



Transportation Advisory Committee (TAC) Meeting Notice

Monday, March 28, 2022 at 10:00 am

ONLINE LINK: <https://meet.goto.com/930723901>

Please call us at 316.779.1313 at least 48 hours in advance if you require special accommodations to participate in this meeting.
We make every effort to meet reasonable requests.

Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

	Page Numbers (in this packet)
1. Welcome	
2. Regular Business	
A. Approval of March 28, 2022 Agenda	Page 1
B. Approval of February 28, 2022 Minutes	Pages 2 to 6
C. Director's Report	
i. Overview	
ii. FFY2023-FFY2026 TIP Update Development	Pages 7 to 8
iii. Travel Demand Model Contract	
3. Public Comments	Page 9
4. New Business	
A. Action: 2021-2024 TIP (Transportation Improvement Program) Amendment #6	Pages 10 to 25
Nick Flanders, WAMPO	
B. Update: Federal Roadway Functional Classification Map	Pages 26 to 31
Nick Flanders, WAMPO	
5. Committee Reports/Updates	
A. Safety & Health Committee update, Elizabeth Ablah	
B. Active Transportation Committee, Alan Kailer & Jack Brown	
6. Other Business	
7. Adjournment	
WAMPO Region Population Table and Map	Pages 32 to 33
WAMPO Acronym Glossary	Page 34
WAMPO TAC Roster	Page 35
WAMPO 2022 TAC Meetings	Page 36

Chad Parasa, TAC Secretary

March 21, 2022

WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Discrimination Complaint Form visit www.wampo.org or call (316) 779-1313. Requests for special accommodation and/or language interpretation should be made to Theresa House at Theresa.House@wampo.org or call (316) 779-1313.



Meeting Summary
Technical Advisory Committee (TAC) Meeting Summary
Monday, February 28, 2022 @ 10:00 AM
Hybrid Meeting

Meeting Duration: 75 minutes

Members in Attendance:

Burt Ussery, TAC Chair
Raven Alexander, Wichita Transit
Mike Armour, Wichita
Jack Brown, Regional Pathways
Representative
Annette Graham, Coordinate Transit
District #9 Representative

Jolene Graham, Economist
Representative
Mary Hunt, Urban Land Use Planning
Representative
Gary Janzen, Wichita
Les Mangus, Butler/Sumner Co.
Shawn Mellies, Wichita

Laura Rainwater, REAP
Nina Rasmussen, Air Quality
Representative
Jim Weber, Sedgwick Co.
Kristi Wilson, KDOT

Other Attendees:

Greg Allison, MKEC
Maggie Ballard
William Black, Haysville
Ashley Bryers, WAMPO
Brent Chestnut, TranSystems
Brent Clark, Valley Center
Cecelie Cochran, FHWA
Nick Flanders, WAMPO
Tom Hein, KDOT
Mike Hoheisel, Wichita

Theresa House, WAMPO
Tonja Howard, Wichita Transit
Alan Kailer, Bike Walk Wichita
Mark Kruep, WAMPO
Brett Letkowski, TranSystems
ThaiBinh Ninh, MAPD
Ronald Nuessen, Benesch
Lynn Packer, Sedgwick Co.
Chad Parasa, WAMPO
Tia Raamot, Wichita Transit

Brad Shores, JEO
Dan Squires, Derby
Eva Steinman, FTA
Pat Stivers, Maize
Patty Sykes, WAMPO
Tyler Voth, WSP
James Wagner, Wichita
Jessica Warren, Sedgwick County
Kristen Zimmerman, PEC

1. Mr. Ussery called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of February 28, 2022 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (14-0).

Motion: Mr. Janzen

Second: Mr. Armour

B. Approval of January 24, 2022 Minutes

Discussion: None

Action: Moved to approve minutes. Motion passed (14-0).

Motion: Mr. Weber

Second: Mr. Armour

C. Director's Report

i. Overview

ii. TIP Amendment Updates

Nicholas Flanders provided an update on TIP Amendments. On December 14, 2021, the TPB approved Amendments 5 and 5.5, as recommended by the TAC. During the period of January 31, 2022 through February 11, 2022, there was a Call for Changes for Amendment 6 to the 2021-2024 TIP. The 30-day Public Comment Period for Amendment 6 started on February 26, 2022 and is scheduled to run through March 27, 2022. As of today – February 28, 2022 – changes to eight projects have been received for Amendment 6. One project has an administrative adjustment to change its contact information and the other seven are projects that require formal amendments. Of those seven, two are existing projects that are being changed, and five are new projects. The TAC is scheduled to make its recommendation on Amendment 6 on March 28, 2022, and the TPB is scheduled

to vote on approval of Amendment 6 on April 12, 2022. When Mr. Ussery inquired whether 8 submitted projects were a light response to a TIP-amendment Call for Changes, Mr. Flanders responded that this number is fairly typical, and that there were no other projects that WAMPO staff expected to be submitted for Amendment 6 that were not included.

iii. **Travel Demand Model RFP Update**

The RFP was issued on January 26, 2022. The Pre-Proposal Conference took place on February 25, 2022, and proposals were due on March 1, 2022. The Selection Committee will meet sometime in March of 2022. After the April 12, 2022 selection of a consultant by TPB, the Project will commence, then end in December 2023.

3. Public Comment Opportunity: None

4. New Business

A. **Action: TIP Call for Projects Approach Approval**

Nick Flanders explained attention is on the Call for Projects on the 2023-2026 TIP, and members are asked to get their requests submitted by the March 9, 2022 deadline. Requests shall clarify whether projects are new projects, current projects, or projects to be carried forward. The table below summarizes the processing schedule:

Staff review & Project Section Committee meetings	Spring 2022
Document development & Public Comment period	Summer 2022
TAC recommendation	Summer/Fall 2022
Deadline for TPB Approval	Prior to October 1, 2022

Focus is also on getting new projects for 2025-2026. However, there is the possibility of surplus funds available from 2023-2024, which are not already committed to other projects.

Historically, projects selected for WAMPO suballocated funding in the TIP have been from the MTP Funding Menu only. However, due to unprecedented occurrences since the last MTP was approved, like the pandemic and new developments that were unforeseen, WAMPO is requesting the Committee's feedback in determining how to proceed for the FFY2023-FFY2026 TIP:

- Option #1 – Selecting Projects from MTP Funding Menu Only: This option would require only projects to be selected from the MTP Funding Menu, with the selected projects proceeding through the processing schedule above, in order to reach to the TIP.
- Option #2 – Selecting Projects from MTP Funding Menu, MTP (but not on the Funding Menu, or not in the MTP (but meets the MTP goals), which would require an MTP Amendment: This option would involve developing an MTP Amendment which would allow projects that are not on the MTP Funding Menu, or in the MTP to be added to the MTP Funding Menu. The process and recommendation of Option #2 would end on or before the October 1, 2022 deadline for approval.

Ashley Bryers explained the “MTP” is a long-range transportation plan which is developed every 5 years with the vision for transportation for the next 20 years, while the “TIP” is the implementation arm of the MTP and must be consistent with the MTP. The “MTP Funding Menu” is a specific, fiscally-constrained project list developed during the MTP development process. WAMPO is requesting direction on whether to select projects only from the MTP Funding Menu or to also select projects that are in the MTP, but not on the Funding Menu, or projects that are not in the MTP at all. If projects are selected by the Project Selection Committee that are not on the MTP Funding Menu, an MTP Amendment would be necessary. It was acknowledged that, in the event no projects which are not on the MTP Funding List are not selected by the Project Selection Committee, no MTP Amendment would be prepared and only selected projects from the MTP Funding Menu would advance through the processing schedule to reach to TIP approval.

Action: Motion to approve use of Option #2 in approving FFY2023-FFY026 TIP Projects, so long as all project requests be given equal consideration by the Project Selection Committee, regardless of whether a project had been selected on the MTP Funding Menu. Staff will process an MTP Amendment if necessary based on selected projects. It is noted that this is a unique situation that only applies to this TIP selection process. Motion Passed. (14-0)

Motion: Mr. Janzen

Second: Mr. Weber

B. **Action: Safety Plan Steering Committee & Focus Group**

Ms. Bryers spoke about the Safety & Health Committee (“SHC”), which was established in 2020. The SHC has been tasked to review data and develop information for the next MTP. Through SHC and TAC discussions it was determined a Safety Plan is necessary. Ms. Bryers presented a two-tier structure to guide the consultant lead planning process.

- Tier 1 – Steering Committee: Consists of existing SHC governmental staff and other identified entities, with responsibility to provide direction for addressing design, enforcement, education and awareness solutions in the preparation of the plan document; and
- Tier 2 – Focus Group: Consists of SHC (“non-governmental staff”) organizations and other interested parties, with responsibility for providing more input on goals, policy action items and procedures to the Steering Committee for use in preparing the plan document.

During her presentation, Ms. Bryers presented a list of SHC members (which is comprised of governmental staff and other entities) and, and requested input from Committee members of anyone else who might also who might be interested in working on this project.

In response to Mr. Kailer’s question, Ms. Bryers stated the structure presented at this meeting was different from the structure previously presented to TPB because, after hearing the comments and concerns at the February 2022 TPB meeting, staff re-evaluated the initial sub-committee tier structure and associated tasks. Ms. Bryers explained the difference between the SHC and the Safety Plan Steering Committee/Focus Group. The SHC’s overarching purpose is to cultivate data and information to develop the next MTP, which has a longer timeframe, while the development of the Safety Plan is a shorter timeframe. The Steering Committee and Focus Group would each meet more frequently versus having SHC by itself, as SHC only meets once every three months. Further, additional individuals and organizations which would be working on developing the Safety Plan could join or be represented in SHC going forward.

Ms. Bryers asked the Committee for approval of the proposed structure of SHC’s plan team.

ACTION: Move to approve the establishment of a two-tiered sub-committee, for the purpose of developing and directing a Safety Plan, for Safety & Health Committee’s use in preparing the next MTP. At this time, the specific members of both the Steering Committee and the Focus Group are not specifically identified, but will be added to these rosters. (14-0)

MOTION: Mr. Janzen

SECOND: Mr. Squires

C. **Update: Federal Functional Classification Map Update**

Mr. Flanders discussed updates to the Federal Functional Classification Maps. The updated maps were provided to the Committee as part of the meeting agenda packet, pages 12 through 14. These maps apply to all roadways of the jurisdiction, from interstate down to local roads. Mr. Flanders pointed out the arterials - higher roads - provide the most mobility in terms of how far vehicles can travel with having the least accessibility to specific destinations, due to having the fewest exit points, and that a road can only empty onto a road of equal or greater functional classification.

The WAMPO staff have been working on the maps, using information received from Kansas Department of Transportation. In order to be of a certain classification, particular characteristics on the maps are the roadways which must be identified, from arterials down to local roads. The different roadways on the current maps are all color-coded, but the maps do not show the local roads. Map revisions include the latest changes not reflected in the previous maps, as well as the addition of an updated project involving a bridge building built on Highway 95 straight across the Arkansas River, which will also involve a road being built.


In response to Mr. Janzen's question, Mr. Flanders confirmed that a road's Functional Classification affects its eligibility for federal funding. He then stated that local roads do not qualify for federal funding, unless there are exceptions identified in the law; one of the exceptions is for bridge and tunnel projects.

Mr. Flanders noted that these maps are continually being updated, and WAMPO continues to communicate with jurisdictions to confirm that all changes are represented on these maps. He further noted that the official functional maps for the jurisdiction region are located on the WAMPO website – www.wampo.org/fun-class.

D. **Discussion: WAMPO and Stakeholders Data Sharing Agreements**

Mr. Flanders and Mark Kruep gave a presentation regarding the early stages of determining whether data sharing agreements (“DSA”) should be developed for WAMPO’s use in sharing data with other parties. Mr. Kruep summarized how a DSA would be a written understanding between two or more parties, identifying what data would be shared, the purpose for using the shared data, who would have access to the data, how the data would be stored and/or eventually destroyed. He also pointed out the advantages of having a DSA in place, including protection against data misuse, improved ability to turn data into meaningful reports, discouraging duplication of effort and encouraging accountability and transparency. The WAMPO staff is also in the process of searching for DSA already in place for WAMPO’s use going forward. However, to this date, no such agreements have not been located. Therefore, WAMPO would like input from the Committee and member jurisdictions regarding preparation of DSA for use with member jurisdictions. At this time, the Committee members provided their input on the subject:

- In response to Kristen Zimmerman’s question regarding whether WAMPO would be the only party sharing data, Mr. Flanders stated that, at this early stage, it would potentially be WAMPO sharing data to member jurisdictions, or vice versa, depending on the agreement between the parties.
- Mr. Janzen questioned as to the purpose of having an agreement and asked what would happen if there was no agreement. Mr. Parasa responded that WAMPO is committed to producing accurate data and a DSA would provide an on-going structure of continued sharing - for example, if a member jurisdiction would have information which WAMPO had not access to, or vice versa, the sharing of data would result in accurate and validated reports.
- Mr. Mangus asked if WAMPO was going to prepare a draft model agreement, or if the individual member jurisdictions will have their own agreement. Both Mr. Janzen and Mr. Squires voiced their preference that any drafted agreement be a simple agreement and not a complex agreement which could lead to multiple revisions by both sides.
- Mr. Ussery expressed his concerns regarding whether a DSA would preclude the public from obtaining data which would otherwise be obtainable without using a DSA. He also questioned whether WAMPO has already been faced with not being able to obtain data due to not having a signed DSA, or if preparing a DSA is a pro-active nature. He then mentioned that it would appear that, by becoming members of WAMPO, jurisdictions agree to share data with WAMPO and receive data from WAMPO and there ought to be a disclaimer regarding the accuracy of the data, not holding anyone accountable. However, if WAMPO is working with an outside agency, a formal agreement may be necessary.



Mr. Parasa responded that WAMPO is still exploring the use of a DSA as a pro-active measure of an on-going structure, or if there is another way to obtain shared data without the use of a DSA. This topic is still in early stages of discussions with TAC members and with member jurisdictions, and will be discussed in future TAC meetings.

5. Committee & Partnership/Updates

A. **Safety & Health Committee**

The next Safety & Health Committee Meeting is scheduled for May 4, at 9:30 a.m. The agenda and meeting link will be distributed.

B. **Active Transportation Committee**

The next Active Transportation Committee Meeting is scheduled for June 1, 2022, at 9:30 a.m. The agenda and meeting link has be distributed.

6. Other Business

7. Meeting adjourned at 11:15 AM.

The next regular meeting will be held on Monday, March 28, 2022 at 10:00 AM.



**Agenda Item 2C ii: Director's Report
FFY2023-FFY2026 TIP Update Development**
Nick Flanders, GIS Analyst/Transportation Planner

Background:

Every two years, the WAMPO Transportation Improvement Program (TIP) is fully updated. As part of this process, WAMPO issues a Call for Projects to award WAMPO-suballocated funding to important transportation projects in the region. During each cycle, typically \$20 million to \$25 million is awarded to new projects and to currently-funded projects requesting additional funding.

WAMPO conducted a Call for Projects for FFY2025 and FFY2026 funds (and, if there is a surplus, FFY2023 and FFY2024 funds) February 9 – March 9, 2022.

Unique Approach for the FFY2023-FFY2026 TIP:

Since MTP projects were last selected in 2018-2019 and approved in 2020, the WAMPO region's transportation system has seen significant disruptions and opportunities resulting from the ongoing pandemic, the recently enacted Bipartisan Infrastructure Law, and new developments specific to the WAMPO area.

In light of requests from member jurisdictions and the above considerations, WAMPO staff decided, for the FFY2023-FFY2026 TIP, to accept applications for MTP-Funding-Menu projects, projects that are in the MTP but not in the Funding Menu, and projects that are not included in the MTP (but meet MTP goals) as part of this Call for Projects.

The TAC and TPB discussed the process for selecting projects. The TPB, at their March 8, 2022 meeting, voted, for the FFY2023-FFY2026 TIP development process, only, to direct staff to score all projects submitted for the TIP Call for Projects, regardless of whether or not they are in the MTP or its Funding Menu, all of which projects the Project Selection Committee (PSC) will have the option of recommending for funding in the TIP. If a project that is not in the MTP (but meets MTP goals) is selected to be included in the TIP or a project that is not in the MTP Funding Menu is selected to receive WAMPO suballocated funds, or a project that is in the MTP Funding Menu is selected to receive more WAMPO suballocated funds than are listed for it in the Funding Menu, an MTP amendment will be developed concurrently with the FFY2023-FFY2026 TIP.

Submitted Projects:

WAMPO received 32 project submissions requesting new or increased WAMPO-suballocated funding. Of the 32:

- 2 already have suballocated funding awarded to them in the 2021-2024 TIP (and are requesting an increase) and 30 do not.
- 20 are already in the MTP and 12 would need to be added to the MTP to be funded.
- 22 would require an MTP amendment in order to receive the full amount of funding requested (this includes the 12 that would need to be added to the MTP and 10 that are in the MTP but would need to either be added to the Funding Menu or have their Funding Menu amount increased) and 10 would not.
- 9 proposed to have construction/implementation in 2023-2024 and 23 proposed to have it in 2025-2026.
- The breakdown by submitting agency is:
 - 2 from Andover
 - 1 from Bel Aire
 - 1 from Butler County



Agenda Item 2C ii: Director's Report
FFY2023-FFY2026 TIP Update Development
Nick Flanders, GIS Analyst/Transportation Planner

- 3 from Derby
- 1 from Haysville
- 1 from Kechi
- 5 from Maize
- 3 from Park City
- 1 from Sedgwick County
- 2 from Valley Center
- 9 from Wichita Public Works
- 1 from Wichita Transit
- 2 from WAMPO

Next Steps:

- The Project Selection Committee will meet over the next few weeks to select and prioritize projects for WAMPO-suballocated funding. It is planned for the selected projects to be reviewed by the TAC at their April 25, 2022 meeting. The TPB will consider the TAC's recommendation at their May 10, 2022 meeting.
- After projects are selected and prioritized, WAMPO staff will develop the TIP document. The document will be submitted for a thirty-day public comment period and will be presented to TAC and TPB for approval in summer/fall 2022.



Agenda Item 3:
Public Comment Opportunity
Burt Ussery, Technical Advisory Committee (TAC) Chair

Background

The Public Comment Opportunity is an open forum for the general 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.

- Comments are limited to two (2) minutes per individual.



Agenda Item 4A: Action
2021 - 2024 Transportation Improvement Program (TIP), Amendment #6
Nick Flanders, GIS Analyst/Transportation Planner

Amendment #6 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the sixth scheduled amendment for this TIP. The 2021 – 2024 TIP took effect on October 1, 2020.

Action Options:

- Recommend the TPB approve the amendment, as proposed.
- Recommend the TPB not approve the amendment.
- Recommend the TPB approve the amendment with specific changes.

Recommendation:

- Recommend approval of 2021 - 2024 Transportation Improvement Program (TIP) Amendment #6, as proposed, to the Transportation Policy Body.

Next Steps:

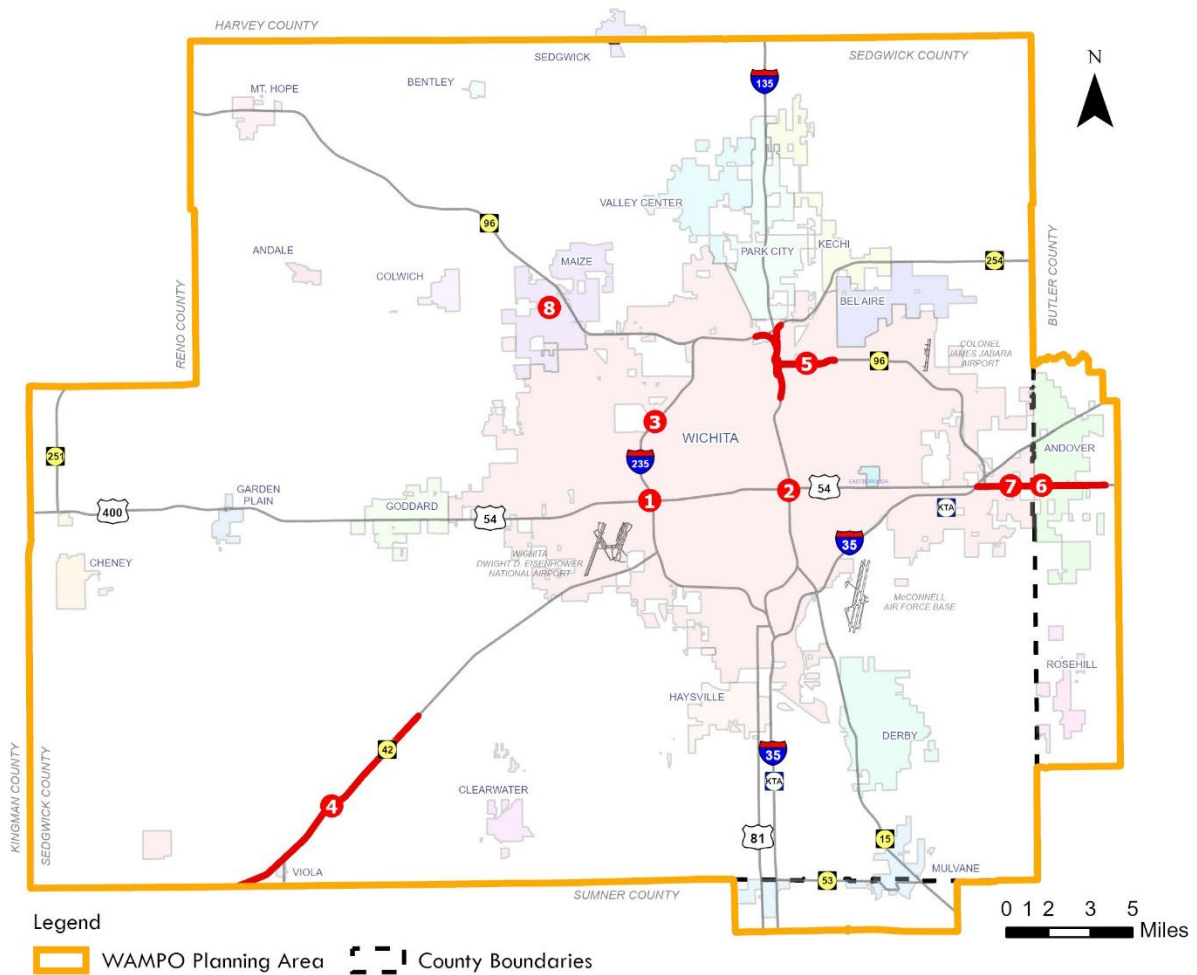
- The TAC recommendation will be presented at the Transportation Policy Body meeting on April 12, 2022.
- The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in May 2022.

Attachments:

- [WAMPO 2021 - 2024 TIP Amendment 6 Map](#)
- [WAMPO 2021 - 2024 TIP Amendment 6 Summary and Project Details](#)



Transportation Improvement Program Amendment #6



Formal Action Required

Map ID	Project Name
1	Bridge #132 on US-54 in Sedgwick County (2022, 2027) (KDOT)
2	Bridge #305 on I-135 in Sedgwick County (2022, 2027) (KDOT)
3	Bridge #094 & #095 on I-235 in Sedgwick County (2022, 2027) (KDOT)
4	K-42 in Sedgwick County (2020, 2023, 2025) (KDOT)
5	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita (2019, 2020, 2021, 2022) (KDOT)
6	Discovery Phase for US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022) (KDOT)
7	US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022, 2028) (KDOT)

Administrative Changes (do not require formal action)

Map ID	Project Name
8	Academy Avenue Improvements from Maize Road to Maize City Park (2022) (City of Maize)

Transportation Improvement Program (TIP) Amendment #6 2021 – 2024

Staff Contact: Nick Flanders, GIS Analyst/Transportation Planner
nicholas.flanders@wampo.org | 316-779-1318



Updated: 03/07/2022



Public Review & Comment Schedule

Activity	Date	Location	Purpose
Public Review & Comment Period	February 26, 2022	Electronic Review: www.wampo.org	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action.
	thru March 27, 2022	<i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	
Technical Advisory Committee (TAC) Meeting	Monday, March 28 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, April 12 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPO’s public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

Background

WAMPO’s Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 126 projects, totaling \$1,011,627,689 in estimated cost. The complete project list and additional project information can be found on WAMPO’s website, at <https://www.wampo.org/transportation-improvement-program>.

Amendment #6 Summary

Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes* are processed by staff.

Amendment #6 requests for changes were accepted for 8 projects. Of these,

- 7 will require formal action
- 1 was an administrative change*

*Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

Amendment #6 Total Financial Impact: + \$71,550,051

Formal Action Required

Project Name	Change	Type of Formal Action Change
Bridge #132 on US-54 in Sedgwick County (2022, 2027) (KDOT)	Add new KDOT project to the TIP, \$1,396,464	New project
Bridge #305 on I-135 in Sedgwick County (2022, 2027) (KDOT)	Add new KDOT project to the TIP, \$864,996	New project
Bridge #094 & #095 on I-235 in Sedgwick County (2022, 2027) (KDOT)	Add new KDOT project to the TIP, \$657,391	New project
K-42 in Sedgwick County (2020, 2023, 2025) (KDOT)	Add Construction and Construction Engineering phases; add Conversion Payback year for KDOT-STBG Advance Construction spending already programmed; edit scope; update contact information; large increase (2,146%, \$12,877,200) in the cost estimate, from state and KDOT-STBG funds.	Significant modification
I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita (2019, 2020, 2021, 2022) (KDOT)	Remove Advance Construction arrangement from NHPP funds used for Preliminary Engineering; change Construction Engineering funding to come entirely from state funds and not NHPP funds; edit scope; increase (17%, \$19,954,000) in the cost estimate, from state and NHPP funds.	Significant modification

Discovery Phase for US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022) (KDOT)	Add new KDOT project to the TIP, \$1,050,000	New project
US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022, 2028) (KDOT)	Add new KDOT project to the TIP, \$34,750,000	New project

Administrative Changes (do not require formal action)

Project Name	Change
Academy Avenue Improvements from Maize Road to Maize City Park (2022) (City of Maize)	Updated Administrative Contact’s e-mail address. Updated Engineering Contact from Steve Anderson at City of Maize to Tim Aziere at PEC.

Partner and Stakeholder Consultation

WAMPO worked extensively with regional planning partners, which include the Kansas Department of Transportation (KDOT) and Wichita Transit, as well as all of our member jurisdictions.

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary project changes. WAMPO conducted an open Call for Changes to project sponsors, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Technical Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

A 30-day public comment period is planned during February and March 2022.

MTP Consistency

Federal regulations require the TIP to be “consistent with the region’s Metropolitan Transportation Plan, or MTP” meaning that the projects in the TIP must be listed in or otherwise demonstrated as consistent with the MTP.

After accounting for the proposed changes, the TIP is consistent with the REIMAGINED MOVE 2040 MTP.

Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained.

2021 - 2024			
Program**	Anticipated Revenues	Programmed Costs	Balance
BUILD	\$21,000,000	\$21,000,000	\$0
CRRSAA	\$3,789,097	\$3,789,097	\$0
EARMARK	\$1,800,000	\$1,800,000	\$0
FTA 5307	\$22,400,000	\$22,400,000	\$0
FTA 5310	\$1,737,204	\$1,737,204	\$0
FTA 5339	\$2,690,200	\$2,690,200	\$0
HSIP	\$11,290,692	\$11,290,692	\$0
KDOT-STBG	\$4,277,415	\$4,277,415	\$0
MPO-HIP	\$3,592,417	\$3,592,417	\$0
MPO-CMAQ	\$7,606,606	\$6,855,109	\$751,497
MPO-STBG	\$42,133,205	\$39,337,825	\$2,795,380
MPO-TA	\$3,235,483	\$3,996,963	(\$761,480)
NHPP	\$109,125,897	\$109,125,897	\$0
FEDERAL SUBTOTAL	\$234,678,216	\$231,892,819	\$2,785,397
LOCAL SUBTOTAL	\$147,030,801	\$147,030,801	\$0
STATE SUBTOTAL	\$99,977,506	\$99,977,506	\$0
TOTAL	\$481,686,523	\$478,901,126	\$2,785,397

**See Page 5 for program definitions.

Program Definitions

- **BUILD:** Better Utilizing Investments to Leverage Development grant program
- **EARMARK:** Funding provided to a project because it is individually listed in a piece of federal legislation
- **FTA 5307:** Federal Transit Administration Urbanized Area Formula Grants program
- **FTA 5310:** Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities program
- **FTA 5339:** Federal Transit Administration Grants for Buses and Bus Facilities program
- **HSIP:** Highway Safety Improvement Program
- **KDOT-STBG:** Surface Transportation Block Grant program (awarded by KDOT)
- **MPO-HIP:** Highway Infrastructure Program (awarded by WAMPO)
- **MPO-CMAQ:** Congestion Mitigation and Air Quality Improvement program (awarded by WAMPO)
- **MPO-STBG:** Surface Transportation Block Grant program (awarded by WAMPO)
- **MPO-TA:** Transportation Alternatives program (awarded by WAMPO)
- **NHPP:** National Highway Performance Program



TIP Projects

2021-2024 TIP Amendment 21-06

New Project

Lead Agency **KDOT**

WAMPO I.D. **B-22-01**

KDOT Project I.D. **KA-0161-05**

Last TIP Action **21-06**

Project Title **Bridge #132 on US-54 in Sedgwick County**

Project Limits **Bridge #132 (Flood Control Canal) on US-54 in Sedgwick County located 0.20 Miles East of Hoover Road**

Project Scope **Bridge Replacement**

Primary Mode **Bridge - Highway**

Bike/ped component?

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Kristi Wilson

KDOT

785-368-7019

Kristi.D.Wilson@ks.gov

Engineering Contact

Don Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$1,117,171	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,171
2022	State			\$0	\$279,293	\$0	\$0	\$0	\$0	\$0	\$0	\$279,293
2027	Federal: NHPP	ACCP		\$0	\$1,117,171	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,171
Total (using AC, not ACCP)				\$0	\$1,396,464	\$0	\$0	\$0	\$0	\$0	\$0	\$1,396,464
Total (using ACCP, not AC)				\$0	\$1,396,464	\$0	\$0	\$0	\$0	\$0	\$0	\$1,396,464

New Project

Lead Agency KDOT

WAMPO I.D. B-22-02

KDOT Project I.D. KA-6517-01

Last TIP Action 21-06

Project Title Bridge #305 on I-135 in Sedgwick County

Project Limits Bridge #305 (I-135 North & Southbound Lanes & Canals) on I-135 in Sedgwick County located at Junction I-135/US-54

Project Scope Bridge Replacement

Primary Mode Bridge - Highway

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kristi Wilson

KDOT

785-368-7019

Kristi.D.Wilson@ks.gov

Engineering Contact

Don Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$778,496	\$0	\$0	\$0	\$0	\$0	\$0	\$778,496
2022	State			\$0	\$86,500	\$0	\$0	\$0	\$0	\$0	\$0	\$86,500
2027	Federal: NHPP	ACCP		\$0	\$778,496	\$0	\$0	\$0	\$0	\$0	\$0	\$778,496
		Total (using AC, not ACCP)		\$0	\$864,996	\$0	\$0	\$0	\$0	\$0	\$0	\$864,996
		Total (using ACCP, not AC)		\$0	\$864,996	\$0	\$0	\$0	\$0	\$0	\$0	\$864,996

New Project

Lead Agency KDOT

WAMPO I.D. B-22-03

KDOT Project I.D. KA-6518-01

Last TIP Action 21-06

Project Title Bridge #094 & #095 on I-235 in Sedgwick County

Project Limits Bridge #094 & #095 (Zoo Blvd, KO RR) on I-235 in Sedgwick County located at Junction Bickell St/I-235 North & Southbound)

Project Scope Bridge Replacement

Primary Mode Bridge - Highway

Bike/ped component?

Partially or Fully in: Butler County

Sedgwick County

Sumner County

Administrative Contact

Kristi Wilson

KDOT

785-368-7091

Kristi.D.Wilson@ks.gov

Engineering Contact

Don Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$591,652	\$0	\$0	\$0	\$0	\$0	\$0	\$591,652
2022	State			\$0	\$65,739	\$0	\$0	\$0	\$0	\$0	\$0	\$65,739
2027	Federal: NHPP	ACCP		\$0	\$591,652	\$0	\$0	\$0	\$0	\$0	\$0	\$591,652
		Total (using AC, not ACCP)		\$0	\$657,391	\$0	\$0	\$0	\$0	\$0	\$0	\$657,391
		Total (using ACCP, not AC)		\$0	\$657,391	\$0	\$0	\$0	\$0	\$0	\$0	\$657,391

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. HWY-20-01

KDOT Project I.D. 087 KA5807-01

Last TIP Action 21-06

Project Title K-42 in Sedgwick County

Project Limits K-42: Beginning at the Sumner/Sedgwick County Line thence East to Clonmel

Project Scope Rehabilitate, add 8 foot shoulders from the Sumner County Line North to the K-49 Junction and 10 foot shoulders from the K-49 Junction North. Bridge Extension on Bridge #160, #161, #162 and #163. Culvert Extension on Culvert #533.

Primary Mode Road - Highway Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kristi Wilson
KDOT
(785)368-7091
Kristi.D.Wilson@ks.gov

Engineering Contact

Scott King
KDOT
(785)296-3850
scott.king@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: KDOT-STBG	AC	State	\$0	\$898,480	\$0	\$0	\$0	\$0	\$0	\$0	\$898,480
2020	State			\$0	\$224,620	\$0	\$0	\$0	\$0	\$0	\$0	\$224,620
2023	Federal: KDOT-STBG	AC	State	\$0	\$0	\$0	\$8,984,800	\$898,480	\$0	\$0	\$0	\$9,883,280
2023	State			\$0	\$0	\$0	\$2,246,200	\$224,620	\$0	\$0	\$0	\$2,470,820
2025	Federal: KDOT-STBG	ACCP		\$0	\$898,480	\$0	\$8,984,800	\$898,480	\$0	\$0	\$0	\$10,781,760
			Total (using AC, not ACCP)	\$0	\$1,123,100	\$0	\$11,231,000	\$1,123,100	\$0	\$0	\$0	\$13,477,200
			Total (using ACCP, not AC)	\$0	\$1,123,100	\$0	\$11,231,000	\$1,123,100	\$0	\$0	\$0	\$13,477,200

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. ICH-17-01B

KDOT Project I.D. 087 KA3232-02

Last TIP Action 21-06

Project Title I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita

Project Limits I-235/I-135/K-254 interchange

Project Scope Reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita- to include light tower and sign structure replacements.

Primary Mode Road - Highway

Bike/ped component?

Partially or Fully in: Butler County

Sedgwick County

Sumner County

Administrative Contact

Kristi Wilson

KDOT

(785)368-7091

Kristi.D.Wilson@ks.gov

Engineering Contact

Jeff Sims

KDOT

(785)296-3901

Jeff.Sims@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	Federal: NHPP			\$0	\$8,370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,370,000
2019	State			\$0	\$930,000	\$0	\$0	\$0	\$0	\$0	\$0	\$930,000
2020	Federal: MPO-STBG			\$0	\$0	\$1,667,040	\$0	\$0	\$0	\$0	\$0	\$1,667,040
2020	Local			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2020	State			\$0	\$0	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$1,485,000
2021	Federal: NHPP	AC	State	\$6,075,000	\$0	\$11,697,960	\$0	\$0	\$0	\$0	\$0	\$17,772,960
2021	State			\$675,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$675,000
2022	Federal: BUILD			\$0	\$0	\$0	\$21,000,000	\$0	\$0	\$0	\$0	\$21,000,000
2022	Federal: NHPP			\$0	\$0	\$0	\$12,860,000	\$0	\$0	\$0	\$0	\$12,860,000
2022	Federal: NHPP	ACCP		\$6,075,000	\$0	\$11,697,960	\$0	\$0	\$0	\$0	\$0	\$17,772,960
2022	Local			\$0	\$0	\$0	\$14,997,543	\$0	\$0	\$0	\$0	\$14,997,543
2022	State			\$0	\$0	\$0	\$50,296,457	\$6,450,000	\$0	\$0	\$0	\$56,746,457
		Total (using AC, not ACCP)		\$6,750,000	\$9,300,000	\$15,850,000	\$99,154,000	\$6,450,000	\$0	\$0	\$0	\$137,504,000
		Total (using ACCP, not AC)		\$6,750,000	\$9,300,000	\$15,850,000	\$99,154,000	\$6,450,000	\$0	\$0	\$0	\$137,504,000

New Project

Lead Agency **KDOT**

WAMPO I.D. R-22-01

KDOT Project I.D. KA-6535-01

Last TIP Action 21-06

Project Title Discovery Phase for US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties

Project Limits U.S. 54: from east of I-35/127th Street (Project KA-2389-01) east to 0.5 mile east of S. Prairie Creek Road

Project Scope Discovery Phase to evaluate alternate delivery options and to prepare the RFP (Request for Proposal) and procurement documents for the selection of the delivery team for the reconstruction of U.S. 54/K-96 interchange and expansion to 6-lane freeway.

Primary Mode **Road - Highway**

Bike/ped component?

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Kristi Wilson

KDOT

785-368-7091

Kristi.D.Wilson@ks.gov

Engineering Contact

Don Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000
			Total (using AC, not ACCP)	\$0	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000
			Total (using ACCP, not AC)	\$0	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000

New Project

Lead Agency KDOT

WAMPO I.D. R-22-02

KDOT Project I.D. KA-6535-02

Last TIP Action 21-06

Project Title US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties

Project Limits U.S. 54: from east of I-35/127th Street (Project KA-2389-01) east to 0.5 mile east of S. Prairie Creek Road

Project Scope Preliminary Engineering (PE) for consultant project management for oversight of the entire project; PE for preconstruction activities including NEPA for the entire project; Right of way acquisitions and utility relocations for all phases of the project.

Primary Mode Road - Highway Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kristi Wilson

KDOT

785-368-7091

Kristi.D.Wilson@ks.gov

Engineering Contact

Don Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$27,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800,000
2022	State			\$0	\$6,950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,950,000
2028	Federal: NHPP	ACCP		\$0	\$27,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800,000
		Total (using AC, not ACCP)		\$0	\$34,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$34,750,000
		Total (using ACCP, not AC)		\$0	\$34,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$34,750,000



TIP Projects

2021-2024 TIP Administrative Adjustment 21-05.6

Amend/Adjust Project

Lead Agency City of Maize

WAMPO I.D. 40-548

KDOT Project I.D. 087 N-0717-01

Last TIP Action 21-05.6

Project Title Academy Avenue Improvements from Maize Road to Maize City Park

Project Limits Academy Avenue, from Maize Road to Maize City Park

Project Scope Implement the paving, stormwater, sidewalk, shared-use path, and streetscape elements from the Academy Arts District Plan from Maize Rd to the west border of Maize City Park (Cathey St). Specific project elements are construction of the eastern gateway and various plaza spaces, Academy Ave residential segment, MOXI Crossing, City Park, reconstruction of Khedive St from Academy Ave south to the school parking lot, reconstruction of Park Ave from Academy Ave north approximately 1/2 block, added parking along Khedive St and Park Ave, and retaining wall extension south along King St.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County

Sedgwick County

Sumner County

Administrative Contact

Jolene Graham

City of Maize

(316)722-7561

jgraham@maizeks.gov

Engineering Contact

Tim Aziere

PEC

3163950445

tim.aziere@pec1.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: MPO-CMAQ			\$0	\$0	\$0	\$3,586,892	\$360,000	\$0	\$0	\$0	\$3,946,892
2022	Federal: MPO-STBG			\$0	\$0	\$0	\$148,757	\$0	\$0	\$0	\$0	\$148,757
2022	Local			\$260,000	\$575,000	\$100,000	\$1,133,578	\$90,000	\$0	\$0	\$0	\$2,158,578
		Total (using AC, not ACCP)		\$260,000	\$575,000	\$100,000	\$4,869,227	\$450,000	\$0	\$0	\$0	\$6,254,227
		Total (using ACCP, not AC)		\$260,000	\$575,000	\$100,000	\$4,869,227	\$450,000	\$0	\$0	\$0	\$6,254,227



Agenda Item 4B: Update Federal Roadway Functional Classification Map Nick Flanders, WAMPO

Background:

WAMPO uses the Federal Highway Administration (FHWA) Functional Classification (FC) system to categorize public highways, roads, and streets into the following categories: Interstates, Other Highways and Freeways, Other Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roads. These categories are based on characteristics such as traffic volumes, lane and shoulder widths, surrounding land uses, and degrees of access to surrounding homes and businesses. The FHWA provides guidance on classification definitions and characteristics and on mileage distribution among categories. In general, roads with higher volumes, such as interstates, highways, and freeways, carry higher traffic volumes and are intended for longer-distance travel, whereas roads with lower traffic volumes, such as collectors and local roads, are intended to provide direct access to homes and businesses.

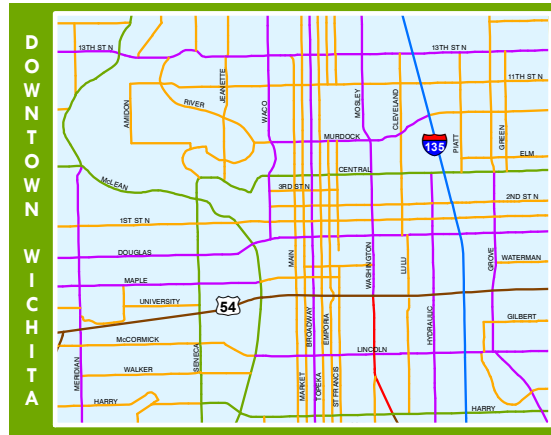
The classifications in the WAMPO region were most recently updated in 2019, after changes were primarily proposed in Butler County and in the City of Derby, to better align the classifications to the actual functions of these roads. Since then, new residential and commercial development and changes in the road network in the WAMPO region have necessitated a few minor changes in the functional classification system, as well as the inclusion of the 95th Street South corridor where it is planned to cross the Arkansas River. Over the last several months, WAMPO staff have solicited suggestions for changes in the classification system from member jurisdictions and reviewed the proposed changes with Kansas Department of Transportation (KDOT) staff. The jurisdictions suggesting the changes and KDOT are in agreement on each change shown in the attached maps and table; there are still other changes that jurisdictions have requested but have not yet been approved by KDOT.

Next Steps:

WAMPO staff will continue to check with cities/jurisdictions on whether any roads within their boundaries require a functional classification update. Please provide any additions by 4/12/2022, as a final version of the Federal Roadway Functional Classification Map will be presented for the TAC's recommendation to the TPB at the April 25, 2022 TAC meeting.

Attachment(s):

- [2019 Approved Federal Roadway Functional Classification Map](#)
- [2022 Proposed Federal Roadway Functional Classification Map](#)
- [2022 Proposed Federal Roadway Functional Classification Map Views Showing Locations of Changes from 2019 Approved Map](#)
- [2022 Proposed Federal Roadway Functional Classification Changes List](#)



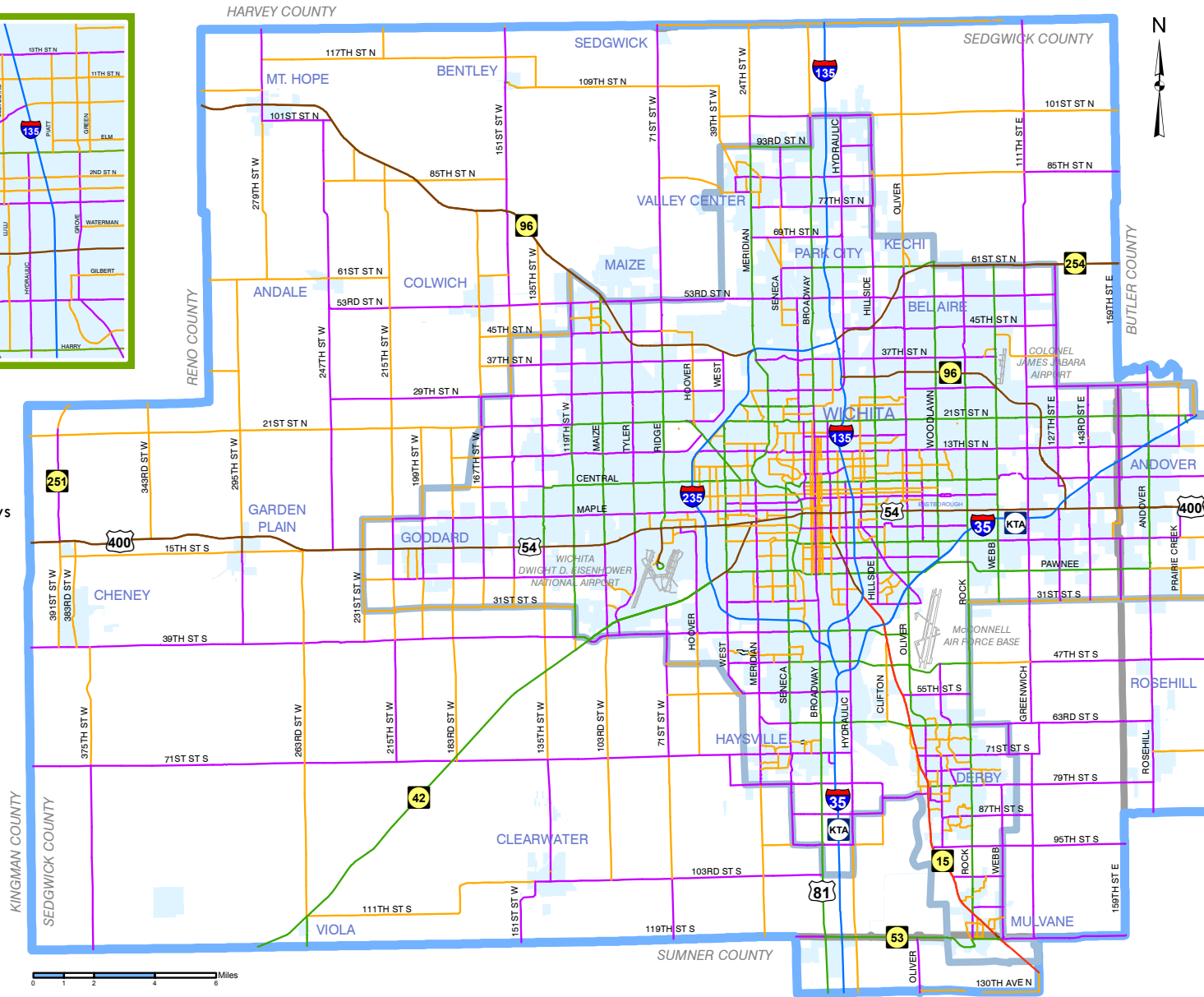
Functional Classification

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries
- Urbanized Area Boundary

Approved by WAMPO
TPB on May 14, 2019



What is Functional Classification?

Functional Classification is the process by which roadways are classified by the service they provide. The two services they provide are access and mobility. The amount of each service that the specific roadway provides determines how it is classified.

Functional Classification Systems

Arterial System

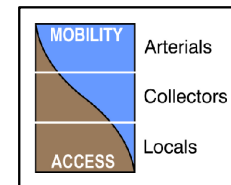
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes, the longest trips, serves major centers of activity, and/or connects major urban areas. The Minor Arterial System should interconnect with the Principal Arterial System and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials.

Collector System

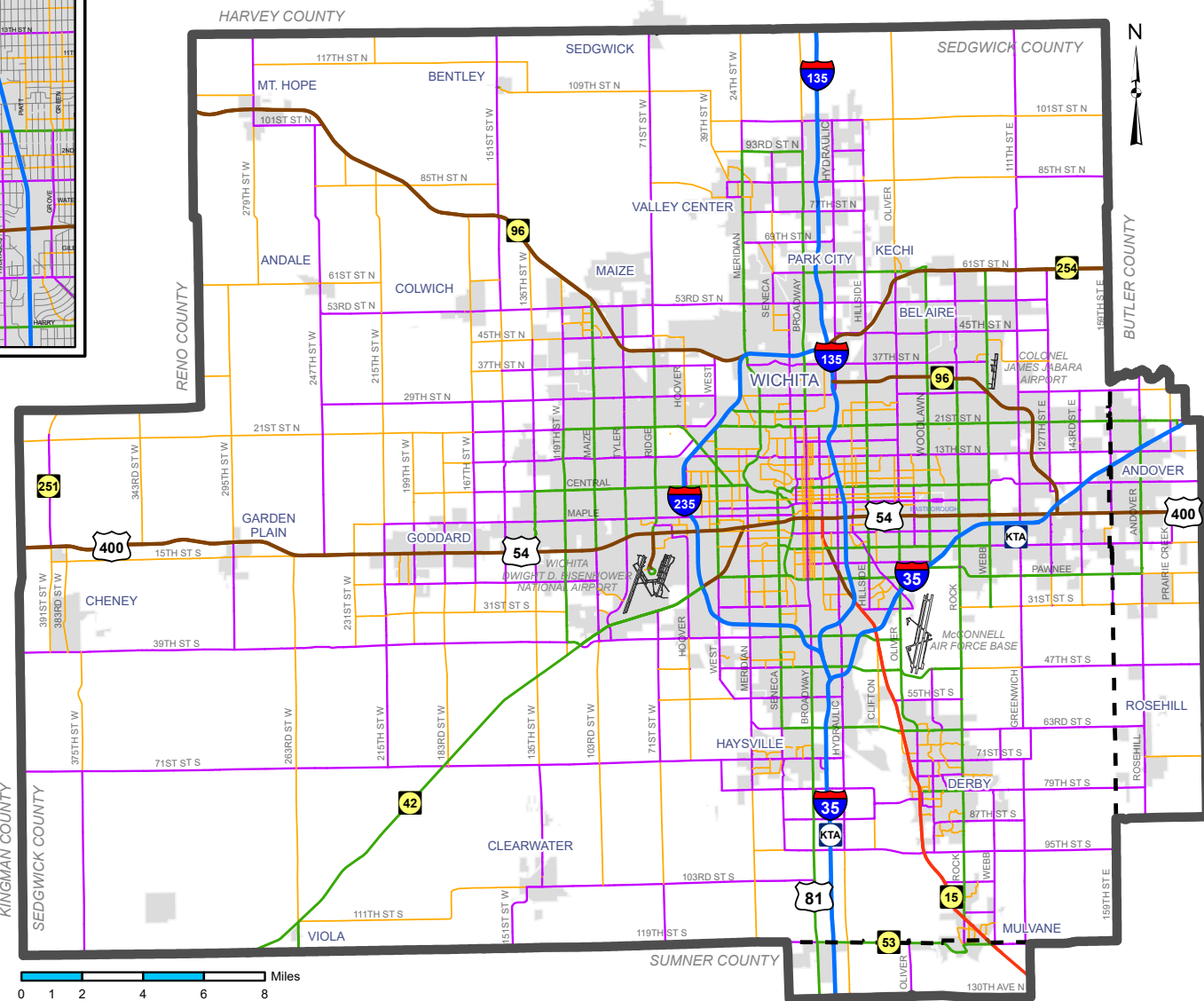
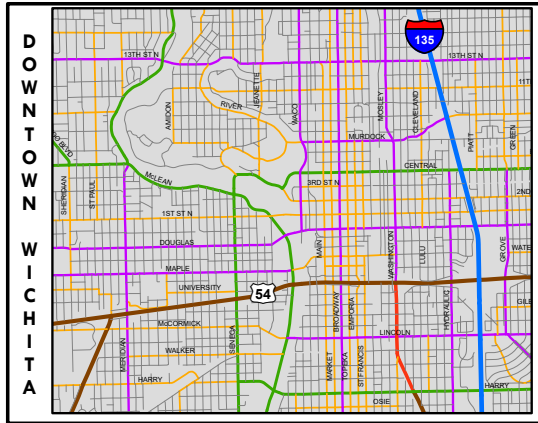
The collector system provides land access and traffic circulation within residential neighborhoods, commercial and industrial areas.

Local System (Not shown on this map.)

The local system is comprised of all roadways not on one of the higher systems. The purpose of this system is to provide access to land and the higher order systems.



Federal Roadway Functional Classification Map



What is Functional Classification?

Functional Classification is the process by which roadways are classified by the service they provide. The two services they provide are access and mobility. The amount of each service that the specific roadway provides determines how it is classified.

Functional Classification Systems

Arterial System

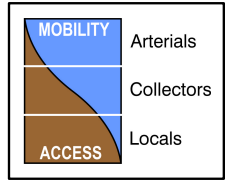
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes and longest trips, serves major centers of activity, and/or connects major urban areas. The Minor Arterial System should interconnect with the Principal Arterial System and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials.

Collector System

The collector system provides land access and traffic circulation within residential neighborhoods and commercial and industrial areas.

Local System (Not shown on this map.)

The local system is comprised of all roadways not on one of the higher systems. The purpose of this system is to provide access to land and to the higher order systems.

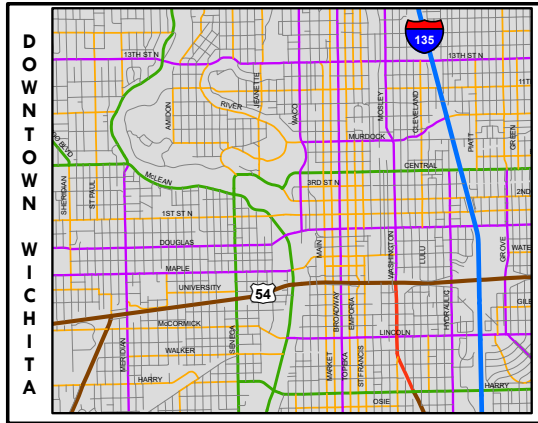


- Functional Classification**
- Interstates
 - Other Urban Freeways/Expressways
 - Other Principal Arterials
 - Minor Arterials
 - Major Collectors
 - Minor Collectors
- Plan Boundaries**
- WAMPO Planning Area
 - County Boundaries
 - Cities Boundaries

Produced by: WAMPO
 Exported: February 15, 2022
 T:\Plans & Projects\Functional Classification\FunClassKDOT2021
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



2022 Proposed Federal Roadway Functional Classification Map

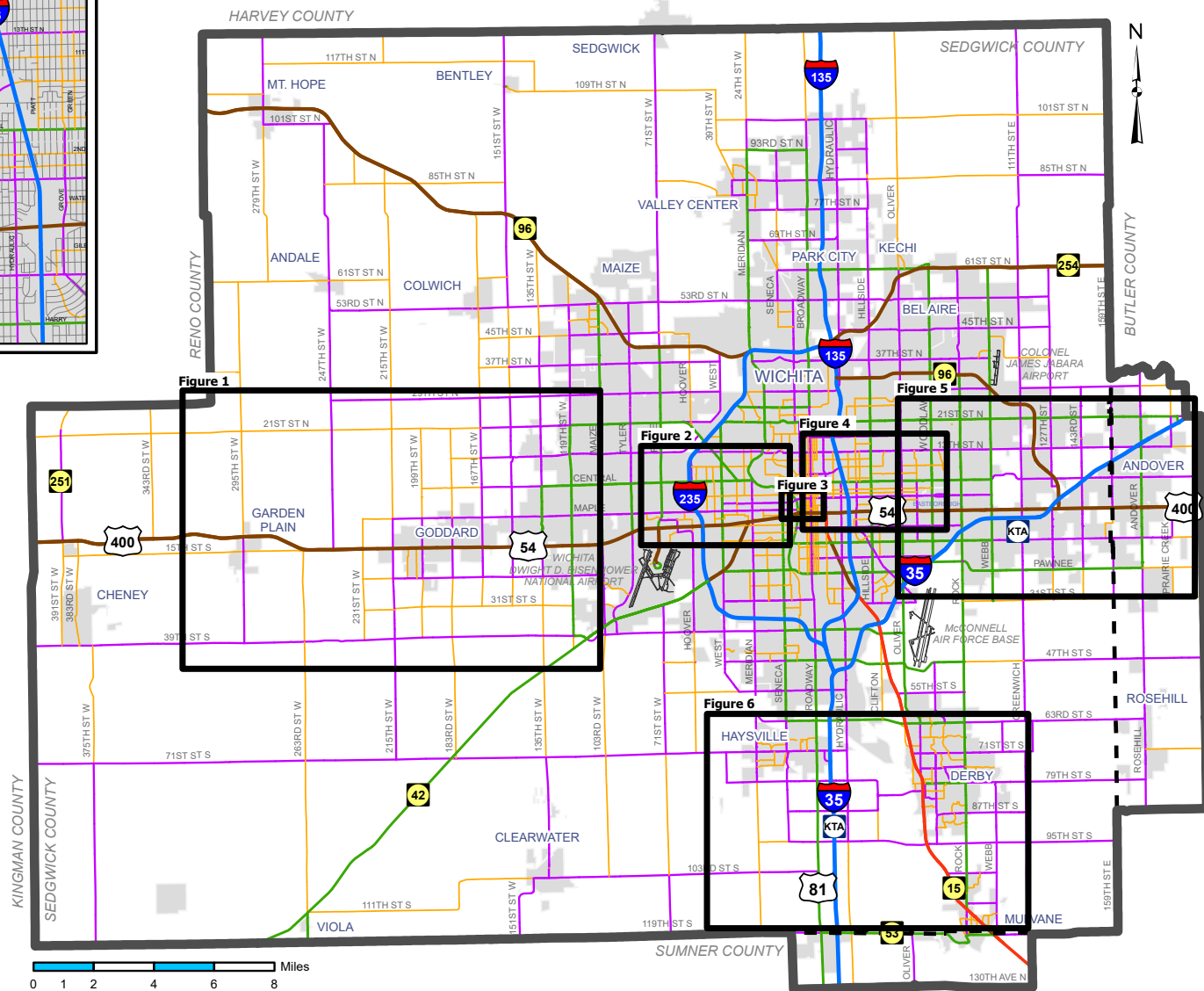


Functional Classification

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries



What is Functional Classification?

Functional Classification is the process by which roadways are classified by the service they provide. The two services they provide are access and mobility. The amount of each service that the specific roadway provides determines how it is classified.

Functional Classification Systems

Arterial System

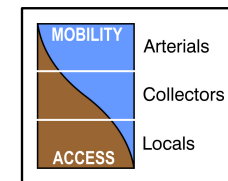
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes and longest trips, serves major centers of activity, and/or connects major urban areas. The Minor Arterial System should interconnect with the Principal Arterial System and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials.

Collector System

The collector system provides land access and traffic circulation within residential neighborhoods and commercial and industrial areas.

Local System (Not shown on this map.)

The local system is comprised of all roadways not on one of the higher systems. The purpose of this system is to provide access to land and to the higher order systems.



Produced by: WAMPO
 Exported: February 15, 2022
 T:\Plans & Projects\Functional Classification\FunClassKDOT2021
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



2022 Proposed Federal Roadway Functional Classification Map



2022 Proposed Federal Roadway Functional Classification Map

Figure 1:

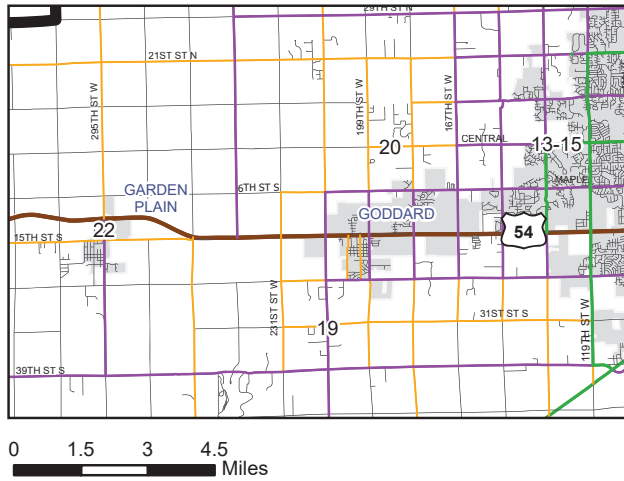


Figure 2:

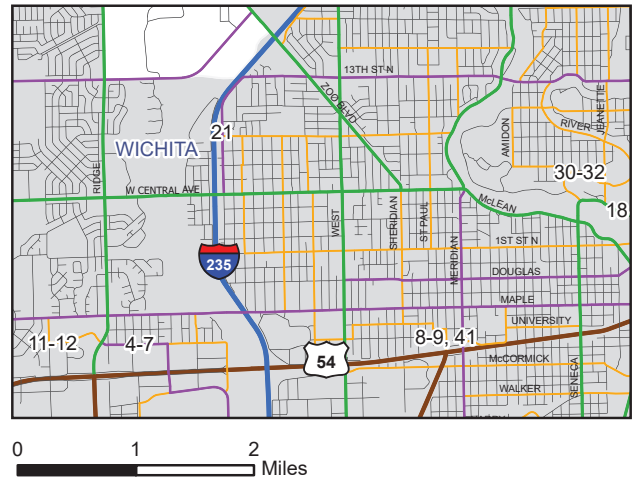


Figure 3:

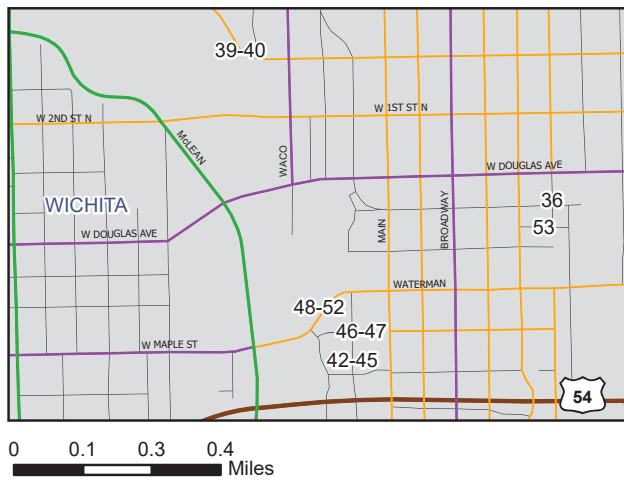


Figure 4:

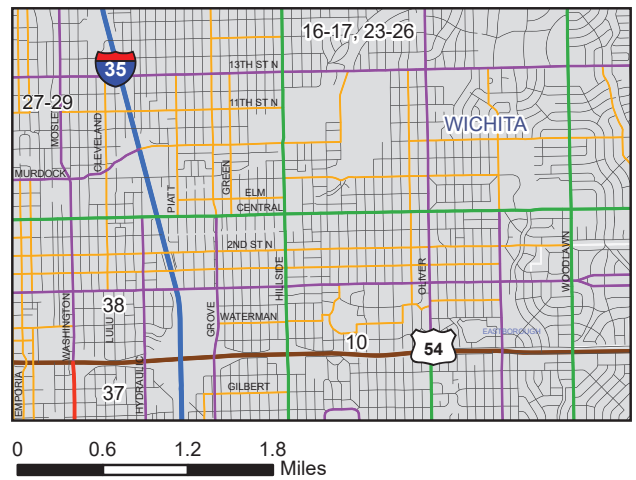


Figure 5:

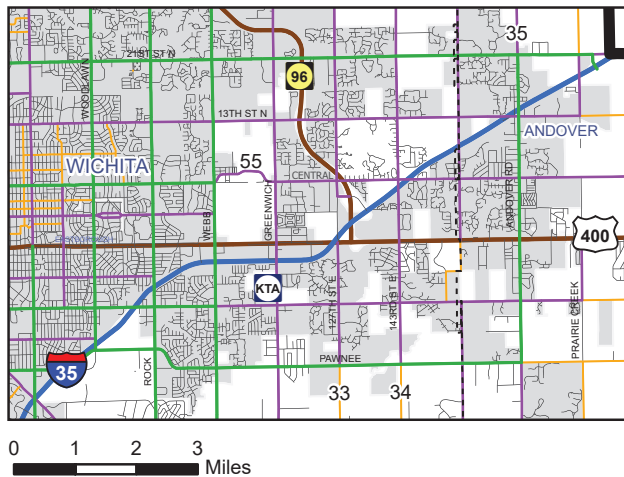
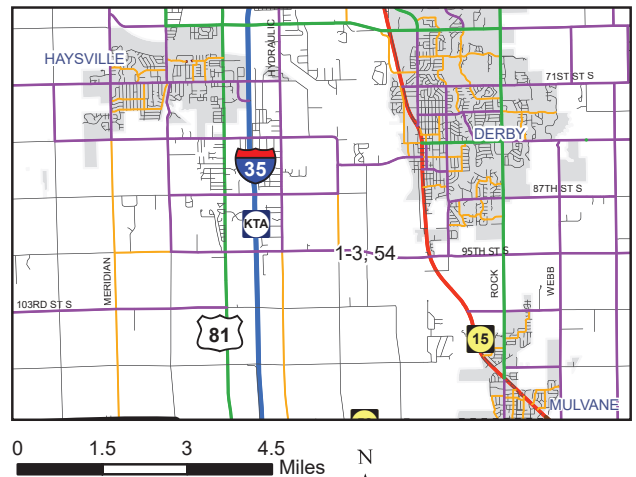


Figure 6:



DISCLAIMER NOTICE The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness.

Produced by: WAMPO
Exported: February 15, 2022



2022 Proposed Federal Roadway Functional Classification

Change Number	County	City	Street	From	To	Current FC	Proposed FC	Change Description	Distance
1	Sedgwick	Unincorporated	E 95th St S before S Hillside St	S Hydraulic St	S Hillside St	6	5	From minor collector to major collector	5,308.34
2	Sedgwick	Unincorporated	E 95th St S after S Hillside St	S Hillside St	S Bluff St	7	5	From local to major collector	901.20
3	Sedgwick	Derby/Unincorporated	Arc-95	S Bluff St	E 95 St S	-	5	Add road as a major collector	8,110.95
4	Sedgwick	Wichita	S Dugan RD	W Kellogg Dr	W Taft St	6	5	From minor collector to major collector	1,198.32
5	Sedgwick	Wichita	W Taft St	Dugan RD	Eisenhower Airport Pkwy	6	5	From minor collector to major collector	2,979.07
6	Sedgwick	Wichita	W Taft St	Eisenhower Airport Pkwy	W University St	7	6	From local to minor collector	764.25
7	Sedgwick	Wichita	S Airport RD	W Pueblo Dr	W Kellogg Dr	6	7	From minor collector to local	1,199.96
8	Sedgwick	Wichita	W University St/W 32nd St S by S Edward St	S Edwards St	Dead End	6	7	From minor collector to local	657.20
9	Sedgwick	Wichita	S Edward St	W University St/W 32nd St	W Kellogg Ave	7	6	From local to minor collector	798.08
10	Sedgwick	Wichita	S Bluff St	S Circle Dr	Dead End	6	7	From minor collector to local	710.93
11	Sedgwick	Wichita	S Woodchuck St by W University St/W Taft St	W University St	W Kellogg Dr	6	7	From minor collector to local	1,488.58
12	Sedgwick	Wichita	W University St by S Woodchuck	W Taft St	S Woodchuck St	7	6	From local to minor collector	1,915.06
13	Sedgwick	Wichita	W 4th St N to W Central Ave	W Central Ave	N 135 St S	4	7	From minor arterial to local	1,854.89
14	Sedgwick	Wichita	W Central Ave to W 4th St N	W 4th St N	N 135 St W	4	4	Realignment	-
15	Sedgwick	Wichita	N 135th St W	W 4th St N	W Central Ave	5	4	From major collector to minor arterial	284.13
16	Sedgwick	Wichita	E 15th St N	N Fairmount St	N Fairmount St	6	-	Remove segment	24.00
17	Sedgwick	Wichita	N Fairmount St	E 15th St N	E 15th St N	7	-	Remove segment	28.50
18	Sedgwick	Wichita	West Central Ave from Seneca to Veterans Pkwy	S Seneca St	Veterans Pkwy	4	4	Realignment	-
19	Sedgwick	Unincorporated	S 215 St W from MacArthur to 23rd	W MacArthur Rd S	W 23 St S	6	5	From minor collector to major collector	10,593.85
20	Sedgwick	Unincorporated	W Central St from N 199th St W to N 183rd St W	N 199 St W	N 183 St W	7	6	From local to minor collector	5,264.11
21	Sedgwick	Wichita	N Hoover Rd from Central to W 13 St N	W Central Ave	W 13 St N	6	5	From minor collector to major collector	5,531.41
22	Sedgwick	Garden Plain	S 295th St. West	W 15th St S	US 54	2	5	From Other Urban Freeways/Expressways to major collector	2,525.35
23	Sedgwick	Wichita	E 15th St N	N Hillside St	N Fairmount St	6	7	From minor collector to local	709.44
24	Sedgwick	Wichita	E 15th St N	N Fairmount St	E Regents Ln	6	7	From minor collector to local	1,822.94
25	Sedgwick	Wichita	E Regents Ln	E 15 St N	N Belmont St	6	7	From minor collector to local	1,725.51
26	Sedgwick	Wichita	N Belmont St	E Regents Ln	E 17 St N	6	7	From minor collector to local	312.38
27	Sedgwick	Wichita	East 11th St	N St Francis St	N Santa Fe St	6	7	From minor collector to local	341.80
28	Sedgwick	Wichita	East 11th St	N Santa Fe St	N Mead St	6	-	Remove segment	472.42
29	Sedgwick	Wichita	East 11th St	N Mead St	N Mosley St	6	7	From minor collector to local	590.70
30	Sedgwick	Wichita	W Murdock St	N Spaulding St	W Stackman Drive	6	7	From minor collector to local	547.65
31	Sedgwick	Wichita	W Spaulding St	W Stackman Dr	W Murdock St	6	7	Realignment and change from minor collector to local	315.66
32	Sedgwick	Wichita	W Stackman Dr	N Spaulding St	W Murdock St	7	6	From local to minor collector	620.12
33	Sedgwick	Wichita/Unincorporated	S 127 E from E 31st S to E Pawnee	E 31 St S	E Pawnee	5	6	From major collector to minor collector	5,239.47
34	Sedgwick	Unincorporated	S 143rd St E from E 31st S to E Pawnee	E 31 St S	E Pawnee	5	6	From major collector to minor collector	5,278.09
35	Butler Co	Andover	Sliver of Andover RD near Cornerstone	N Cornerstone Pkwy	N Cornerstone Pkwy	4	5	From minor arterial to major collector/Realignment	46.58
36	Sedgwick	Wichita	S St Francis St South of Douglas	E English St	E Douglas Ave	6	7	From minor collector to local	624.90
37	Sedgwick	Wichita	S Lulu St south of Kellogg	E Kellogg Dr S	E Lincoln St	6	7	From minor collector to local	2,471.77
38	Sedgwick	Wichita	S Lulu St north of Kellogg	E Kellogg Dr N	E Douglas Ave	6	7	From minor collector to local	2,587.28
39	Sedgwick	Wichita	Veterans Pkwy from Central to Riverview	Central Ave	Riverview St	7	6	From local to minor collector/Realignment	864.39
40	Sedgwick	Wichita	W 2nd St N from Riverview to N Waco St	Riverview St	N Waco St.	7	6	From local to minor collector	338.39
41	Sedgwick	Wichita	W University	Dead end	Meridian	6	-	Removed non existent road	81.60
42	Sedgwick	Wichita	S Wichita St	W Waterman St	W Kellogg Ave	7	7	Realignment	-
43	Sedgwick	Wichita	W Dewey St	S Wichita St	Dead End	7	-	Remove segment	267.32
44	Sedgwick	Wichita	W Dewey St	S Wichita St	S Main St	7	7	Realignment	-
45	Sedgwick	Wichita	S Water St	W Waterman St	W Kellogg Ave	7	7	Realignment	-
46	Sedgwick	Wichita	Waterwalk Pl	S Wichita St	S Water St	-	7	Add segment	407.38
47	Sedgwick	Wichita	W Lewis St	S Wichita St	S Main St	6	-	Remove segment	372.45
48	Sedgwick	Wichita	W Lewis St	S McLean Blvd	S Wichita St	6	6	Realignment	-
49	Sedgwick	Wichita	W Waterman St	S Water St	S Market St	7	6	From local to minor collector	384.93
50	Sedgwick	Wichita	W Waterman St	S Wichita St	Dead End	7	-	Remove segment	379.92
51	Sedgwick	Wichita	W Waterman St	S Water St	S Wichita St	7	6	Realignment/From local to minor collector	-
52	Sedgwick	Wichita	S Wichita St	W Waterman St	W Lewis St	7	-	Remove segment	451.94
53	Sedgwick	Wichita	E English St	S Emporia St	S Commerce St	-	7	Add road as local	567.82
54	Sedgwick	Derby	E 95th St S	S Woodlawn Blvd	K-15	5	5	Realignment	-
55	Sedgwick	Unincorporated	E Central Ave between Webb and Greenwich	Dead end	Dead End	-	5	Add missing segment	545.96



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 of 2021 WAMPO boundary

**Portion of city inside of 2021 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 Transportation Acronym Glossary

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ADA	Americans with Disabilities Act	MSA	Metropolitan Statistical Area
ALOP	Annual List of Obligated Projects	MTP	Metropolitan Transportation Plan
AMPO	Association of Metropolitan Planning Organizations	NAAQS	National Ambient Air Quality Standards
APA	American Planning Association	NEPA	National Environmental Policy Act
ASCE	American Society of Civil Engineers	NHS	National Highway System
ATC	Active Transportation Committee	NHTSA	National Highway Traffic Safety Administration
CMAQ	Congestion Mitigation and Air Quality	PE	Preliminary Engineering
CPG	Consolidated Planning Grant	PPP	Public Participation Plan
CPM	Congestion Management Process	PSC	Project Selection Committee
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	REAP	Regional Economic Area Partnership
CUFC	Critical Urban Freight Corridor	RFP	Request for Proposals
DBE	Disadvantaged Business Enterprise	ROW	Right of Way
DOT	Department of Transportation	RPSP	Regional Pathways System Plan
EIS	Environmental Impact Statement	SCAC	Sedgwick County Association of Cities
EJ	Environmental Justice	SOV	Single Occupancy Vehicle
EPA	Environmental Protection Agency	SRTS	Safe Routes to School
FC	Functional Classification	STBG	Surface Transportation Block Grant
FFY	Federal Fiscal Year	STIP	State Transportation Improvement Program
FHWA	Federal Highway Administration	STP	Surface Transportation Program
FTA	Federal Transit Administration	TA	Transportation Alternatives
GIS	Geographic Information System	TAB	Transit Advisory Board
HIP	Highway Infrastructure Program	TAC	Technical Advisory Committee
HOV	High Occupancy Vehicle	TAZ	Traffic Analysis Zone
HSIP	Highway Safety Improvement Program	TDM	Travel Demand Model
IKE	Kansas Eisenhower Legacy Program	TIP	Transportation Improvement Program
ITE	Institute of Transportation Engineers	TMA	Transportation Management Area
ITS	Intelligent Transportation System	TPB	Transportation Policy Body
KDOT	Kansas Department of Transportation	TRB	Transportation Research Board
LEP	Limited English Proficiency	UAB	Urbanized Area Boundary
LOS	Level of Service	UPWP	Unified Planning Work Program
L RTP	Long Range Transportation Plan	VMT	Vehicle Miles Traveled
MAPC	Wichita-Sedgwick County Metropolitan Area Planning Commission	WAMPO	Wichita Area Metropolitan Planning Organization
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WSCAAB	Wichita-Sedgwick County Access Advisory Board

2022 TAC Representatives and Contact Information			
VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	MEMBER EMAIL	ALTERNATE EMAIL
Coordinated Transit District #9 Representative	Annette Graham, alt. Dorsha Kirksey	annette.graham@sedgwick.gov	dorsha.kirksey@sedgwick.gov
Air Quality Representative	Nina Rasmussen	nrasmussen@wichita.gov	
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyweb.com	
KDOT - Wichita Metro Office Representative	Don Snyder	donald.snyder@ks.gov	
Public Health Representative	Elizabeth Ablah	eablah@kumc.edu	
City of Wichita Representative	Gary Janzen	gjanzen@wichita.gov	
Regional Pathways Representative	Jack Brown	jbrown4@kumc.edu	
Sedgwick County Representative	Jim Weber	jim.weber@sedgwick.gov	
Economist Representative	Jolene Graham	jgraham@maizeks.gov	
Regional Economic Area Partnership (REAP)	Laura Rainwater, alt. Keith Lawing	lrainwater@workforce-ks.com	klawing@workforce-ks.com
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.com	
Urban Land Use Planning Representative	Mary Hunt, alt. Matt Williams	mmhunt@wichita.gov	mawilliams@wichita.gov
City of Wichita Representative	Mike Armour	marmour@wichita.gov	
Wichita Transit Representative	Raven Alexander, alt. Tonja Howard	ralexander@wichita.gov	thoward@wichita.gov
City of Valley Center Representative	Brent Clark	bclark@valleycenterks.org	
Kansas Department of Transportation (KDOT)	Kristi Wilson, alt. Cory Davis	kristi.d.wilson@ks.gov	cory.davis@ks.gov
City of Maize Representative	Vacant	Vacant	
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov	
Transportation Policy Body (TPB) Representative	Burt Ussery, TAC Chair	bussery@clearwaterks.org	
Kansas Department of Transportation (KDOT)	Tom Hein	tom.hein@ks.gov	
Sedgwick County Association of Cities (SCAC)	William Black	wblack@haysville-ks.com	
VACANT MEMBER POSITIONS			
Large Freight Representative	Vacant		
Rail Freight Representative	Vacant		
Technology Representative	Vacant		
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	MEMBER EMAIL	ALTERNATE EMAIL
Kansas Department of Transportation (KDOT)	Matt Messina	Matthew.Messina@ks.gov	
Federal Highway Administration	Cecelie Cochran	cecelie.cochran@dot.gov	
Federal Transit Administration	Eva Steinman, alt. Daniel Ngyen	eva.steinman@dot.gov	daniel.nguyen@dot.gov
Kansas Turnpike Administration	Glen Scott, alt. David Jacobson	gscott@ksturnpike.com	djacobson@ksturnpike.com
City of Wichita	Tia Raamot	traamot@wichita.gov	
WAMPO Representative	Chad Parasa	chad.parasa@wampo.org	
WAMPO Representative	Ashley Bryers	Ashley.Bryers@wampo.org	
WAMPO Representative	Nicholas Flanders	Nicholas.Flanders@wampo.org	
WAMPO Representative	Mark Kruep	Mark.Kruep@wampo.org	

Rev. 02/23/2022

2022 WAMPO Meeting Schedules



Meeting Location: 271 W. 3rd Street, Suite 203, Wichita, KS 67202 (Or Online)

Transportation Policy Body	Technical Advisory Committee
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
No January Meeting	January 24, 2022
February 8, 2022	February 28, 2022
March 8, 2022	March 28, 2022
April 12, 2022	April 25, 2022
May 10, 2022	May 23, 2022
June 14, 2022	June 27, 2022
July 12, 2022	July 25, 2022
August 9, 2022	August 22, 2022
September 13, 2022	September 26, 2022
October 11, 2022	October 24, 2022
November 8, 2022	November 28, 2022
December 13, 2022	No December Meeting