensation, and employee health and accident insurance. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years.

Retirement Plans

WAMPO participates in a voluntary defined contribution retirement plan (Plan), as authorized by Internal Revenue Services (IRS) Code Section 457. Salary reduction agreements are made with eligible employees whereby prescribed amounts are withheld from the employee's pay and remitted to the Trustee, American United Life Insurance Company, which invests the withholdings in allowable investments in accordance with the investment instructions of the employees. These monies are not available to employees until termination or retirement from employment, death, or unforeseeable emergency. Any classified or unclassified employees, except those employed on an emergency, temporary, or intermittent basis, are eligible on their first day of employment to participate in the Plan. For the year-ended December 31, 2025, WAMPO made contributions to the Plan totaling \$12,588 and twelve employees of WAMPO participated in the Plan. All assets under this Plan are held in trust for the exclusive benefit of participants and their beneficiaries. For this purpose, an annuity contract or custodial account described in IRS Code Section 497(g) is treated as a trust.

Supplementary Information

**Wichita Area Metropolitan Planning Organization
Schedule of Revenues, Expenditures and Changes in Fund Balance –
Budget and Actual – Budget Basis
WAMPO Fund
Year Ended December 31, 2025**

	<u>Budgeted Amounts Final</u>	<u>Actual Amounts Budgetary Basis</u>	<u>Variance With Final Budget Over/ (Under)</u>
Revenues			
Intergovernmental			
Kansas Department of Transportation/ Federal Highway Administration/ Federal Transit Administration	\$ 1,670,254	\$ 1,423,846	\$ (246,408)
Member fees	50,000	50,000	-
TIP fees	355,316	372,425	17,109
Total revenues	<u>2,075,570</u>	<u>1,846,271</u>	<u>(229,299)</u>
Expenditures			
Administration	564,000	568,872	4,872
Highway and transit planning			
Long-range planning	254,000	224,996	(29,004)
Multimodal planning	251,500	254,109	2,609
Community engagement	31,000	34,072	3,072
Short range programming	48,500	36,194	(12,306)
Transportation data and modeling	498,000	458,887	(39,113)
CTD-FTA Mobility Manager	100,632	64,241	(36,391)
TDM - Consulting Service	250,000	75,780	(174,220)
SRTS - Consulting Service	201,774	36,505	(165,269)
Total expenditures	<u>2,199,406</u>	<u>1,753,656</u>	<u>(445,750)</u>
Net Change in Fund Balance	<u>\$ (123,836)</u>	92,615	<u>\$ 216,451</u>
Fund Balance, Beginning of Year		<u>1,420,775</u>	
Fund Balance, End of Year		<u>\$ 1,513,390</u>	

Due to its nature as a recipient of grant funding, WAMPO does not legally adopt a budget. As such, the budgetary schedule is presented as supplementary information.

The accompanying budgetary comparison schedule is presented using the modified accrual basis of accounting.

**Wichita Area Metropolitan Planning Organization
Schedule of Expenditures of Federal Awards
Notes to the Schedule of Expenditures of Federal Awards
Year Ended December 31, 2025**

Federal Grantor Pass-Through Grantor Program or Cluster Title	Federal Assistance Listing Number	Pass-Through Entity Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
<u>U.S. Department of Transportation</u>				
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research				
Passed through Kansas Department of Transportation UPWP-2025 Consolidated Planning CPG	20.505	L-0133-25	\$ -	\$ 1,245,406
Federal Highway Administration				
Highway Planning and Construction Cluster -				
Highway Planning and Construction	20.205	N-0746-01	-	36,505
Highway Planning and Construction	20.205	N-0787-01	-	60,951
Total Federal Assistance			<u>\$ -</u>	<u>\$ 1,342,862</u>

Note 1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of WAMPO under programs of the federal government for the year ended December 31, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of WAMPO, it is not intended to and does not present the financial position, changes in net position or cash flows of WAMPO.

Note 2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

Note 3. Indirect Cost Rate

WAMPO has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

Transportation Policy Body
Wichita Area Metropolitan Planning Organization
Wichita, Kansas

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the governmental activities and the major fund of Wichita Area Metropolitan Planning Organization (WAMPO), as of December 31, 2025, and the related notes to the financial statements, which collectively comprise WAMPO's basic financial statements, and have issued our report thereon dated February 27, 2026.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered WAMPO's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of WAMPO's internal control. Accordingly, we do not express an opinion on the effectiveness of WAMPO's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether WAMPO's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Forvis Mazars, LLP

**Wichita, Kansas
February 27, 2026**

Report on Compliance for the Major Federal Program and Report on Internal Control Over Compliance

Independent Auditor's Report

Transportation Policy Body
Wichita Area Metropolitan Planning Organization
Wichita, Kansas

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited Wichita Area Metropolitan Planning Organization's (WAMPO) compliance with the types of compliance requirements identified as subject to audit in the OMB Compliance Supplement that could have a direct and material effect on WAMPO's major federal program for the year ended December 31, 2025. WAMPO's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, WAMPO complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2025.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the "Auditor's Responsibilities for the Audit of Compliance" section of our report.

We are required to be independent of WAMPO and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of WAMPO's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to WAMPO's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on WAMPO's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about WAMPO's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding WAMPO's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of WAMPO's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of WAMPO's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Forvis Mazars, LLP

**Wichita, Kansas
February 27, 2026**

**Wichita Area Metropolitan Planning Organization
 Schedule to Findings and Questioned Costs
 Year Ended December 31, 2025**

Section I - Summary of Auditor's Results

Financial Statements

1. Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:
 Unmodified Qualified Adverse Disclaimer

2. Internal control over financial reporting:
 Significant deficiency(ies) identified? Yes None reported
 Material weakness(es) indentified? Yes No

3. Noncompliance material to the financial statements noted? Yes No

Federal Awards

4. Internal control over major federal awards programs:
 Significant deficiency(ies) identified? Yes None reported
 Material weakness(es) identified? Yes No

5. Type of auditor's report issued on compliance for the major federal program:
 Unmodified Qualified Adverse Disclaimer

6. Any audit findings disclosed that are required to be reported by 2 CFR 200.516(a)? Yes No

7. Identification of the major federal program:

<u>Assistance Listing Numbers</u>	<u>Name of Federal Program or Cluster</u>
20.505	Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research

8. Dollar threshold used to distinguish between Type A and Type B programs: \$1,000,000.

9. Auditee qualified as a low-risk auditee? Yes No

Section II – Financial Statement Findings

Reference Number	Finding
	No matters are reportable.

Section III – Federal Award Findings and Questioned Costs

Reference Number	Finding
	No matters are reportable.

**Wichita Area Metropolitan Planning Organization
Summary Schedule of Prior Audit Findings
Year Ended December 31, 2024**

Reference Number	Summary of Finding	Status
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No matters are reportable.



Agenda Item 4B: Action
FFY2026-FFY2028 Project Selection Committee (PSC)
Suballocated Federal Funding Award Recommendations
 Nick Flanders, Transportation Planning Manager

Executive Summary

KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed going forward (including for the current FFY), with the result that the amount of suballocated federal funding that needs to be awarded and programmed in the WAMPO TIP for FFY2026-FFY2028 is greater than was previously known. To address this situation, the WAMPO Project Selection Committee (PSC) met on January 22, 2026, to make updated suballocated federal funding award recommendations. The TPB is now asked to vote on whether to approve the PSC’s updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects.

Background

KDOT staff have informed WAMPO staff of changes in how suballocated federal funding is to be managed going forward (including for the current FFY). Previously, whenever KDOT informed WAMPO of how much suballocated funding it was anticipated to have to award that FFY, rather than reporting the full amount of the Apportionment, they reported a “Limitation Distribution,” usually equal to about 85% of the Apportionment; with about 15% of each FFY’s Apportionment going unused, the carryover balances added up over the years, unless they were programmed during August Redistribution. Now, however, KDOT has started the practice of reporting to WAMPO what the full Apportionments are estimated to be for the FFY, including carryover balances that are based on full Apportionments and not on Limitation Distributions. This does not mean the amount of suballocated federal funding available in the WAMPO region has increased, but it does mean the amount that needs to be programmed in the TIP is greater than was previously known. Consequently, there are significant unprogrammed amounts of suballocated funding to award for FFY2026 and beyond. KDOT staff wrote that “KDOT’s expectation is that WAMPO expend their balance of carryover apportionment by the end of FFY 2028.”

Projected Surplus Suballocated Funding to Award, FFY2026-FFY2028

Pre-FFY2026 Estimated Carryover Available	\$8,069,604.99		
	FFY2026	FFY2027	FFY2028
Estimated Apportionment	\$17,553,540.22	\$17,553,540.22	\$17,553,540.22
Awarded to Projects	\$14,582,200.00	\$14,748,721.00	\$14,789,051.00
Apportionment - Awarded (noncumulative)	\$2,971,340.22	\$2,804,819.22	\$2,764,489.22
Projected Ending Balance (cumulative)	\$11,040,945.21	\$13,845,764.43	\$16,610,253.65

These projections of available suballocated federal funding in FFY2026-FFY2028 assume KDOT-provided estimates of FFY2026 Apportionments to the WAMPO region will hold constant through FFY2027 and FFY2028.

PSC Recommendations

The WAMPO Project Selection Committee (PSC) met on January 22, 2026, and recommended that the twelve (12) projects that are currently programmed in the WAMPO TIP to have their initial obligation of suballocated federal funding in FFY2026-FFY2028 all have their awarded levels of suballocated federal funding increased



Agenda Item 4B: Action
FFY2026-FFY2028 Project Selection Committee (PSC)
Suballocated Federal Funding Award Recommendations

Nick Flanders, Transportation Planning Manager

to the maximum of 80% of their qualifying project costs that were shown in the TIP at that time (if they were not already at that 80% maximum). The PSC-recommended funding-level revisions are summarized on a project-by-project basis in the following table:

Lead Agency	Project	Current Programmed Fed. \$	Current % Fed. Funding	PSC-Recommended Addition	Revised Programmed Fed. \$ if Approved	Revised % Fed. Funding if Approved
City of Derby	Rock Road Corridor Improvements	\$4,915,049	41.37%	\$4,588,757	\$9,503,806	80.00%
City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$2,753,454	39.60%	\$2,809,309	\$5,562,763	80.00%
Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,238,997	68.72%	\$203,358	\$1,442,355	80.00%
City of Haysville	Meridian Street & Multiuse Trail	\$5,262,961	69.98%	\$753,201	\$6,016,162	80.00%
City of Park City	85th Street and Broadway Roundabout	\$581,183	32.91%	\$831,528	\$1,412,711	80.00%
City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$778,400	80.00%	\$0	\$778,400	80.00%
Sedgwick County	Maple Street Pathway	\$1,320,000	64.39%	\$320,000	\$1,640,000	80.00%
City of Bel Aire	45th St N, Oliver to Woodlawn	\$7,527,266	46.20%	\$5,507,362	\$13,034,628	80.00%
City of Wichita	ITS - 21st St and Maize to Downtown	\$2,832,000	80.00%	\$0	\$2,832,000	80.00%
City of Wichita	127th St E, 13th to Douglas	\$5,960,547	68.72%	\$978,309	\$6,938,856	80.00%
Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,062,672	78.72%	\$17,328	\$1,080,000	80.00%
Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path	\$2,573,600	80.00%	\$0	\$2,573,600	80.00%
		\$36,806,129	55.75%	\$16,009,152	\$52,815,281	80.00%

In this table, “Current % Fed. Funding” and “Revised % Fed. Funding if Approved” are both calculated based on each project’s qualifying costs shown in the TIP as of January 22, 2026, when the PSC made its recommendations. If a project’s estimated qualifying costs subsequently increase, that is not reflected here, and any further increase in the project’s awarded suballocated federal funding towards the maximum of 80% of its revised qualifying costs would be contingent on the PSC, TAC, and TPB choosing to make such an award prior to funds being obligated on the project (e.g., when the PSC meets in March-April 2026 to consider suballocated federal funding awards for the FFY2027-FFY2030 TIP).

Fiscal Considerations

Since the current five-year federal transportation funding legislation (the Infrastructure Investment and Jobs Act) only goes through the end of FFY2026 and successor legislation for FFY2027 and beyond has not yet been passed by the U.S. Congress, any projection of suballocated federal transportation funding balances after September 30, 2026, is uncertain. In addition, obligations and deobligations of funding on past-FFY projects may yet occur, changing the projected available balances. However, following the conservative assumption that KDOT-provided estimates of FFY2026 Apportionments of federal transportation funding suballocated to the WAMPO region will hold constant through FFY2027 and FFY2028 (see above), enacting the PSC’s recommendations would leave a projected end-of-FFY2028 surplus of \$601,102, which could be awarded to projects that do not already have suballocated federal funding awarded to them or to projects with awarded-but-not-yet-obligated suballocated funding and whose qualifying-cost estimates in the TIP are revised upward from what they were when the PSC met on January 22, 2026. There will be an opportunity for such funding awards when the PSC meets in March-April 2026 to make suballocated federal funding recommendations for the FFY2027-FFY2030 TIP, the Call for Projects for which is open through March 6, 2026.



Agenda Item 4B: Action
FFY2026-FFY2028 Project Selection Committee (PSC)
Suballocated Federal Funding Award Recommendations

Nick Flanders, Transportation Planning Manager

TAC Recommendation

Approve the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, as presented.

Action Options

- » **Approve** the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, **as presented**.
- » **Not approve** the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects.
- » **Approve** the PSC's updated suballocated federal funding award recommendations for current FFY2026-FFY2028 projects, **with specific changes**.

Next Steps

- » March 23, 2026: TAC recommendation on FFY2025-FFY2028 TIP Amendment 8, enacting TPB-approved changes to suballocated federal funding awards to current FFY2026-FFY2028 projects.
- » April 14, 2026: TPB approval vote on FFY2025-FFY2028 TIP Amendment 8, enacting TPB-approved changes to suballocated federal funding awards to current FFY2026-FFY2028 projects.
- » March-April 2026: PSC meeting(s) to make suballocated federal funding award recommendations for the FFY2027-FFY2030 TIP.



Agenda Item 4C: Action

Regional Transit Coordination Committee Formation

Kim Negrete, Multimodal Transportation Safety Planner

Laura VanBurkleo, Planning Analyst

Executive Summary

WAMPO staff propose the establishment of a Regional Transit Coordination Committee to support public-transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the fulfillment of WAMPO's adopted Regional Transit Implementation Plan. WAMPO staff would provide facilitation and technical support. The TPB is asked to consider whether to approve the formation of a Regional Transit Coordination Committee.

Background

Public transit services and needs vary widely across the WAMPO region, and many providers face challenges related to limited funding, service capacity, and coverage area. While the adopted WAMPO Regional Transit Implementation Plan identifies strategies to improve and expand transit services, enacting such strategies often requires coordination between city/county governments, transit agencies, and other partners.

To support these efforts, WAMPO staff propose, and the TAC recommended, the establishment of a Regional Transit Coordination Committee to support transit-related planning, implementation strategies, and innovative practices in the region. The committee would serve as a forum for WAMPO member jurisdictions, transit providers, and invited stakeholders to share information, discuss transit initiatives, identify priority strategies, and support the fulfillment of the Regional Transit Implementation Plan. The proposed Regional Transit Coordination Committee would be intended to:

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

The TPB is asked to vote on whether to approve the formation of a Regional Transit Coordination Committee.

Committee Formation and Structure

Section 8.2 of the TPB Bylaws states that “[t]he TPB may designate ... committees or subcommittees as necessary to investigate and report on specific subject areas of interest to it.”

If the TPB chooses to create a Regional Transit Coordination Committee, its membership may include WAMPO member jurisdiction representatives, transit-related partners, employers and other entities with an interest in public transit, and various stakeholders with transit-related expertise. Among others, those who were members of the Regional Transit Implementation Plan Steering Committee would be invited to join the standing Regional Transit Coordination Committee. For reference, please see the attached draft, nonbinding



Agenda Item 4C: Action

Regional Transit Coordination Committee Formation

Kim Negrete, Multimodal Transportation Safety Planner

Laura VanBurkleo, Planning Analyst

committee membership roster. Upon the formation of a Regional Transit Coordination Committee being approved, WAMPO staff would prepare and maintain the committee membership roster on an ongoing basis.

The committee is proposed to be a staff-supported, discussion-oriented body, rather than a decision-making body. The Regional Transit Coordination Committee would have no prescribed authority beyond serving as a coordinating body for regional transit in the WAMPO region. WAMPO staff would provide facilitation and technical support.

Committee meetings would be held quarterly. The dates, times, and location(s) of those meetings would be determined with input from committee members.

TAC Recommendation

Approve the formation of a Regional Transit Coordination Committee, as presented.

Action Options

- » **Approve** the formation of a Regional Transit Coordination Committee, **as presented**.
- » **Not approve** the formation of a Regional Transit Coordination Committee.
- » **Approve** the formation of a Regional Transit Coordination Committee, **with specific changes**.

Next Steps

- » March-May 2026: Committee formation, if approved by the TPB. WAMPO staff would coordinate with committee members, develop initial agenda topics and supporting materials, and schedule committee meetings. WAMPO staff would provide updates to the TAC and TPB, as appropriate, regarding committee activities and outcomes.

Attachments

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

Regional Transit Coordination Committee Membership Roster

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



Executive Summary

Haysville Mayor Russ Kessler, as the TPB Chair, has appointed members to the Executive Committee and the Project Selection Committee.

Executive Committee Background

Article 4 of the Transportation Policy Body (TPB) bylaws authorizes the creation of an Executive Committee, detailing its membership in Section 4.1:

- 4.1 Executive Committee Membership.** The TPB may, at its discretion, create an Executive Committee to which it may refer matters regarding the budget and finances, personnel, and law. The Executive Committee shall be composed of:
- » Chair
 - » Vice-Chair
 - » Chair of TAC, if the Chair of TAC is not also the Vice-Chair of TPB
 - » Wichita Metro area representative from the Kansas Department of Transportation
 - » Two (2) at large members of the Executive Committee are voting representatives of the TPB and appointed by the Chair of the TPB

No more than one representative from any one Jurisdiction may participate on the Executive Committee. If a member of the Executive Committee cannot attend a meeting of the Executive Committee, the jurisdiction's designated alternate may attend.

The Executive Committee shall include, in some capacity, one member from the City of Wichita and one member from Sedgwick County. Representatives of the City of Wichita and Sedgwick County may be Chair, Vice-Chair, Chair of TAC, or members at large.

The Executive Committee will serve until the next election of officers, at which time the Executive Committee will be re-selected. No member of the Executive Committee can serve more than two consecutive terms in a particular position, but may serve two consecutive terms as Chair, Vice-Chair, TAC Chair, and member at large.

The Executive Committee will also include as non-voting, ex officio members:

- » Immediate past Chair of the TPB. In the event the immediate past chair of WAMPO is no longer representing a jurisdiction, this position shall not be filled.

Project Selection Committee Background

Article 8 of the TPB bylaws authorize the creation of other committees, as stated in Section 8.2:

- 8.2 Other Committees.** The TPB may designate other committees or subcommittees as necessary to investigate and report on specific subject areas of interest to it. Such committee members may, or may not, be members of the TPB.



Agenda Item 5A: Discussion/Updates

Appointments: Executive Committee and Project Selection Committee

Haysville Mayor Russ Kessler, TPB Chair

Additionally, the WAMPO Public Participation Plan (PPP) outlines the role of a Project Selection Committee on page 20:

Project Selection Committee (PSC)

The Project Selection Committee (PSC) is formed to evaluate candidate projects and develop recommendations for the assigned projects it is selected to review. It is composed of individuals appointed by the Chair of the Transportation Policy Body (TPB). Membership includes representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC meets several times, as needed, throughout a given round of evaluating project needs and developing guidance on which projects should be funded or pursued. At these meetings, the PSC reviews project applications, discusses candidate projects, and develops a recommended list of projects.

2026 Executive Committee and Project Selection Committee Rosters

2026 WAMPO Executive Committee Members and Contact Information		
AFFILIATION	NAME	EMAIL
City of Haysville	Russ Kessler, TPB Chair	rkessler@haysvilleks.gov
City of Goddard	George Liebe, TPB Vice Chair	liebe@goddardks.gov
Butler County	Dan Woydziak, TAC Chair	dwoydzia@bucoks.com
KDOT (Wichita Metro area)	Nick Squires	nick.squires@ks.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov
Immediate Past Chair	Becky Tuttle, Ex Officio (non-voting)	btuttle@wichita.gov

2026 Project Selection Committee Members and Contact Information		
AFFILIATION	NAME	EMAIL
Butler County	Dan Woydziak, TAC Chair	dwoydzia@bucoks.com
Sedgwick County	Lynn Packer	lynn.packer@sedgwick.gov
City of Wichita	James Wagner	jwagner@wichita.gov
City of Derby	Dan Squires	dansquires@derbyks.gov
City of Haysville	Tony Martinez	tmartinez@haysvilleks.gov
City of Bel Aire	Anne Stephens	astephens@belaireks.gov
City of Maize	Joe Dessenberger	jdessenberger@maizeks.gov
Wichita Transit	Raven Alexander	ralexander@wichita.gov

Attachments

- » **Transportation Policy Body (TPB) Bylaws** – <https://bit.ly/TPB-Bylaws-2024>
- » **WAMPO Public Participation Plan** – <https://bit.ly/WAMPO-PPP-AA1>



Executive Summary

The K-254: Rock, Webb, and Greenwich Interchange Study is currently in the discovery phase. KDOT is analyzing options for improving K-254 at the intersections of Rock, Webb, and Greenwich Roads, such as new interchange designs, overpasses, and connector roads. This includes exploring potential modernization improvements related to capacity, development, and safety. The discovery phase of the project will continue through fall 2026. It will be followed by a design phase (preliminary and final), followed by bid letting and construction.

Background

The K-254: Rock, Webb, and Greenwich Interchange Study was identified as a top priority during KDOT's 2023 Local Consult process and is currently in the discovery phase. It covers a 2.5-mile stretch of K-254 in the WAMPO region, from a half mile west of Rock Road to the intersection of Greenwich Road and K-254. During the discovery phase, KDOT is analyzing options for improving K-254 at the intersections of Rock, Webb, and Greenwich Roads, such as new interchange designs, overpasses, and connector roads. This includes exploring potential modernization improvements related to capacity, development, and safety.

The nearby cities of Bel Aire, Kechi, and Wichita, Sedgwick County, and the K-254 Corridor Development Association are involved in the process. An open house, a stakeholder workshop, and a public comment period have been held. Public comments are currently being reviewed by KDOT staff. No final decisions have been made at this stage.

During the stakeholder workshop, three potential types of interchanges were presented. These were "Diamond Interchanges", "Single Point Urban Interchanges (SPUIs)", and "Diverging Diamond Interchanges (DDIs)".

The discovery phase of the project will continue through fall 2026. It will be followed by a design phase (preliminary and final), followed by bid letting and construction.

Attachment

- » **K-254: Rock, Webb & Greenwich Interchange Study Webpage** – www.ksdot.gov/projects/south-central-kansas-projects/k-254-rock-webb-greenwich-interchange-study



Executive Summary

Complete Streets is a policy and design approach that ensures streets and roads are safe and accessible for all users, fostering active transportation, safety, and sustainability. Across the United States, Complete Streets initiatives have improved infrastructure with features like improved sidewalks, bicycle lanes, and transit-friendly corridors. In the Wichita metropolitan area, there have been efforts focused on retrofitting roadways to accommodate all modes of travel and integrating Complete Streets principles into long-range planning documents. A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit.

Background

Complete Streets is a transportation policy and design approach that ensures streets and roads are planned, designed, operated, and maintained in ways that enable safe access for all users, regardless of their mode of transportation, age, or ability. This means accommodating pedestrians, bicycle riders, automobile users, and transit riders, both with and without disabilities. Complete Streets aims to create accessible and sustainable transportation networks that support healthy communities and vibrant economies.

Complete Streets policies emphasize the integration of multiple modes of transportation into street and road design, fostering active transportation options, reducing traffic congestion, improving safety, and enhancing the overall quality of life. The implementation of these policies often involves collaboration between regional agencies, local governments, and community stakeholders to achieve tailored solutions that address specific needs and priorities.

Across the United States, Complete Streets initiatives have transformed how transportation infrastructure is developed. Such initiatives have led to the creation of safer crosswalks, wider and more extensive sidewalks, protected bicycle lanes, and transit-friendly corridors, among other improvements. Many regions have adopted Complete Streets policies to prioritize safety, reduce vehicle emissions, and promote physical activity among residents.

In the Wichita metropolitan area, there is a growing recognition of the importance of Complete Streets. Efforts to date have included retrofitting existing roadways to accommodate multiple types of users and incorporating Complete Streets principles into long-range planning documents. These initiatives align with broader regional goals, such as reducing traffic fatalities and fostering more sustainable transportation networks.



Agenda Item 5C: Discussion/Updates

Complete Streets

Katie Newman, Transportation Planner

WAMPO Complete Streets Advisory Committee

A WAMPO Complete Streets Advisory Committee will soon be convened. Its purpose will be to provide guidance to WAMPO staff and assist in developing a regional Complete Streets policy and toolkit. The committee will consider, among other things:

- » Accommodating all road users
- » Having clear and accountable expectations of Complete Streets policies and projects
- » Addressing a variety of WAMPO member-jurisdiction characteristics
- » Establishing roadway-design best practices
- » Considering the contexts of roadways (e.g., surrounding land uses)
- » Incorporating Complete Streets metrics into project selection criteria
- » Having clear steps for implementing Complete Streets policies

The Complete Streets Advisory Committee is anticipated to meet every two months, beginning in April 2026 and ending in October 2026, upon the completion of the regional Complete Streets policy and toolkit. Those interested in joining the committee are asked to contact Katie Newman at katherine.newman@wampo.org.



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

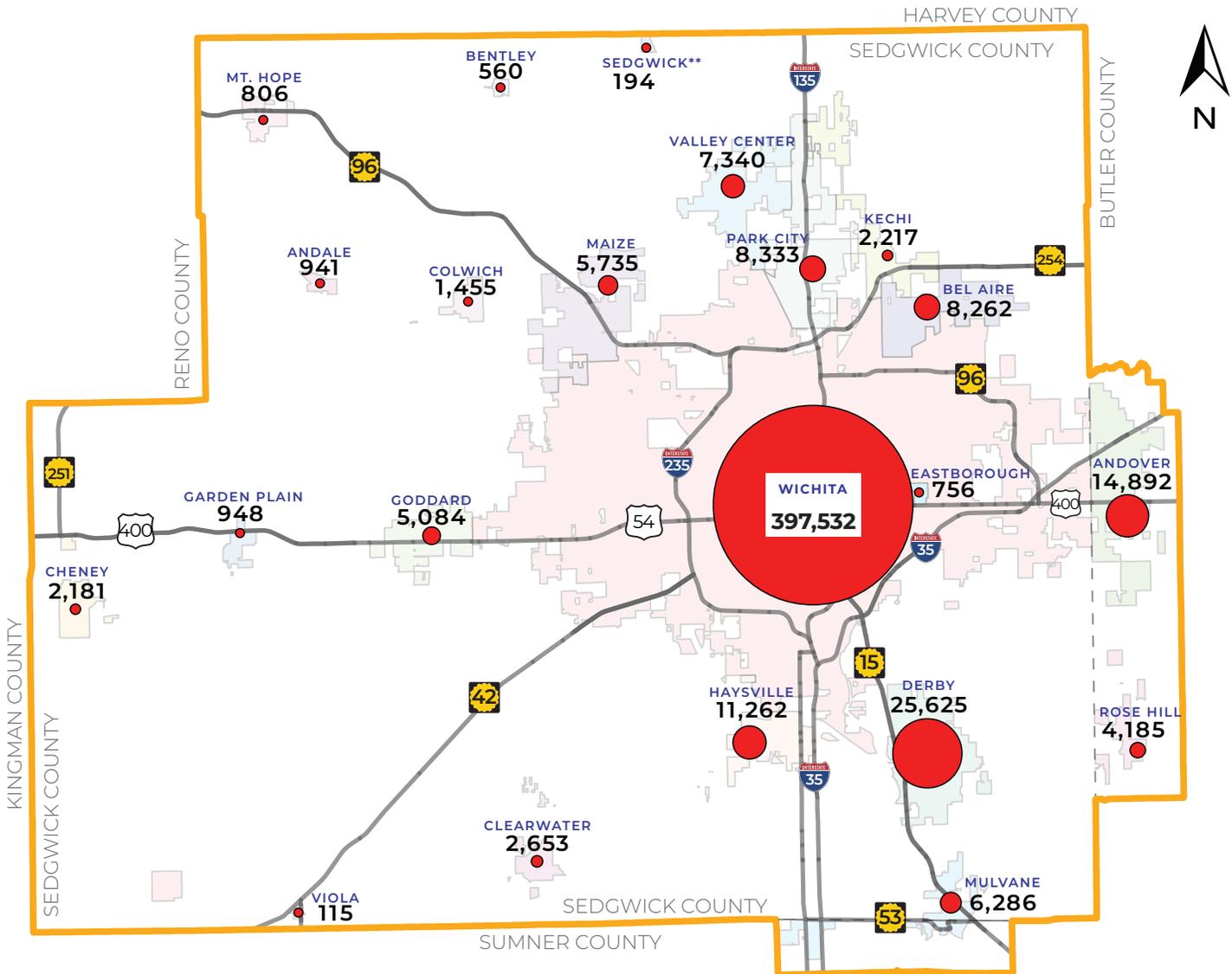
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO REGION PUBLIC TRANSIT RIDERSHIP

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

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

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

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

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

Points of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Ashley Cory	ashleycory@derbyks.gov	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysvilleks.gov	316.529.5903
Sedgwick County Transportation	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
DOI	Department of Transportation	ROW	Right of Way
EIS	Environmental Impact Statement	RSA	Road Safety Assessment/Audit
EPA	Environmental Protection Agency	SCAC	Sedgwick County Association of Cities
EV	Electric Vehicle	SRTS	Safe Routes to School
FC	Functional Classification	SS4A	Safe Streets and Roads for All Grant Program
FFY	Federal Fiscal Year (October 01 - September 30)	SSA	Safe System Approach
FHWA	Federal Highway Administration	STBG	Surface Transportation Block Grant
ETA	Federal Transit Administration	STIP	State Transportation Improvement Program
GIS	Geographic Information System	TA	Transportation Alternatives
HIP	Highway Infrastructure Program	TAC	Technical Advisory Committee
HSIP	Highway Safety Improvement Program	TAM	Transit Asset Management
IJJA	Infrastructure Investment and Jobs Act	TAZ	Traffic Analysis Zone
IKE	Kansas Eisenhower Legacy Transportation Program	IDM	Travel Demand Model
ITE	Institute of Transportation Engineers	IIP	Transportation Improvement Program
ITS	Intelligent Transportation System	TMA	Transportation Management Area
KDOT	Kansas Department of Transportation	TPB	Transportation Policy Body
KHP	Kansas Highway Patrol	UAB	Urban Area Boundary
KTA	Kansas Turnpike Authority	UPWP	Unified Planning Work Program
LEP	Limited English Proficiency	VMT	Vehicle Miles Traveled
L RTP	Long Range Transportation Plan (same as MTP)	VRU	Vulnerable Road User
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WAMPO	Wichita Area Metropolitan Planning Organization
MPA	Metropolitan Planning Area	WT	Wichita Transit

Rev. 05/30/2025

2026 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Haysville	Russ Kessler, Chair	rkessler@haysvilleks.gov	William Black	wblack@haysvilleks.gov
City of Wichita	Becky Tuttle, Ex Officio	btuttle@wichita.gov	Dennis Marstall	dmarstall@wichita.gov
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov		
City of Wichita	Dalton Glasscock	dglasscock@wichita.gov		
City of Wichita	Mike Hoheisel	mhhoheisel@wichita.gov		
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Sedgwick County	Jim Howell	jim.howell@sedgwick.gov		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov	Tania Cole	tania.cole@sedgwick.gov
Sedgwick County	Jeff Blubaugh	jeff.blubaugh@sedgwick.gov		
Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov	J.B. Wilson	jb.wilson@ks.gov
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov		
Sedgwick County Association of Cities (SCAC)	Terry Somers	tssomers1@gmail.com	Courtney Zollinger	czollinger@clearwaterks.org
City of Kechi				
City of Clearwater	Burt Ussery	bussery@clearwaterks.org		
Butler County	Dan Woydziak, TAC Chair	dwoydzia@bucoks.com		
City of Rose Hill	Jeanine Schantz	jschantz@cityofrosehill.com	Warren Porter	wporter@cityofrosehill.com
City of Derby	Nick Engle	nickengle@derbyks.gov	Anne Stephens	astephens@belaireks.gov
City of Bel Aire	Jim Benage	jbenage@belaireks.gov		
City of Mulvane			Joel Pile	jpile@mulvane.us
City of Maize	Pat Stivers	pstivers@cityofmaize.org	Nick Gregory	ngregory@maizeks.gov
City of Valley Center	Jet Truman	vcmayor@valleycenterks.org	Rodney Eggleston	reggleston@valleycenterks.org
City of Park City	Charles Schwanke	cschwanke@parkcityks.gov	Sean Fox	sfox@parkcityks.gov
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City of Goddard	George Liebe, Vice-Chair	liebe@goddardks.gov		
Executive Committee				
City of Haysville	Russ Kessler, Chair	rkessler@haysvilleks.gov		
City of Goddard	George Liebe, Vice-Chair	liebe@goddardks.gov		
Butler County	Dan Woydziak, TAC Chair	dwoydzia@bucoks.com		
Wichita Metro Area Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov		
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
City of Wichita	Becky Tuttle, Ex Officio	btuttle@wichita.gov		
Non-Voting Members & Alternates				
Federal Transit Administration	Gerri Doyle	gerri.doyle@dot.gov		
Federal Highway Administration	Javier Ahumada	javier.ahumada@dot.gov		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
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WAMPO Transportation Funding Analyst Intern	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		

Quorum is 13 based on voting members

Rev. 02/16/2026

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*
<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St., Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
	JANUARY 26		
FEBRUARY 10	FEBRUARY 23	FEBRUARY 5	FEBRUARY 4
MARCH 10	MARCH 23		
APRIL 14	APRIL 27		
MAY 12	MAY 18	MAY 7	MAY 6
JUNE 9	JUNE 22		
JULY 14	JULY 27		
AUGUST 11	AUGUST 24	AUGUST 6	AUGUST 5
SEPTEMBER 8	SEPTEMBER 28		
OCTOBER 13	OCTOBER 26		
NOVEMBER 10	NOVEMBER 23	NOVEMBER 5	NOVEMBER 4
DECEMBER 8			



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