



Transportation Policy Body (TPB) Meeting Notice

Tuesday, February 14, 2023, @ 3:00 pm

In-Person

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

Virtual

After registering you will receive an email with how to access the Zoom Meeting.

[HERE](#)

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iii. Sidewalk Milage per Jurisdiction	13
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vi. Comprehensive Safety Action Plan Survey – www.wampo.org/safety	
vii. MTP 2050 Planning Assistance RFP Status	
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ix. Amtrak Daily Long-Distance Service Study – Your Input - https://fralongdistancerailstudy.org/	
D. Consent Agenda	15 - 24
i. Purchasing Procedures Policy <i>The Purchasing Procedures Policy provides guidance to WAMPO employees in selecting vendors and contracting for goods and services. There are specific procedures for procurements that are less than \$5,000, \$5,000 to \$25,000, and greater than \$25,000. RFPs will be posted on the WAMPO website, posted to DemandStar, distributed through applicable professional organizations, and emailed to potential vendors. WAMPO will purchase computers, telephones, software, and related I.T. hardware, from Sedgwick County's procured vendors.</i>	15 - 24
ii. Employee Manual Revision: Travel Policy and Technology Replacement Policy <i>This amendment to Chapter XI of the WAMPO Employee and Operations Manual removes Section G, "Training and Professional Conferences," and modifies Section H, "Mileage Reimbursement and Travel Procedures," to rename it Section G, "Travel Procedures," make the travel process clearer, and change meal expenses during travel from direct payment via WAMPO credit card to a per diem arrangement, as well as adds a Section J, "Technology Replacement Policy".</i>	25 - 32
iii. WAMPO Emergency Operations Plan <i>WAMPO's draft Emergency Operations Plan provides information to staff on what to do in a fire emergency medical emergency, severe weather, tornado, bomb threat, or armed engagement.</i>	33 - 46

<p>III. Public Comments</p> <p>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.</p>	47
<p>IV. Action</p>	
<p>A. <u>Chair, Vice Chair, TAC Chair elections</u> – Commissioner David Dennis, TPB Chair <i>The TPB needs to elect a TPB Chair, TPB Vice Chair, and a TAC chair.</i></p>	48
<p>B. <u>TIP Amendment 2</u> – Ashley Bryers and Nick Flanders, WAMPO <i>The TPB is asked to take action on proposed Amendment #2 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #2 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #2 opened on January 7, 2023, and ran through January 22, 2023. On January 9, 2023, a minor correction to the information for one project was made at the request of KDOT staff; but no other public comments were received.</i></p>	49 - 129
<p>V. Discussion/Updates</p>	
<p>A. <u>TIP Reasonable Progress Policy</u> – Ashley Bryers and Nick Flanders, WAMPO <i>WAMPO staff invite the TPB to discuss proposed revisions to the Reasonable Progress Policy for projects programmed in the Transportation Improvement Program (TIP) to receive WAMPO-suballocated federal funds in the current Federal Fiscal Year (FFY). Following input from the TAC and TPB, the Reasonable Progress Policy would be updated via regularly scheduled Amendment #3 to the WAMPO FFY2023-FFY2026 TIP.</i></p>	130 - 132
<p>B. <u>Carbon Reduction Program Process</u> – Ashley Bryers, Nick Flanders, Dora Gallo, WAMPO <i>WAMPO staff have prepared a questionnaire requesting supplemental project information for the selection process for WAMPO-suballocated funding under the new Carbon Reduction Program (CRP), which will be presented to the TAC in February 2023. Then, a Call for Projects will be opened. It is anticipated that the first batch of selected projects (for FFY2022-FFY2024 CRP funds, estimated at about \$3.6 million) will be incorporated into the Kansas State Transportation Improvement Program (STIP) in November 2023, after which they may begin obligating and letting.</i></p>	133 - 153
<p>C. <u>Electric Vehicles</u> – Tami Alexander, KDOT</p>	
<p>D. <u>Maize Economic Development</u> – Richard LaMunyon and Jolene Graham, City of Maize</p>	
<p>VI. Committee & Partnership Updates</p> <p>A. Executive Committee B. Active Transportation Committee C. Safety & Health Committee D. Wichita Transit E. Kansas Department of Transportation (KDOT) F. Wichita Metro Division, KDOT G. Federal Highway Administration (FHWA)</p>	
<p>VII. Other Business</p>	
<p>VIII. Adjournment</p>	

IX. WAMPO Reference Material	
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Chad Parasa, TPB Secretary

February 10, 2023





Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, January 10th, 2023, @ 3:00 PM

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

Meeting Duration: 74 minutes

Voting Members in Attendance		
David Dennis, <i>TPB Chair</i>	Tom Jones, <i>Park City</i>	Troy Tabor, <i>Andover</i>
Jim Benage, <i>Bel Aire</i>	Russ Kessler, <i>Haysville</i>	Becky Tuttle, <i>TPB Vice Chair</i>
Ronald Colbert, <i>Valley Center</i>	Richard LaMunyon, <i>Maize</i>	Burt Ussery, <i>Clearwater</i>
Bryan Frye, <i>Wichita</i>	Pete Meitzner, <i>Sedgwick County</i>	Dan Woydziak, <i>Butler County</i>
Jack Hezlep, <i>Derby</i>	Mike Moriarty, <i>KDOT</i>	Alternates:
Jim Howell, <i>Sedgwick County</i>	Terry Somers, <i>SCAC</i>	Ryan Baty, <i>Sedgwick County</i>
	Nick Squires, <i>KDOT</i>	Brent Clark, <i>Valley Center (non-voting)</i>
Other Attendees		
Rick Backlund, <i>FHWA</i>	Mike Longshaw, <i>KDOT</i>	Brad Shores, <i>JEO</i>
Ashley Bryers, <i>WAMPO</i>	ThaiBinh Mursch, <i>MAPD</i>	Allison Smith, <i>KDOT</i>
Cecelie Cochran, <i>FHWA</i>	Lynn Packer, <i>Sedgwick County</i>	Eldon Taskinen, <i>WAMPO</i>
Nick Flanders, <i>WAMPO</i>	Chad Parasa, <i>WAMPO</i>	Emily Thon, <i>WAMPO</i>
Dora Gallo, <i>WAMPO</i>	Marcela Quintanilla, <i>WAMPO</i>	James Wagner, <i>Wichita</i>
Alicia Hunter, <i>WAMPO</i>	Tia Raamot, <i>Wichita</i>	Jessica Warren, <i>Sedgwick County</i>
Gary Janzen, <i>Wichita</i>	Kelly Rundell, <i>Hite, Fanning & Honeyman LLP</i>	Kristen Zimmerman, <i>PEC</i>
Alan Kailer, <i>Bike Walk Wichita</i>		

1. Chair David Dennis called the meeting to order at 03:01 PM.

2. Regular Business

A. Approval of January 10, 2023, Agenda

Discussion: None

Action: Approve January 10, 2023, agenda, as proposed (13-0).¹

Motion: Chair Dennis

Second: Vice Chair Tuttle

¹ Five (5) members arrived after the approval of the January 10, 2023, agenda and the December 13, 2022, minutes. Ronald Colbert was at this meeting alongside his Alternate, so the alternate's vote did not count.

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.

B. Approval of December 13th, 2022, Meeting Minutes

Discussion: None

Action: Approve December 13th, 2022, meeting minutes, as proposed (13-0).

Motion: Chair Dennis

Second: Jack Hezlep

C. Director's Report

i. MTP 2050 Development Phases

ii. 2022 UPWP Reporting

A summary of the 2022 Unified Planning Work Program (UPWP) tasks and accomplishments is presented by month, based on the task codes & sub-task codes identified in the 2022 UPWP.

iii. 2023 Quarterly UPWP Task Chart

The 2023 UPWP budgets for the planning activities WAMPO plans to undertake in 2023. It includes priorities and activities for the year. It will be updated quarterly.

2023 Priority Projects

Project	Quarters*	Status
MTP 2050 Development	1, 2, 3, 4, 2024-25	
FFY2023-FFY2026 TIP Administration	1, 2, 3, 4	
Travel Demand Model Update	1, 2, 3, 4, 2024	
Coordinated Transit Plan Update	1, 2	
Regional Transit Feasibility Study	2, 3, 4, 2024	
Comprehensive Safety Action Plan	1, 2, 3	
Economic Development Report	1, 2, 3, 4, 2024-25	
Regional Active Transportation Plan	1, 2, 3, 4, 2024	
Greater Wichita Bike Map Update	1, 2, 3, 4	
Intelligent Transportation System Update	3, 4, 2024	
Electric Vehicle Network Plan	1, 2, 3, 4	
Safe Routes to School Planning	2, 3, 4, 2024	
Federal Certification Review	1, 2, 3	
2022 Single Audit	1	

*Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December

D. Consent Agenda

Discussion: None

Action: Approve all Consent Agenda Items in total (16-0).²

Motion: Chair Dennis

Second: Vice Chair Tuttle

i. Wichita Safety Plan Agreement

² Two (2) members arrived after the Consent Agenda was approved.

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In support of the development of the Comprehensive Safety Action Plan (CSAP), the City of Wichita has agreed to contribute to the cost of the CSAP contract. Wichita agrees to contribute \$60,000 to WAMPO for the total cost (\$300,000) of the CSAP contract.

ii. Contract for Facility & Administrative Support Services

This cooperative agreement delineates Sedgwick County's role regarding facilities and administrative support for WAMPO. WAMPO will pay Sedgwick County \$30,000 per year in two installments of \$15,000 due on February 1 and August 1 of every year of the three-year agreement. The first installment is due February 1, 2023.

3. Public Comments

There were no public comments.

4. Action

There were no Action items.

5. Discussion/Updates

A. Existing Sidewalks Map

WAMPO staff developed a map layer containing all sidewalks, crosswalks, and paved trails in the WAMPO Region.

The full sidewalk map is available to the public on ArcGIS Online through the following link: <https://wampo.maps.arcgis.com/apps/instant/basic/index.html?appid=cecccfb34bfe4ddb86e6fcf2cae4b1bc>

Bryan Frye requested that the paved paths in Clapp Park, in Wichita, be designated as public, as it is no longer a private golf course.

B. Health Disparity Maps

WAMPO staff created maps that display model-based data from the Centers for Disease Control and Prevention (CDC) that show the crude prevalence of conditions that could benefit from physical activity such as walking and biking. The Health Condition Prevalence maps identify census tracts with high rates of asthma, diabetes, coronary heart disease, high blood pressure, high cholesterol levels, obesity, and strokes.

Pete Meitzner requested a note that the maps are informational only and not something MPOs are required to produce. Chair Dennis suggested that WAMPO coordinate with the Sedgwick County Health Department.

C. Commuter Flows Report

WAMPO staff updated the Commuter Flows Report and developed an online interactive webpage with the most current data available.

Access the full Commuter Flows Report:

https://www.wampo.org/files/ugd/bbf89d_16caab1c2a794a309cdda9c8f508c422.pdf

Access the interactive webpage:

<https://experience.arcgis.com/experience/6c2ad6c5ea4e4edebfefd206eb5a0ced/>

6. Committee & Partnership Updates

A. Executive Committee

Chair Dennis requested Executive Committee members to draft evaluations of WAMPO Executive Director Chad Parasa. Chair Dennis and Vice Chair Tuttle briefed Mr. Parasa on the contents of those evaluations.

B. Active Transportation Committee

Alan Kailer announced that the next ATC meeting will take place on March 1, 2023, at 9:30 AM.

C. Safety and Health Committee

No report.

D. Kansas Department of Transportation (KDOT)

Mike Moriarty reported that KDOT has a new interim Secretary (Calvin Reed) and a new interim Deputy Secretary/State Transportation Engineer (Greg Schieber). Also, KDOT is starting planning for the next round of Local Consults. The dates and locations of meetings with local partners about their needs have not yet been set, but KDOT staff are looking at September 2023.

E. Wichita Metro Division, KDOT

Nick Squires reported that he has replaced Brent Terstriep as KDOT District 5 Engineer and that Mike Longshaw and replaced Don Snyder as Metro Engineer.

F. Federal Highway Administration (FHWA)

Rick Backlund reported that a new FHWA administrator, Shailen Bhatt, was sworn in on January 5, 2023. Also, under the Bipartisan Infrastructure Law (BIL), there will be numerous competitive grant opportunities during 2023. FHWA, FTA, and WAMPO are coordinating to schedule WAMPO's certification review in 2023, possibly in May or June.

7. Executive Session

The TPB Vice Chair Tuttle motioned, seconded by Chair Dennis to enter an Executive Session with the voting TPB members to discuss the performance review of Chad Parasa, WAMPO Executive Director. No vote or action was taken during the discussion. At the commencement of the Executive Session the TPB voting members voted on a raise for Mr. Parasa.

Discussion: None

Action: Approve an 8% raise for the WAMPO Executive Director, Chad Parasa (14-0).³
Motion: Chair Dennis
Second: Vice Chair Tuttle

8. Other Business

No other business.

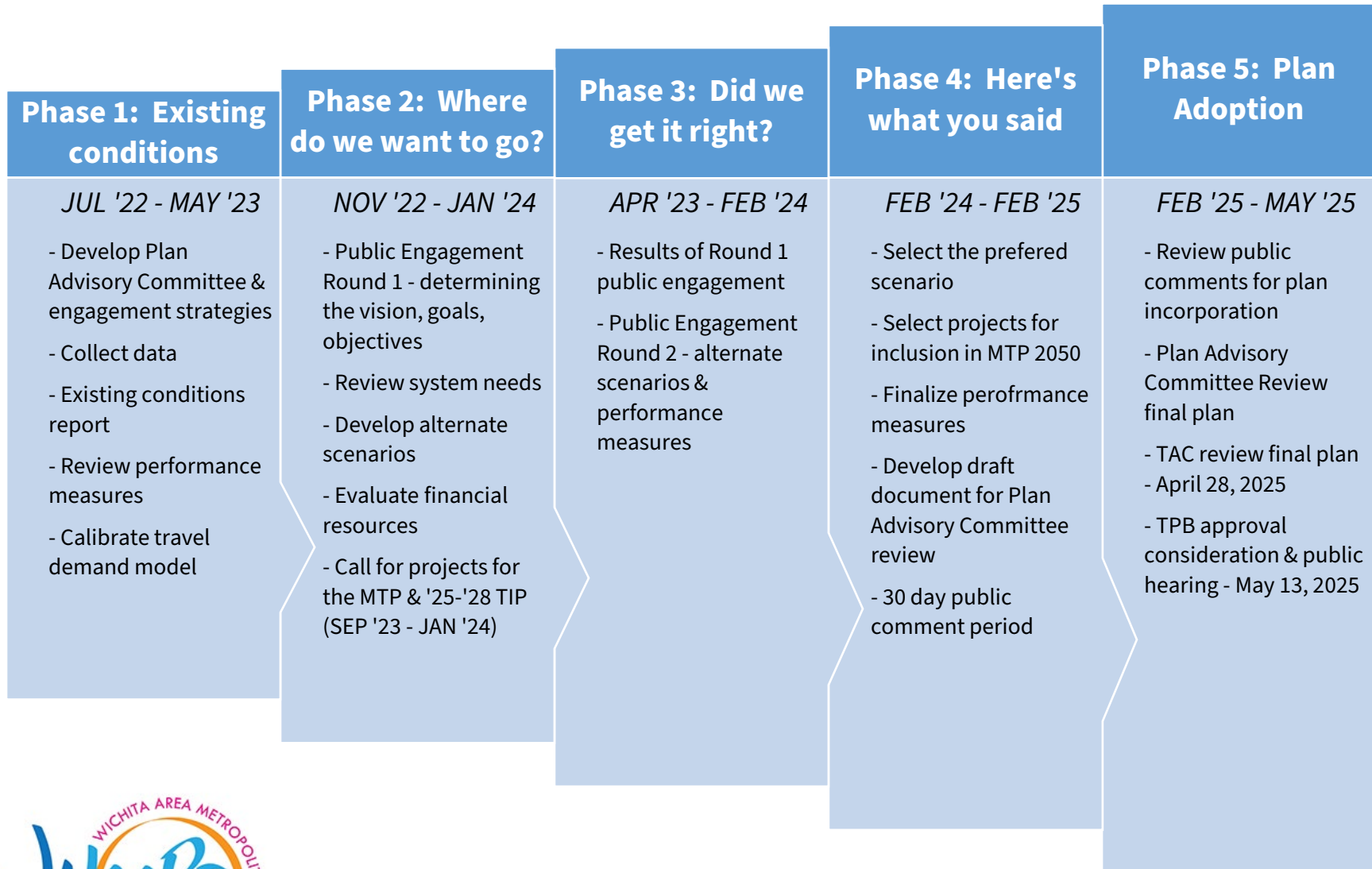
9. Meeting adjourned at 4:15 PM

The next regular meeting will be held on Tuesday, February 14th, 2022, at 3:00 PM.

DRAFT

³ Four (4) members left the meeting at the start of the Executive Session and did not rejoin before adjournment. WAMPO's meeting minutes 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.

MTP 2050: 5 Phase Development Process



MTP 2050: Key Milestones

**Form Plan
Advisory
Committee**

- SEP '22 - DEC '22

**Call for Projects
for the MTP &
'25 TIP**

- SEP '23 - JAN '24

**Project
Selection**

- FEB '24 - JUN '24

**TPB Plan
Approval
Consideration**

- MAY 13, 2025





2023 APBP WEBINAR SERIES

Members of the public are welcome to view the Association of Pedestrian and Bicycle Professionals (APBP) webinars at the WAMPO offices. The webinars are from 2 – 3 pm on the 3rd Wednesday of the month. Please RSVP your attendance by emailing wampo@wampo.org.

- **January 18:** From Complete Streets to Complete Networks: A Data-Driven, Performance-Based, Multimodal Planning Tool
- **February 15:** Strengthening Community Connections Through Bike Infrastructure, Transit Integration, and Local Tourism
- **March 15:** Data storytelling for multimodal pathways
- **April 19:** Give Your Bus a BOOST!
- **May 17:** Active Mobility for Older Adult Communities through Planning and Implementation
- **June 21:** More than a cycle lane: How investment in better walking and cycling networks improves accessibility for people with disabilities
- **July 19:** Evolution of Bikeways - How Cities Have Progressed with the Ever-changing Design Guidance and Research
- **August 16:** Systemic Safety – From Analysis to Implementation
- **September 20:** Community-led Temporary Demonstrations & Partnerships
- **October 18:** Title is TBA (topic is accessibility)
- **November 15:** How to keep a statewide plan off the shelf; pedestrian planning in Minnesota
- **December 20:** Lighter, Faster, Drier: Beyond Quick-Build Towards Resilient Treatments for High-Quality Active Transportation Infrastructure

Information about each session can be found at <https://apbp.memberclicks.net/assets/Webinars/2023-webinars/APBP-2023-Webinar-Series.pdf>.



Executive Summary

WAMPO Staff developed a model that summarizes the mileage of sidewalk infrastructure within the WAMPO region by Jurisdiction.

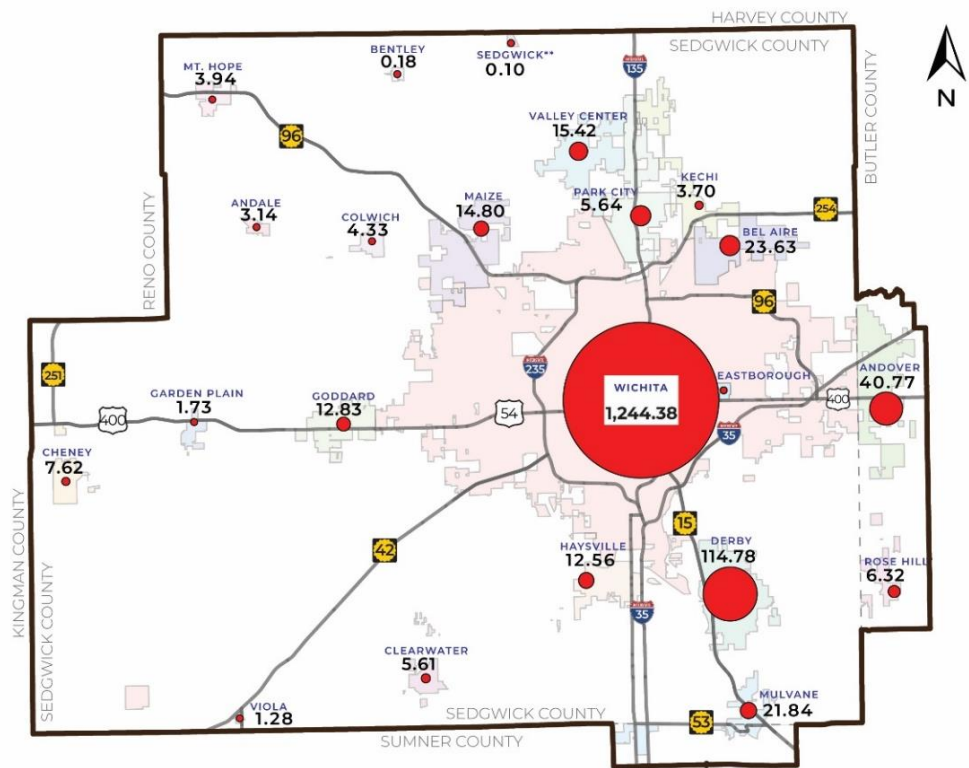
Background

WAMPO Staff developed a model using ArcGIS Pro (GIS software) that uses the sidewalk file presented last TAC and TPB meetings, as the base to calculate the total mileage of sidewalk infrastructure. The model also uses the city boundaries and WAMPO boundary to calculate the number of mileages within each jurisdiction and the unincorporated areas.

The full sidewalk map is available to the public on ArcGIS Online through the following link:

<https://bit.ly/wamposidewalks>

Jurisdiction	Sidewalk Length in Miles
Andale	3.14
Andover	40.77
Bel Aire	23.63
Bentley	0.18
Cheney	7.62
Clearwater	5.61
Colwich	4.33
Derby	114.78
Garden Plain	1.73
Goddard	12.83
Haysville	12.56
Kechi	3.70
Maize	14.80
Mount Hope	3.94
Mulvane	21.84
Park City	5.64
Rose Hill	6.32
Sedgwick **	0.10
Unincorporated	67.45
Valley Center	15.42
Viola	1.28
Wichita	1,244.38
Total	1,612.04



WAMPO Region Total Sidewalk Infrastructure: 1,612.04 Miles

Unincorporated Sidewalk Infrastructure: 67.45 Miles

**Portion of infrastructure within WAMPO

Next Steps

- » The sidewalk mileage will be used for the development of our Metropolitan Transportation Plan (MTP) and our Active Transportation Plan.



Executive Summary

WAMPO staff are preparing to purchase automatic bicycle and pedestrian counters for the Wichita region. Staff would like to purchase cameras and use them in a pilot program with local jurisdictions.

Background

WAMPO staff have been researching the best current technology in the market to conduct bicycle and pedestrian counts. This has included meetings with the staff of various other planning organizations about their experiences with bicycle/pedestrian counting:

- September 2nd, 2022: North Central Texas Council of Governments (NCTCOG, MPO for the Dallas-Fort Worth, TX area)
- November 3rd, 2022: Planning4Places (a private consulting firm that hosts a bicycle and pedestrian committee meeting with New York MPOs and agencies)
- November 17th, 2022: Mid-America Regional Council (MARC, MPO for the Kansas City area)
- November 22nd, 2022: Flint Hills MPO (Manhattan, KS area)

Staff from these other organizations provided many recommendations and personal experiences that have influenced WAMPO staff's automatic-counter-technology choice (see below). The WAMPO 2023 Unified Planning Work Program (UPWP) budgets up to \$100,000 (under subtask 3.5) for the purchase of automatic bicycle and pedestrian counters and/or “big data” describing bicycle-rider/pedestrian activity.

Automatic Counters

Based on the conversations and research described above, WAMPO staff have decided to purchase cameras. Providers of such cameras have reported that they use A.I. technology connected to a cloud server, so it will not be necessary to purchase any additional computer hardware, tracking how pedestrians and bicycle riders use the transportation infrastructure. With GIS technology, WAMPO could generate reports of where people cross streets (e.g., at midblock or at a crosswalk). Providers also report that the technology is built to anonymize data, keeping privacy first, and that the cameras have a 95% accuracy rate when describing activity. They can count pedestrians, bicycles, scooters, private motor vehicles, public transit buses, freight vehicles, carts, and strollers.

For a test run of the new automatic counters, WAMPO staff propose partnering with various member jurisdictions for a pilot program, with cameras at various locations throughout the region. Jurisdictions that would like to participate in the pilot program would need to provide a local match.

Next Steps

WAMPO staff will arrange a meeting with member jurisdictions who would like to participate in the pilot program. Please let staff know if your jurisdiction is interested in participating.

EXHIBIT A



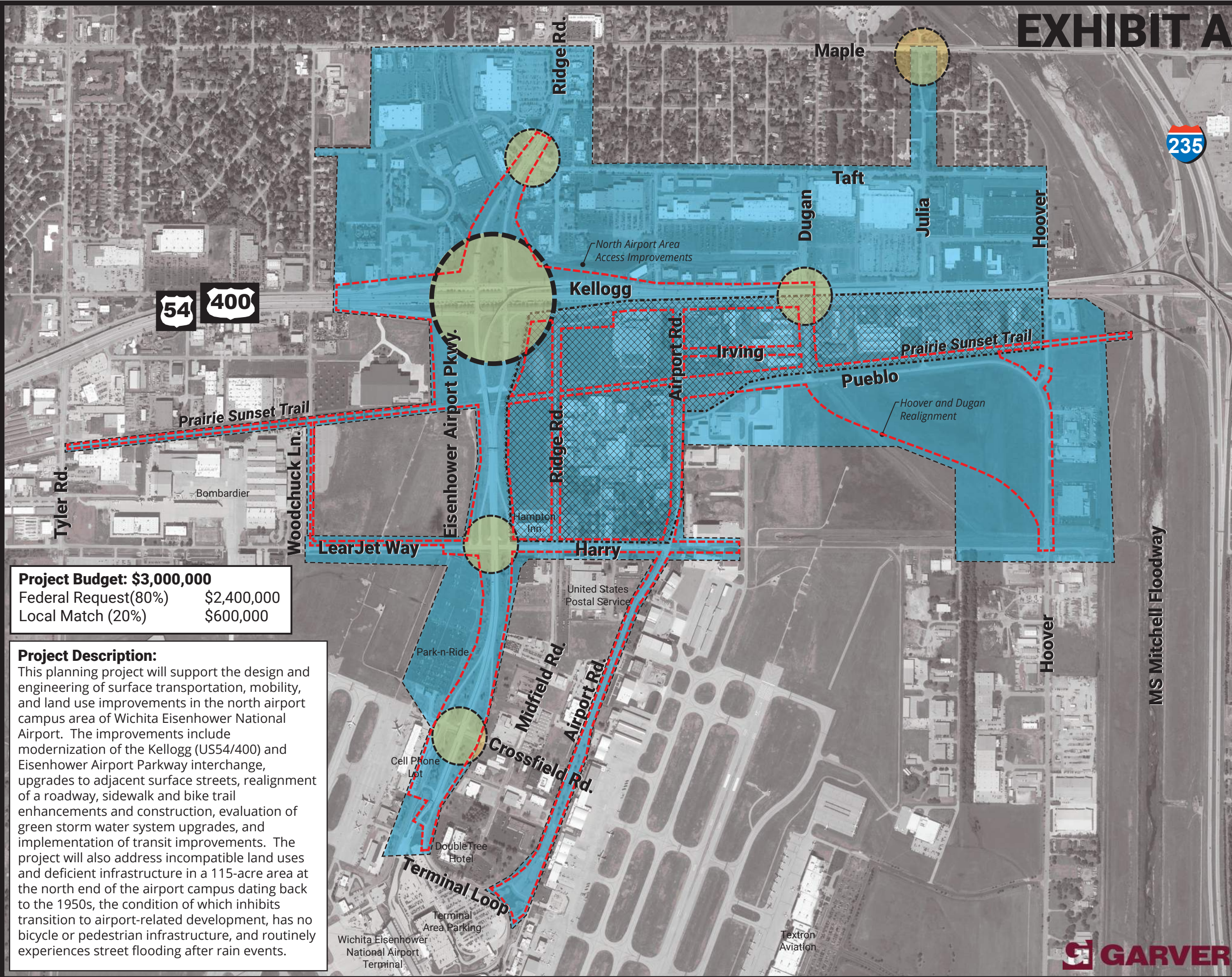
2023 RAISE Grant
Kellogg (US 54/ 400) & Eisenhower
Airport Parkway
PROJECT SCOPE MAP

LEGEND

- INTERCHANGE STUDY**
Geometry and safety improvements; bike/ped connectivity
 - Kellogg & Eisenhower Airport Parkway (EAP)
 - EAP & Harry
 - EAP & Crossfield Rd.
 - EAP & Taft
 - Kellogg Frontage Roads and Dugan
 - Maple & Julia

- TRANSPORTATION STUDY AREA**
Access & connectivity improvements; bike/ped connectivity; transit priorities; pavement assessment
 - Harry Street
 - Ridge Road
 - Dugan/ Hoover Realignment
 - Airport Road Improvements
 - Frontage Road access controls
 - Irving Street Improvements
 - Transit connectivity
 - Prairie Sunset Trail Improvements
 - Harry/ LearJet Way/ Woodchuck Bike Route Improvements
 - Airport Road Bike Trail Improvements

- PROBABLE LIMITS OF RECONSTRUCTION**



Project Budget: \$3,000,000
 Federal Request(80%) \$2,400,000
 Local Match (20%) \$600,000

Project Description:
 This planning project will support the design and engineering of surface transportation, mobility, and land use improvements in the north airport campus area of Wichita Eisenhower National Airport. The improvements include modernization of the Kellogg (US54/400) and Eisenhower Airport Parkway interchange, upgrades to adjacent surface streets, realignment of a roadway, sidewalk and bike trail enhancements and construction, evaluation of green storm water system upgrades, and implementation of transit improvements. The project will also address incompatible land uses and deficient infrastructure in a 115-acre area at the north end of the airport campus dating back to the 1950s, the condition of which inhibits transition to airport-related development, has no bicycle or pedestrian infrastructure, and routinely experiences street flooding after rain events.





Agenda Item 2Di: Consent Agenda **Purchasing Procedures Policy**

Chad Parasa, Executive Director
Ashley Bryers, Transportation Planning Manager
Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The Purchasing Procedures Policy provides guidance to WAMPO employees in selecting vendors and contracting for goods and services. There are specific procedures for procurements that are less than \$5,000, \$5,000 to \$25,000, and greater than \$25,000. RFPs will be posted on the WAMPO website, posted to DemandStar, distributed through applicable professional organizations, and emailed to potential vendors. WAMPO will purchase computers, telephones, software, and related I.T. hardware, from Sedgwick County's procured vendors.

Background

The Purchasing Procedures document provides guidance to WAMPO employees in selecting vendors and contracting for goods and services. There are specific procedures for procurements that are less than \$5,000, \$5,000 to \$25,000, and greater than \$25,000.

WAMPO will complete all applicable forms for KDOT approval prior to the advertisement of an RFP, the selection of a vendor, or contract execution. WAMPO's on-call attorney will review RFPs and develop contracts once a vendor selection has been made.

WAMPO will take steps to solicit the participation of locally owned, minority-owned, female-owned, and small businesses when goods or services are sought. WAMPO will discuss setting a Disadvantaged Business Enterprise (DBE) goal for projects during the KDOT review process.

RFPs will be posted on the WAMPO website at www.wampo.org/wampo-is-hiring for a minimum of 14 days. In addition, they will be posted to DemandStar, distributed through applicable professional organizations, and emailed to potential vendors.

Routine office supplies may be purchased locally or online.

WAMPO will purchase computers, telephones, software, and related I.T. hardware from Sedgwick County's procured vendors.

WAMPO staff shall track the progress of all types of procurements (services and goods) using a prescribed Excel cover sheet and save electronic copies of all documents for review during the annual Single Audit.

WAMPO will use the same policies and procedures to procure property and services regardless of the fund source – federal grants, other grants, or nonfederal funds.

Staff Recommendation

- » Approve the Purchasing Procedures Policy, as presented.

Attachment

- » Draft Purchasing Procedures Policy

Draft



PURCHASING PROCEDURES POLICY

Approved by the TPB on:

Insert date

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Policy Objectives

This policy provides guidance to WAMPO employees in selecting vendors and contracting for goods and services. The objectives of WAMPO's purchasing policy are:

- Use efficient and effective procurement processes.
- Obtain the lowest prices/fees by encouraging competition in all procurements.
- Utilize a fair and open bidding processes.
- Encourage minority and women-owned business enterprises to have the opportunity to compete for WAMPO business
- Maintain compliance with federal, state, and local laws and grant requirements.

This manual should be referenced for all purchases. Under all circumstances, WAMPO should maintain a copy of the procurement process on file for 7 years.

Process

KDOT Review

WAMPO should complete all applicable forms for KDOT approval prior to the advertisement, selection, or contract execution.

Advertising / Public Posting

The procurement process should be as open as possible to encourage competition (to the extent that time and practicality allow given the dollar value of the purchase to be made).

RFPs will be posted on the WAMPO website at www.wampo.org/wampo-is-hiring for a minimum of 14 days. In addition to posting the RFP on the website, it needs to be posted to DemandStar, posted to applicable professional organizations, and emailed to potential vendors.

The project manager should prepare a list of potential bidders/vendors before soliciting bids. Sources of potential vendors include the DemandStar Web site, the Wichita Business Journal's Top 100 Lists, the Kansas Web sites for cooperative purchases and minority- and female-owned disadvantaged business enterprises (DBE), past bidders, professional organizations, grantor agencies, state licensing agencies, etc.

Attorney Review

WAMPO's on-call attorney will review RFPs and develop contracts once a selection has been made.

The contract will contain language which allows the WAMPO the opportunity to cancel any contract for cause. Said cause shall include (but not be limited to) demonstrated lack of ability to perform the work specified, unwillingness to complete the work in a timely fashion, cancellation of liability insurance or worker's compensation, failure to pay suppliers or workers, unsafe working conditions caused by the contractor, failure to comply with Davis-Bacon wage laws (where applicable), failure to keep accurate and timely records of the job, or failure to make those records available to WAMPO (on request) or any other documented matter which could cause a hardship for WAMPO if a claim should arise or the work not be completed on schedule at the specified cost.

Cover Sheet

WAMPO staff shall track the progress of the all types of procurements (services and goods) using the excel version of the cover sheet (found at <T:\Administration\Procurement\Policy>) and save electronic copies of all documents for review during the annual Single Audit.

WAMPO will use the same policies and procedures to procure property and services regardless of the fund source – federal grant, other grant, or non-federal funds.

Procurement Cover Sheet

The [Code of Federal Regulations \(CFR\) Title 49 for Transportation §18.36](#) provides information regarding procurement. A sample cover sheet that was developed using the CFR is shown in Appendix A.

Purchase of Goods Cover Sheet

A sample cover sheet tracking the purchase of goods is shown in Appendix B.

Documentation

All source documents supporting any given transaction (receipts, purchase orders, invoices, RFP/RFQ data and bid materials) will be retained and filed in an appropriate manner. Where feasible, source documents pertinent to each individual procurement shall be separately filed and maintained. Where it is not feasible to maintain individual procurement files, source documents will be filed and maintained in a reasonable manner (examples include chronologically, by vendor, by type of procurement, etc.). Whatever form of documentation and filing is employed, it is important to ensure that there is a clear and consistent audit trail. At a minimum, source document data must be sufficient to establish the basis for selection, basis for cost, (including the issue of reasonableness of cost), rationale for method of procurement and selection of contract type, and basis for payment.

Locally Owned, Minority-Owned, Female-Owned and Small Businesses

WAMPO will take steps to solicit the participation of locally owned, minority-owned, female-owned and small businesses when goods or services are being sought. WAMPO will discuss setting a DBE goal for a project during the KDOT review process. The KDOT Disadvantaged Business Enterprise (DBE) Directory will be used to help develop a list of Kansas-based, minority-owned, female-owned and small businesses and also minority businesses located within the WAMPO region shall be maintained and used when issuing IFBs, RFPs, RFQs, and making small purchases. WAMPO will use the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce. The successful bidder will be required to use this same criterion in the selection of suppliers and subcontractors whenever possible.

This list is located at: <T:\Administration\Procurement\Policy>.

Procurement Cost Thresholds – Consultant Services

There are three thresholds for procuring consultant services. All three require documenting the solicitation process.

Less than \$5,000

- It is suggested that comparative pricing via telephone, fax, letter, or email bids be obtained.
- Advertising is not required.
- Documentation of this process should be kept on file.

\$5,000 to \$25,000

- Discuss this project with KDOT to determine if it requires (the nature of the project or the need to have a DBE goal) a formal procurement process through KDOT.
- Solicitation of consultant services with estimated costs within this range shall be made by obtaining project proposals.
- The scope of work must be advertised for a minimum of 14 days, along with a copy of the selection criteria.

Greater than \$25,000

- KDOT's Procurement Process manual should be followed which includes a formal competitive solicitation of bids. See the [KDOT Procurement Guidance for Consolidated Planning Grant \(CPG\) Funded Consultant Services and Goods](#) located at [T:\Administration\KDOT](#).

Procurement Cost Thresholds – Purchase of Goods

There are three thresholds for procuring goods. All three require documenting the solicitation process.

Less than \$5,000

- It is suggested that comparative pricing via telephone, fax, letter, or email bids be obtained.
- Advertising is not required.
- Documentation of this process should be kept on file.

\$5,000 to \$25,000

- WAMPO should obtain comparative pricing via sealed bid, fax, email.
- A minimum of three written bids are required to be obtained.
- A minimum 3-day public posting is required.
- The lowest bid meeting the MPO's specifications should be selected.
- For computer and other large ticket items, see the section called Computer Equipment & Other Large Ticket Items, below.

Greater than \$25,000

- KDOT's Procurement Process manual should be followed which includes a formal competitive solicitation of bids. See the [KDOT Procurement Guidance for Consolidated Planning Grant \(CPG\) Funded Consultant Services and Goods](#) located at [T:\Administration\KDOT](#).

Office Supplies

Routine office supplies may be purchased locally or online. All such purchases should be made according to the thresholds above. The purchases need to be necessary and made at a reasonable price. These purchases should have documentation saved approving the purchase.

Computer Equipment & Other Large Ticket Items

WAMPO and Sedgwick County signed an agreement on February 1, 2023, clarifying the scope of services provided by the County to WAMPO. It includes: “to ensure compatibility with the County’s Information Technology systems, it will provide access to its procurement process for WAMPO to purchase computers, telephones, software, and related IT hardware.”

Therefore, when WAMPO is purchasing technology, that will need to be incorporated into the County’s network, they will be purchased from the County’s procured vendors.

Sedgwick County utilizes the cooperative purchasing process for most of its computer purchases as well as for the purchase of other large ticket items. For computers Sedgwick County uses the NASPO (National Association of State Procurement Officials) Value Point Cooperative Purchasing Program (led by the State of Minnesota) and their Master Agreement with EMC Corporation [#MNWNC-109](#). Cooperative Purchasing is purchasing that has been done by, or on the behalf of, one or more public procurement agencies for State or Local Governments for commodities such as IT, Security, and Office Furniture. There are several agencies out there that offer these services. These agencies manage the entire competitive bid process, which not only saves time but offers significant cost savings as well.

KDOT Procurement Guidelines

For additional information view the KDOT MPO Program Guidance for CPG Funded Planning Projects 2022 Update and Final KDOT Program Guidance for CMAQ, STP, TA Funded Planning, Education, and Outreach 2022 Update, which are located at: [T:\Administration\KDOT](#).

Appendix A: Sample Procurement Cover Sheet

This form can be found at: <T:\Administration\Procurement\Policy> → _Procurement Cover Sheet.

PROCUREMENT COVER SHEET									
RFP TITLE: Travel Demand Model									
Start Date: 1/10/2022									
Item #	Days Allowed	Start Day	End Day	Scheduled Begin	Scheduled Complete (not counting weekends)	Actual Begin	Actual Complete	Status	Description
Prepare RFP									
1	3	1	3	01/10/22	01/12/22				RFP to legal
2	2	3	4	01/12/22	01/13/22				RFP updated for comments from legal
Step 1: Notice to Proceed with RFP/RFQ									
3	1	4	4	01/13/22	01/13/22				Submit a Notice to Proceed with a draft of the RFP/RFQ and all appropriate attachments to KDOT.
4	10	5	14	01/14/22	01/27/22				KDOT will return the Notice to Proceed with RFP approving or requesting changes be made, if necessary. The Notice to Proceed with RFP will indicate the percentage of the total project cost to be placed as the DBE goal.
5	1	15	15	01/28/22	01/28/22				Upon receipt of the approved Notice, issue the RFP
Advertising									
6	10	15	24	01/28/22	02/10/22				The RFP/RFQ must be advertised for a minimum of 14 days. Once proposals are received, the MPO Staff may conduct any short-listing that needs to occur and then proceed to Step 2 of this process.
6a		15	24	01/28/22	02/10/22				Source 1 - Direct Mail:
6b		15	24	01/28/22	02/10/22				Source 2 - Advertise (source)
6c		15	24	01/28/22	02/10/22				Source 3 - WAMPO web-site
6d		15	24	01/28/22	02/10/22				Source 4 - Optional
Receipt of Proposals									
7a	1	24	24	02/10/22	02/10/22				Proposal from Hite Fanning & Honeyman
7b		24	24	02/10/22	02/10/22				Proposal from _____
7c		24	24	02/10/22	02/10/22				Proposal from _____
Verifications Prior to Interview									
SAM:									
8	1	25	25	02/11/22	02/11/22				Verify that the Prime Consultant proposed to be awarded the contract holds an active System for Award Management (SAM) registration status. The website is: https://sam.gov/portal/SAM/#1 .
8a		25	25	02/11/22	02/11/22				Firm: Hite, Fanning & Honeyman L.L.P. Cage: 7SAP3 DUNS: 162593904
8b		25	25	02/11/22	02/11/22				Firm _____ Cage: _____ DUNS: _____
8c		25	25	02/11/22	02/11/22				Firm _____ Cage: _____ DUNS: _____
8d		25	25	02/11/22	02/11/22				Firm _____ Cage: _____ DUNS: _____
9		25	25	02/11/22	02/11/22				Documentation of your independent cost estimate. A table of previous contract amounts for similar work (for WAMPO or a similar organization) and a range of reasonable bids would be sufficient.
10		25	25	02/11/22	02/11/22				Review of the bid to make sure it does not have unreasonable qualifications, unnecessary bonds and experience, use of brand names or organizational conflict of interest.
11		25	25	02/11/22	02/11/22				Bids meet the RFP requirements.
12		25	25	02/11/22	02/11/22				Comparison of proposal cost to your independent cost estimate to documents it falls within the expected range.

Continues on the next page

Item #	Days Allowed	Start Day	End Day	Scheduled Begin	Scheduled Complete (not counting weekends)	Actual Begin	Actual Complete	Status	Description
Interview									
Step 2: Notice to Proceed with Interviews									
13	1	32	32	02/22/22	02/22/22				Submit the Notice to Proceed with Interviews form. If the DBE goal is not proposed to be met by a bidding consultant firm, good faith effort documentation must be provided and will be reviewed and approved as appropriate by KDOT. If interviews are not deemed necessary, for example, because of a single bid received or a result of the evaluation process. Indicate that on the form. Upon return receipt of an approved Notice to Proceed with Interviews the MPO Staff will be able to proceed with the selection process with the selected firms.
14	10	33	42	02/23/22	03/08/22				Approval to proceed from KDOT
15	1	42	42	03/08/22	03/08/22				Rating Sheets Prepared
16	10	42	51	03/08/22	03/21/22				Selection Committee completes rating sheets
17	1	51	51	03/21/22	03/21/22				Executive Committee Approval
18	1	51	51	03/21/22	03/21/22				Selection made <i>(Note: WAMPO only received one proposal to provide on-call legal services for WAMPO for 2022-2024. This is the same firm that provided service to WAMPO from 2019 - 2021. We are satisfied with the services we received and feel that moving forward with one proposal is acceptable.)</i>
Award									
Step 3: Notice to Award									
19	5	51	55	03/21/22	03/25/22				Submit the Notice to Award, a draft scope of work and draft contract, along with all other required attachments.
20	1	55	55	03/25/22	03/25/22				KDOT will return the Notice to Award either approving the award or recommending further changes to the draft scope of work and contract.
21	1	55	55	03/25/22	03/25/22				Notify selected party
22	3	55	57	03/25/22	03/29/22				Signed Contract
23	3	57	59	03/29/22	03/31/22				Signed Letter of Engagement
24	10	59	68	03/31/22	04/13/22				Provide KDOT a copy of the finalized scope of work and contract, along with all required attachments within 10 business days after the contract is signed.

1/11/2023

Appendix B: Sample Purchase of Goods Cover Sheet

This form can be found at: <T:\Administration\Procurement\Policy> → _Purchase of Goods Cover Sheet.

PURCHASE OF GOODS COVER SHEET			
Item Procured			
Type of Procurement (drop down choices)	Less than \$5,000		
Date contacted			
Who contacted for bids? (Reason for only 1, if applicable)			
	Company	Person	Email Address
Contact 1			
Contact 2			
Contact 3			
	Company	Bid	
Bid 1 cost			
Bid 2 cost			
Bid 3 cost			
Who selected for bid?			
Reason selected?			
Date selected			
Date let non-selected know			
	Date	Person's KDOR Account	
Obtained Project Exemption Certificate			
Obtained Project Completion Certificate			
Project Completion Certificate Returned			
Project Completion updated at KDOR			

Other Project Components			
Date contacted			
Who contacted for bids? (Reason for only 1, if applicable)			
	Company	Person	Email Address
Contact 1			
Contact 2			
Contact 3			
	Company	Bid	
Bid 1 cost			
Bid 2 cost			
Bid 3 cost			
Who selected for bid?			
Reason selected?			
Date selected			
Date let non-selected know			
	Date	Person's KDOR Account	
Obtained Project Exemption Certificate			
Obtained Project Completion Certificate			
Project Completion Certificate Returned			
Project Completion updated at KDOR			

Copy and paste "Other Project Components" as necessary below

1/11/2023



Agenda Item 2Dii: Consent Agenda Employee and Operations Manual Revision: Travel Procedures and Technology Replacement Policy

Chad Parasa, Executive Director
Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

This amendment to Chapter XI of the WAMPO Employee and Operations Manual removes Section G, “Training and Professional Conferences,” and modifies Section H, “Mileage Reimbursement and Travel Procedures,” to rename it Section G, “Travel Procedures,” make the travel process clearer, and change meal expenses during travel from direct payment via WAMPO credit card to a per diem arrangement, as well as adds a Section J, “Technology Replacement Policy”.

Background

The WAMPO Employee and Operations Manual was substantially revised by the TPB on October 11, 2022, then amended again, in more limited ways, on December 13, 2022.

This amendment makes changes to Chapter XI of the Manual,

- » Removing the current Section G, “Training and Professional Conferences,” which was added as part of the December 13, 2022, amendment.
- » Modifying the current Section H, “Mileage Reimbursement and Travel Procedures,” to make it clearer, rename it Section G, “Travel Procedures,” and change the method of paying for meals during travel from direct payment via a WAMPO credit card to granting employees a per diem.
 - New subsections of Chapter XI, Section G (previously H) include:
 - » Prior to Travel
 - » Non-Exempt Employees Traveling [includes clarification of how to charge time spent traveling between time zones]
 - » Mileage, Tolls, Parking Reimbursement
 - » Per Diem for Meals
 - » Post Travel Report
 - » Submitting Reimbursements to KDOT
- » Adding Section J, “Technology Replacement Policy”.
 - Details when equipment will be replaced (laptops after the 4th calendar year of use and monitors once they no longer function or are not able to be used due to connectivity incompatibilities).



Agenda Item 2Dii: Consent Agenda
Employee and Operations Manual Revision: Travel Procedures and Technology Replacement Policy

Chad Parasa, Executive Director
 Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

These changes alter the Table of Contents for Chapter XI from:

Current Table of Contents	Revised Table of Contents
<p>XI. GENERAL ADMINISTRATION AND OPERATIONS</p> <ul style="list-style-type: none"> A. Business Hours B. Alternative Work Schedule C. Parking D. Severe Weather and Emergency Closings E. Financial Management F. Mail and Postage G. Training and Professional Conferences [will be removed] H. Mileage Reimbursement and Travel Procedures [will be modified] I. Email and Computer Use Policy J. Social Media Policy K. Equipment and Information Resources Use L. Telephone Use M. Smoke-Free Workplace N. Attire and Grooming O. Personnel Files 	<p>XI. GENERAL ADMINISTRATION AND OPERATIONS</p> <ul style="list-style-type: none"> A. Business Hours B. Alternative Work Schedule C. Parking D. Severe Weather and Emergency Closings E. Financial Management F. Mail and Postage G. Travel Procedures [formerly Section H, “Mileage Reimbursement and Travel Procedures,” with modifications] H. Email and Computer Use Policy I. Social Media Policy J. Technology Replacement Policy [New] K. Equipment and Information Resources Use L. Telephone Use M. Smoke-Free Workplace N. Attire and Grooming O. Personnel Files

Staff Recommendation

- » Approve the Employee and Operations Manual Amendment, as presented.

Attachments

- » Amended WAMPO Employee and Operations Manual Chapter XI, Section G (previously H), “Travel Procedures”
- » New WAMPO Employee and Operations Manual Chapter XI, Section J, “Technology Replacement Policy”

G. Travel Procedures

Note: The procedures outlined below are to provide general guidance to employees regarding mileage reimbursement and travel procedures; however, the WAMPO Director, KDOT, and the U.S. Department of Transportation have the authority to review and determine the eligibility of all costs incurred. This authority controls and supersedes any of the following procedures.

1. Prior to Travel

Prior to travel, the traveler, along with the Accountant, will prepare the estimate using the “Travel Request Form”. The basis of the estimate will be included when necessary. The meeting/conference schedule or agenda will be included. Once the “Travel Request Form” is approved, the estimate becomes the expense report called the “Post Travel Report”. This Report should be printed and saved as the “Post Travel Report” to use after the travel is completed.

Depending on the nature of the travel “Travel Request Forms” will either be submitted to the Director, the employee’s direct supervisor, or KDOT for approval. Out-of-Region Travel not listed in the UPWP needs to be approved by KDOT. The reason for the travel, meeting/conference schedule or agenda, and available budget needs to be included in the information submitted to KDOT for approval. Typically, vehicle-related (mileage, tolls, parking) requests are the only types of travel requests that can be approved by the employee’s direct supervisor.

The “Travel Request Form” is located at: <T:\Administration\Travel> → Travel Request Form (becomes the Post Travel Report).

Save the completed “Travel Request Form” in the employee-specific folder at: <T:\Administration\Travel>.

2. Non-Exempt Employees Traveling

Non-Exempt employees are constrained by a 40-hour workweek. The travel that occurs during normal work hours, regardless of the day (including Saturday and Sunday), are compensable. If travel occurs before 8 am, between Noon and 1 pm, or after 5 pm and the employee does not do work while traveling then the travel, as a passenger, is not compensable.

Example 1: If a flight leaves on Sunday at 3:05 pm and arrives at its destination at 4:41 pm. The employee would need to be compensated for the travel time between home and the airport, time at the airport, flight time, and the travel time to/from the hotel/conference/meeting venue – as it occurs during normal work hours.

Example 2: If a return flight leaves for Wichita on Tuesday at 8:55 pm and arrives at the destination airport at 12:30 am the next day and the employee didn’t do work on the plane or at the airport, then this would not be compensated because they left for the airport after normal work hours had ended and arrived home before the next day’s normal work hours started.

Example 3: Employee leaves work at 11 am to drive to the airport for a 1 pm flight that arrives at its destination at 3 pm, the employee will be regarded as having worked from 11 am – Noon and 1 pm – 3 pm (plus travel time to the hotel/conference/meeting venue) as well as whatever time they worked at the office prior to 11 am.

If there is a holiday when the employee is traveling or at a conference/meeting (for example, Labor Day), the employee would get their usual amount of holiday pay, regardless of whether they work that day. Thus, if the travel or conference/meeting occurs during a paid employee holiday, then the time spent in the conference/meeting (or travel, if during the regular work hours) on that day is compensable.

On a non-holiday weekday, the time spent in conference sessions, conference meals with speakers, or breaks between sessions of no more than 30 minutes get counted toward one's usual work time for that day, as does travel during the usual work hours, and if this time adds up to more than the duration of the usual workday (e.g., 8 hours), then the balance is compensable time. If it adds up to less than that, either the employee must work additional time before the end of the current workweek either during the travel period or after it to make it up or use leave for the balance.

On a Saturday, Sunday, or Holiday, all time spent in conference sessions, conference meals with speakers, or breaks between sessions of no more than 30 minutes is compensable. As is travel during normal work hours.

Happy hours and meals/receptions with no speakers are not compensable time. But if a conference session includes a meal with a speaker, then it counts as work and is compensable. If a conference session extends outside of usual work hours, for example until 5:15 pm, then the employee needs to be compensated for the 15 minutes past 5 pm (assuming the employee stays until the end of the conference session).

Employees should review their expected travel time prior to traveling for the conference /meeting with their direct supervisor using the "Travel Hours Compensation Form" and plan for how they will utilize their anticipated compensated time. For example, coming in late their first day of work after they return from travel or taking time off on a different day within the same week (WAMPO's week is Saturday – Friday). After the employee returns to the office, they will review the actual time they should be compensated with their direct supervisor and will adjust their time off to accommodate it.

The "Travel Hour Compensation Form" is located at:

[\\\\EXTFS\\wampo\\$\\Administration\\Travel\\Travel Hours Compensation Form.xlsx](\\\\EXTFS\\wampo$\\Administration\\Travel\\Travel Hours Compensation Form.xlsx)

A. Time Zone Changes

If the start and end points of a one-way travel itinerary are in different time zones, both the duration of the travel and whether and how much of it is during normal work hours will be determined based on the origin-point time zone.

Example 1: An employee starts driving to the airport at 1 pm Central Time in Wichita and arrives at their hotel/conference venue in the Eastern Time Zone at 4 pm local time (3 pm Central Time). They will be regarded as having worked two hours.

Example 2: An employee departs from their hotel/conference venue in the Eastern Time Zone at 5 pm local time and arrives in Wichita at 6 pm Central Time. Although the employee traveled for 2 hours, because it was entirely outside of the normal work hours, according to the origin-point time zone (even though not according to the destination-point time zone), it is not compensable.

3. Mileage, Tolls, Parking Reimbursement

WAMPO will reimburse employees at the federal rate (www.gsa.gov) for privately-owned vehicle mileage incurred for allowable work-related purposes; if more than one employee of WAMPO is traveling to the same location; mileage is only paid to the driver if employees share a vehicle.

This includes mileage to and from meetings, conferences, and training and for data collection efforts. Mileage is not paid for traveling between home and the office. Any mileage incurred for activities not directly specified in this section requires prior approval from the Director.

Employees may also be reimbursed for tolls or parking expenses. Receipts for tolls/parking expenses or mileage must be submitted with the “Post Travel Report”. The “Post Travel Report” should be submitted to the Accountant by the 15th of the month. The “Post Travel Report” and receipts will be kept with the payroll file.

4. Out-of-Region Travel (Day Trips)

Employees traveling out of the region for work-related purposes should fill out the “Travel Request Form” and have it approved by the Director prior to travel and incurring any expenses. Failure to do so may result in the employee not being reimbursed for incurred costs. Allowable expenses for out-of-region travel may include mileage, tolls, and parking expenses.

5. Out-of-Region Travel (Overnight)

Employees traveling overnight to attend conferences or training must receive prior approval from the Director by filling out the “Travel Request Form”. The Director will evaluate the budget to determine if there is adequate funding. Any conference or training should be listed in the Unified Planning Work Program. If not, WAMPO must receive approval from KDOT prior to attending the event. Employees will use their WAMPO credit card for conference registration, hotel room expenses, and transportation and transportation-related fees (tolls, parking, shuttles, etc).

6. Per Diem for Meals

WAMPO will provide a per diem for meals to staff after travel based on the “Travel Request Form”. The form will be updated after travel to account for any conference/meeting provided meals. The form calculates the per diem for meals based on the Meals and Incidental Expense Rate found at www.gsa.gov.

When a meeting or conference has a meal with paid registration then that meal would not be included with the per diem. Additionally, if a hotel provides “free” breakfast it should not be

included in the per diem unless it is truly only a small pastry and not a hot breakfast.

The employee can use the per diem for meals in any way they choose. Meal receipts do not need to be turned into WAMPO.

7. Unapproved Expenses

Any expenses charged to a WAMPO credit card, that are not reimbursable must be repaid to WAMPO by the employee.

8. Post Travel Report

Once an employee returns from travel, they are to write the final expenses on the printed copy of the “Travel Request Form”, which becomes the “Post Travel Report” (saved in the employee-specific folder at: <T:\Administration\Travel>). The employee needs to put all receipts (excluding meal receipts due to the per diem) in an envelope with the completed “Post Travel Report”. Also include, the reason for the travel and meeting/conference schedule or agenda. Provide all of this to the Accountant. (There is no need to scan and save receipts as the Accountant will do that after the report is complete.)

9. Submitting Reimbursements to KDOT

The Accountant will code every travel receipt as a debit to account 12500, Prepaid Travel, rather than an expense when reviewing the credit card statement. This will enable the Accountant to easily create a travel expense report for a single reimbursement period and create an easy way to communicate these charges to KDOT. Prior to submission the Accountant will credit 12500 and move the charges to the reporting period.

The WAMPO Accountant will include the “Post Travel Report”, a copy of the per diem check/pay register provided to the employee, receipts for air travel, transportation, parking, etc., and the reason for the travel and meeting/conference schedule or agenda to obtain reimbursement from KDOT **after** the travel occurred.

J. Technology Replacement Policy

1. Purpose

Adequate computer and network hardware and software are essential to the work performed by the Wichita Area Metropolitan Planning Organization (WAMPO). Rapid changes in technology require that WAMPO have a systematic plan for upgrading and replacing technology to ensure that it offers access to the most basic services.

This section defines WAMPO's policy regarding the replacement of all WAMPO-owned technology equipment at the end of its life cycle.

2. Policy Statement

WAMPO will maintain modern computer and network hardware capable of supporting its organizational activities. To accomplish this, hardware will be budgeted for replacement through WAMPO's UPWP/budget and replaced and upgraded according to the schedule below.

Category	Description	Replacement Timeframe
Laptops	Includes all laptop systems and the associated docking stations.	Calendar year after the 4 th year of use.
Monitors	Includes monitors used with laptops (and associated cables).	A monitor will be deemed usable until it has either ceased to function properly or is incapable of being connected to an existing computer due to connectivity incompatibilities.

Computer replacements will fall as close to the 4-year anniversary of their initial installation as possible. Meaning, if a computer was initially installed on September 1st of a given year, 4 years later on or around September 1st, that computer will be slated for replacement.

If a hardware item is determined to be irreparable by Sedgwick County IT or if the cost to repair exceeds the current market value of the item, the item may be replaced earlier than indicated in the table above.

WAMPO supplies a keyboard, mouse, and headphones for each staff member. Staff members are given these items when they start with WAMPO. However, they are allowed to select the keyboard, mouse, and headphones they would like to use if something different would be more comfortable for them (if the price is within reason). Unfortunately, these items sometimes break. When this is the case, WAMPO will replace them. The items will be retired on the inventory spreadsheet.

3. Job Function

If a new hire is filling a pre-existing position, WAMPO assumes the computer used by the former occupant of that position will be used by the new staff member. However, the computer will be evaluated to ensure it meets the requirements of the position, especially having the correct hardware to support GIS use. If the computer is still functioning but doesn't meet the requirements for the position (usually GIS), it will be re-purposed.

4. Re-Purposed Computers/Monitors

At times it may be determined specific staff members require newer computers prior to the end of the 4th year of use, but if the computers are still in working order, then the computers will be re-purposed for a different staff member. The same is true for monitors. There may be reasons for staff to receive new monitors, but their existing monitors are still in working order. These monitors will be re-purposed for a different staff member.

5. Recycling

Once computers reach the end of their useful life Sedgwick County IT will recycle them.

DRAFT



**Agenda Item 2Diii: Consent Agenda
WAMPO Emergency Operations Plan**

Chad Parasa, Executive Director
Ashley Bryers, Transportation Planning Manager

Executive Summary

WAMPO's draft Emergency Operations Plan provides information to staff on what to do in a fire emergency, medical emergency, severe weather, tornado, bomb threat, or armed engagement.

Background

WAMPO's draft Emergency Operations Plan provides information to staff on what to do in a fire emergency, medical emergency, severe weather, tornado, bomb threat, or armed engagement. The plan is based on the April 2018 version of the MAPD 2nd Floor Emergency Operations Plan.

Staff Recommendation

- » Approve the Emergency Operations Plan, as presented.

Attachment

- » Draft WAMPO's Emergency Operations Plan

DRAFT



Emergency Operations Plan

RONALD REAGAN BUILDING
2ND FLOOR
271 W 3RD STREET

PLAN UPDATED: XXXXXXXX

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WAMPO’s Emergency Operations Plan is based on the April 2018 version of the MAPD 2nd Floor Emergency Operations Plan.

EMERGENCY PERSONNEL NAMES & PHONE NUMBERS

Designated Responsible Officials

Title	Name	Office Number	Cell Number	Email
Executive Director	Chad Parasa	316-779-1320	Contacts redacted for privacy when on the TPB agenda	Chad.Parasa@wampo.org
Emergency Coordinator	Ashley Bryers	316-779-1319		Ashley.Bryers@wampo.org

As of 12.22.22

If an emergency occurs, the Executive Director or Emergency Coordinator will contact staff. This will either occur via text message or email (WAMPO or personal depending on the situation). The staff contact information is found in the “Contacts” section later in this document.

Emergency Phone Numbers

- » General Emergency (ambulance, fire, police) 911
 - Be prepared to say our address
 - 271 W. 3rd Street, on the second floor on the north side of the building. Ronald Reagan Building.
- » Courthouse Police and After-Hours Emergency 316-660-7777
- » Facilities Management 316-660-9075
 - Contact Facilities Management for any issues with gas (which is located in the penthouse for the water heater and the boilers), electrical, water, and sewer.
 - After hours call Courthouse Police 660-7777 and they will get ahold of the on-call maintenance.

Local Hospitals

- » Wesley Hospital ER 316-962-2222 550 N Hillside St, Wichita, KS
- » Via Christi St. Francis Hospital ER 316-268-8050 929 N St Francis St, Wichita, KS
- » Via Christi St. Joseph Hospital ER 316-268-5000 3600 E Harry St, Wichita, KS

GENERAL POLICIES

Employee Responsibility

WAMPO employees have the responsibility to:

- » Understand and know what actions to take during an emergency. At any time if employees have questions concerning safety procedures, they are to contact their supervisor.
- » Take appropriate steps to know the location of the nearest fire extinguisher, first aid kit/heart defibrillator, secure rooms, fire alarm, and emergency exit.
- » Supervisors should take a head count of their staff after the evacuation. Identify the names and last known locations of anyone not accounted for and attempt to contact them by other means if possible. Supervisors will report up their chain of command.
- » Additionally, if you frequently have non-employees, such as suppliers and customers, emergency personnel (designated responsible officials, emergency coordinators and area/floor monitors) have the responsibility to ensure non-employees are appropriately assisted through an emergency.
- » All WAMPO employees and non-employees are expected to cooperate fully with the instructions of WAMPO/County Officials during an emergency.
- » A WAMPO employee or non-employee shall never be required to place themselves at risk, nor conduct any activity that they feel is unsafe.
- » Know the location of WAMPO's Emergency Evacuation and Assembly area. Confusion in the assembly areas can lead to delays in rescuing anyone trapped in the building or unnecessary and dangerous search-and-rescue operations.
 - The assembly area is on the southeast corner of main (east side) parking lot. A large picture showing the location is at the end of this document.

Staff Relocation

- » In the event of inclement weather or anticipated long-term evacuation, management will direct staff to:
 - Short-term, work from home
 - Long-term, employees will be informed by email if they may continue to work from home or if they need to report to a designated relocation space

ASSIST OTHERS

The following assistances are specific to the case of an evacuation.

Wheelchair User/Walker User

- » Assist the person in exiting the building.
- » If located on an upper floor and the elevator is not safe for use (tornado or fire), assist the person to the assembly point by way of the building exit stairwell.
- » You may request another individual "escort" the person to the assembly area while you continue to assist with the evacuation.
- » The escort should remain with the wheelchair user to provide additional assistance.

Visually Impaired

- » Explain the nature of the emergency to the visually impaired person.
- » Offer to guide the person to the designated assembly points.
- » Offer your elbow to the individual.
- » As you walk, describe where you are and advise the person about any obstacles in a calm controlled voice.
- » When you reach the assembly point advise the person where they are and ask if further assistance is needed.
- » You may assign a staff member to remain with the person in the assembly area.

Hearing Impaired

- » Alert a hearing-impaired person by stepping in front of them and making eye contact.
- » Write a brief note instructing the person to evacuate the building and where the assembly point is located only in case of not being able to communicate with sign language.
- » You may assign a staff member to act as escort for the person to the assembly area.
- » When you reach the assembly point, ask by way of a written note, if further assistance is needed.
- » You may assign a staff member to remain with the person in the assembly area.

Psychologically Impaired

- » Explain the nature of the emergency to the person, again in a calm and controlled voice.
- » Be patient
- » Offer to guide the person to the designated assembly point.
- » Offer your arm to the individual.
- » As you walk, describe what has occurred and why you are evacuating the building.
- » When you reach the assembly point advise the person where they are and ask if further assistance is needed.
- » You may assign a staff member to remain with the person in the assembly area.
- » Ask them questions in relation to the situation and how they are feeling

People with Other Impairments

- » Assist the person in exiting the building.
- » If located on an upper floor and the elevator is not safe for use (tornado or fire), assist the person to the assembly point by way of the building exit stairwell.
- » Provide instructions in other languages if available
- » You may request another individual “escort” the person to the assembly area while you continue to assist with the evacuation.
- » The escort should remain with the person to provide additional assistance.
- » If there is a problem evacuating a person from a building, assign a staff member to notify your emergency coordinator that a person with an impairment is waiting for rescue on the specified floor at the exit stairwell.
- » Describe the impairment so that the rescuers may bring the proper equipment.

FIRE EMERGENCY

Fire Alarms are located:

- » Next to the East stairway (Near 206)
- » Next to the West stairway (both sides)



When fire is discovered:

- » Activate the nearest fire alarm & notify the local Fire Department by calling 9-1-1 (6-9-1-1 from a county phone).
- » Alert others in the area and instruct them to leave the area.
- » Leave the building using the designated escape routes.
- » If smoke and heat are present, stay low.
- » Close, but do not lock doors, as you exit the building.
- » Do not use elevators. Take the stairs.
- » Report to your designated assembly area (see evacuation route map).
 - Assembly Area – located on the southeast corner of main (east side) parking lot.
- » Remain outside until the Designated Official announces that it is safe to reenter.

Fight the fire ONLY if:

- » The Fire Department has been notified.
- » The fire is small and is not spreading to other areas.
- » Escaping the area is possible by backing up to the nearest exit.
- » The fire extinguisher is in working condition and personnel are trained to use it.
 - Use the PASS Method
 - **P:** Pull the pin so that you're able to discharge the extinguisher.

- **A:** Aim the extinguisher nozzle at the base of the fire.
- **S:** Squeeze the lever to discharge the extinguishing agent.
- **S:** Sweep. Pointing the extinguisher at the base of the fire, move the extinguisher from left to right, or back and forth, in a sweeping motion until the fire it out.



- This YouTube video shows how to use the PASS method – <https://youtu.be/PQV71INDaqY>. Inform your supervisor if you need additional training.
- » Fire extinguishers can be found in the following locations (see map below)
 - In the East hallway to the North of the stairway door and next to Room 203 (large conference room)
 - Across from Room 235 (MAPD office along south wall)
 - Across from Room 227 (MAPD office at southwest corner of the building)
 - Inside room 233 (breakroom), near the south door
 - Outside the West stairway, on the east side in the alcove
 - Across from Room 218/Next to Rom 217 (next to the MAPD storage area in the WAMPO area)

If Trapped

- » Alert emergency responders of your location by whistling, shouting, or using an object to beat on walls, floor in a rhythmic manner.
- » If a telephone is available, call 9-1-1 and inform emergency personnel of your location; you may also place an article of clothing or another device to use as a signal in a window if a window is available.
- » Stuff material in door cracks to minimize smoke and try to stay low, near the floor, where heat, smoke, and contaminants may be less.
- » If there are injured, tend to your injuries, and then assist others with theirs.

Designated Official, and/or Area Floor Monitors must

- » Coordinate an orderly evacuation of personnel.
- » Perform an accurate head count of personnel reported to the designated area.
- » Determine a rescue method to locate missing personnel.
- » Provide the Fire Department personnel with the necessary information about the facility.
- » Perform assessment and coordinate office emergency closing procedures.
- » Report any problems to the Emergency Coordinator at the assembly area(s).
 - Assembly Area – WAMPO assembles in southeast corner of main (east side) parking lot.

MEDICAL EMERGENCY

Life-Threatening Emergency

- » If you are able call to notify your supervisor and inform them of your medical emergency. If the individual is unable, notify their supervisor on their behalf.
- » Call 9-1-1. Advise the emergency operator of the circumstances and follow the instructions given.
- » Provide the location of the emergency.
- » State the medical aid needed.
- » Describe the type of injury or illness.
- » Provide a brief description of how the injury or illness occurred.
- » Do not move the injured or ill person unless it is necessary to avoid further injury.
- » Have someone meet the responding paramedics and direct them to the emergency location.
- » After treatment, if injury/illness was the result of doing your job in the workplace, speak with your supervisor and the HR Assistant about eligibility for Worker's Compensation.

Non-Life-Threatening Need for Medical Assistance

- » Notify your supervisor.
- » State the medical aid needed (minor care, emergency room, personal physician, etc).
- » Provide a description of the injury/illness and how/where it occurred.
- » If there is risk of additional injury, do not move, wait for assistance from supervisor/designee.
- » After treatment, if injury/illness was the result of doing your job in the workplace, speak with your supervisor and the HR Assistant about eligibility for Worker's Compensation.

First Aid kits are available to provide minor aid to an injury. Basic supplies should include sterile gloves, tweezers, gauze, bandages, sticky tape, cleansing wipes, and antiseptic cream. Please report low supplies to your supervisor.

First Aid kits are located:

- » On the east wall in Room 232 (MAPD copy room)
- » In the WAMPO work room, left large cabinet door on the first shelf

AED (Automated External Defibrillators) are portable systems which allow send an electric shock to the heart to try and restore normal rhythm after sudden cardiac arrest. Once turned on, the AED will direct you in proper use.

- » 5th floor, Appraiser's Office, Room 501

SEVERE WEATHER

- » General business operations will continue unless otherwise notified.
- » If it becomes necessary to close the building during pre-scheduled operating hours, the Designated Official or designee will initiate a notification to staff through the phone tree and e-mail.
- » If severe weather creates undesirable driving conditions, the Executive Director may give employees the option to work from home. When the Executive Director is not available, the Transportation Planning Manager/Emergency Coordinator or a representative designated by the Executive Director may give this option to employees when necessary.

- » If you are outside and threatened by severe weather or observe lightning, move inside a building or your vehicle, if available.
- » During a power outage, if you are in a darkened area, remain calm and move cautiously to a lighted area.
- » If general business of WAMPO is suspended during normal operating hours, staff will be notified through email or a phone tree.
- » Severe weather may reduce the ability of staff to leave the building they are in. Staff will be notified by their Designated Official whether to release staff or to shelter-in-place. (No one will be held against their will in a building.)

TORNADO

- » When a warning is issued by sirens or other means (such as phone alerts), seek inside shelter.
- » The stairwells are to be used as the tornado shelter.
- » Consider the following:
 - Rooms constructed with reinforced concrete, brick, or block with no windows
 - Small interior rooms on the lowest floor and without windows
 - Hallways on the lowest floor away from doors and windows
 - Restrooms
- » Stay away from outside walls and windows.
- » Use arms to protect head and neck.
- » Remain sheltered until the tornado threat is announced to be over.

ARMED ENGAGEMENT (E.G., ACTIVE SHOOTER)

Run – IF IT IS SAFE to leave the building, do so.

Hide – If you can make it SAFELY to a barricaded room or another secure location. You only hide if you cannot run.

Fight – ONLY if your life is in imminent danger. You only fight if you cannot run or hide.



Source: <https://www.cisa.gov/active-shooter-preparedness>

Barricade Room Locations

Below are department-identified options, but you may also hide in a self-identified secure location.

- » Room 217 (MAPD storage in the WAMPO area)
- » Room 232 (MAPD copy room)
- » Room 233 (Breakroom)

Barricade Room/Secure Location Instructions

- | | |
|---|---|
| <ul style="list-style-type: none"> » Remain calm. » Lock door. » Close blinds. » Turn off lights. » Silence cell phones. » Use barricade device, if available. » Call 911 (see “calling 911” below). » Stay low on the floor away from windows and doors. | <ul style="list-style-type: none"> » Floor/office supervisor should take a headcount and make note of those not accounted for. » Listen to public address announcements. » Prepare to defend yourself should assailant enter your area. » Remain in secured area until ‘all clear’ has been given by law enforcement. » Law Enforcement will escort you from the building. |
|---|---|

Calling 911 (dial 6-911 from a WAMPO phone) – At a minimum, provide a description of the intruder, any specific characteristics (height, weight, hair color, race, and type and color of clothing), and type of weapon(s).

When law enforcement officers arrive, hold your **EMPTY HANDS UP BY YOUR FACE WITH YOUR PALMS OPEN** so they can see that you are unarmed and not a threat.

BOMB THREAT

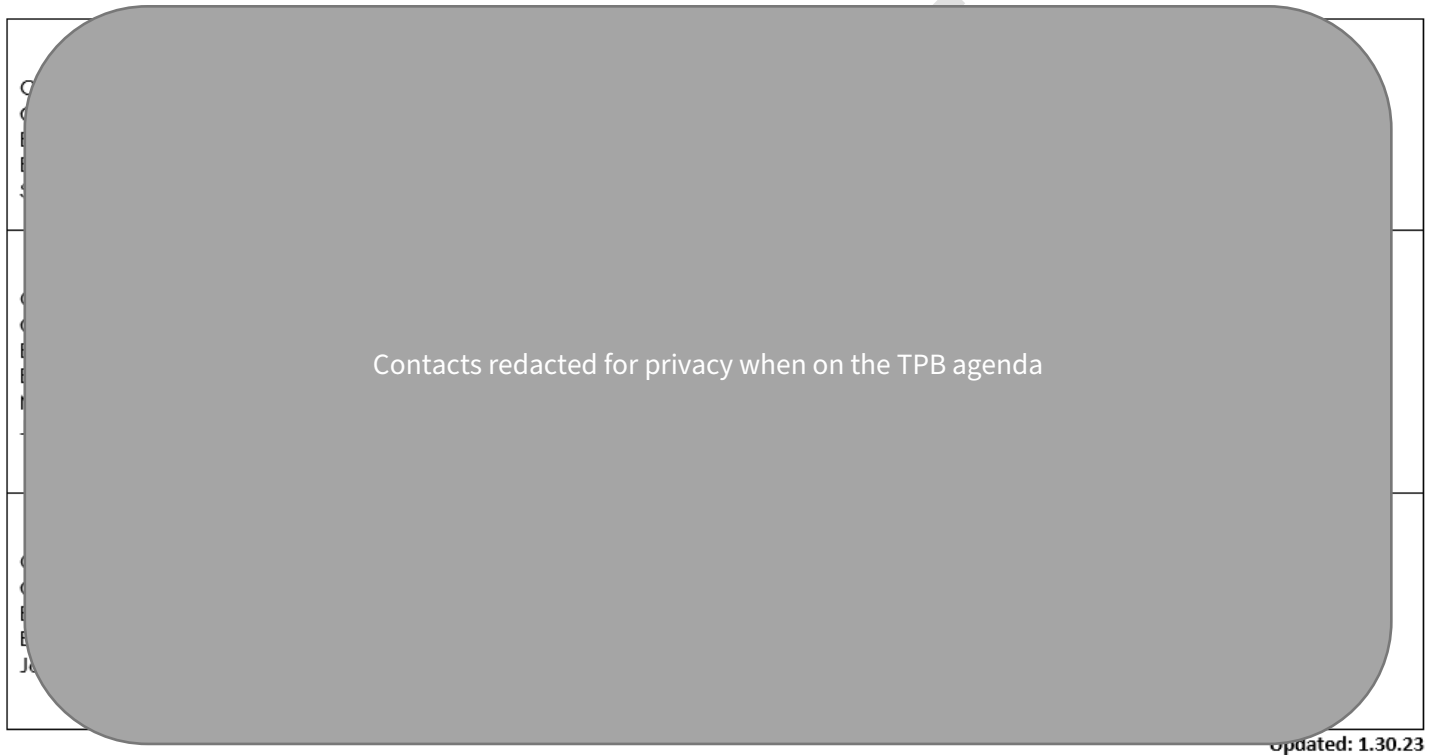
Bomb threats are most commonly received via phone, but are also made in person, via email, written note, or other means. Every bomb threat is unique and should be handled in the context of the facility or environment in which it occurs. Facility supervisors and law enforcement will be in the best position to determine the credibility of the threat. Follow these procedures:

- » Remain calm.
- » Notify authorities immediately:
 - Notify your facility supervisor, such as a manager, operator, or administrator, or follow your facility's standard operating procedure. (See below for assistance with developing a plan for your facility or location.)
 - Call 9-1-1 or your local law enforcement if no facility supervisor is available.
- » For threats made via phone:
 - Keep the caller on the line as long as possible. Be polite and show interest to keep them talking.
 - DO NOT HANG UP, even if the caller does.
 - If possible, signal or pass a note to other staff to listen and help notify authorities.
 - Write down as much information as possible—caller ID number, exact wording of threat, type of voice or behavior, etc.—that will aid investigators.
 - Record the call, if possible.
- » For threats made in person, via email, or via written note, refer to resources below for more information.
 - DHS Bomb Threat Checklist

- https://www.cisa.gov/sites/default/files/publications/Bomb-Threat-Procedure-Checklist_508c.pdf
- DHS-DOJ Bomb Threat Guidance
 - https://www.cisa.gov/sites/default/files/publications/Bomb-Threat-Guidance-Quad-Fold_508c.pdf
- » Be available for interviews with facility supervisors and/or law enforcement.
- » Follow authorities' instructions. Facility supervisors and/or law enforcement will assess the situation and provide guidance regarding facility lock-down, search, and/or evacuation.

CONTACTS

<T:\Administration\WAMPO Staff Emergency List\WAMPO Employee Emergency Contacts.docx>

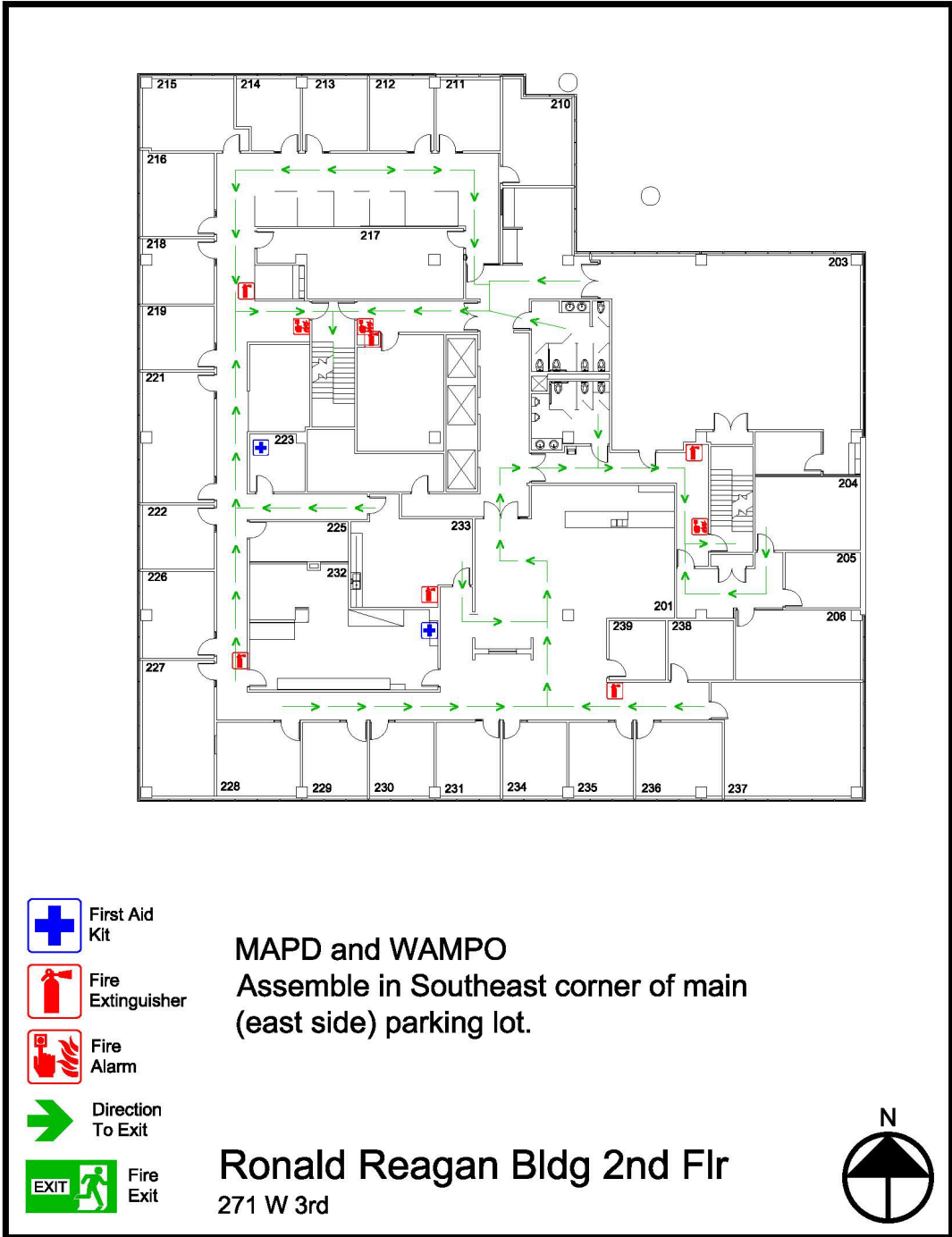


EVACUATION ROUTES

The evacuation routes are the two stairwells. Take the stairs to the first floor and then go to our designated **Assembly Area**, which is on the southeast corner of main (east side) parking lot.

Evacuation Map

On the next page.



Assembly Area

WAMPO assembles in southeast corner of main (east side) parking lot.





Agenda Item 3

Public Comment Opportunity
Commissioner David Dennis, TPB Chair

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 requested to be emailed to wampo@wampo.org at least one day prior to the meeting. Comments are limited to three (3) minutes per individual during the meeting.



Executive Summary

The TPB needs to elect a TPB Chair, TPB Vice Chair, and a TAC chair.

Background

Nominations will be requested from the TPB members and elections for the Transportation Policy Body (TPB) Chair and Vice Chair and for the Technical Advisory Committee (TAC) Chair will be held.

Duties of TPB Chair and Vice Chair

Wichita Area Metropolitan Planning Organization – TPB Bylaws Article 3 (revised 12/13/2022)

3.1 Chair and Vice-Chair. The TPB shall annually elect a Chair and Vice-Chair from among the voting representatives. The election shall be by an affirmative vote of the quorum present at the regular February meeting of the TPB. The newly elected Chair and Vice-Chair shall assume office immediately following the election. In the event the TPB does not meet in February, elections will be at the next scheduled meeting. The Chair and Vice-Chair are eligible to succeed themselves but shall not represent the same Jurisdiction. The Chair and the Vice -Chair shall serve a term of one (1) year. No person elected as Chair shall serve more than two consecutive terms as Chair and no person elected as Vice-Chair shall serve more than two consecutive terms as Vice-Chair.

The Chair shall preside at TPB meetings and at all public hearings conducted by the TPB; appoint subcommittees as needed; sign all letters, agreements and documents, as authorized by the TPB; and perform such other duties as appropriate. The Vice-Chair shall serve as Chair in the absence of the Chair.

Duties of TAC Chair

Wichita Area Metropolitan Planning Organization – TPB Bylaws Article 8 (revised 12/13/2022)

8.1 Technical Advisory Committee. The Technical Advisory Committee (TAC) will serve as an advisory board and technical support for the TPB. During the regular February meeting of the TPB, the TPB shall elect by an affirmative vote of a quorum present one of its members to serve as the Chair of the TAC. In the event the TPB does not meet in February, the election will be at the next scheduled meeting. The appointed Chair of the Technical Advisory Committee shall be appointed to serve no more than two 1 year terms. No other TPB voting representative or designated alternate shall serve simultaneously on both the TPB and the TAC.

Wichita Area Metropolitan Planning Organization – TAC Bylaws Article 4.0 (revised 12/13/2022)

4.1 Chairperson

4.1.4 In the event of a vacancy in the office of Chairperson, a member shall be elected by the TPB to serve the remainder of the term of office.

4.2 Duties of the Chairperson

The Chairperson shall preside at TAC meetings assuring a comprehensive, cooperative, and continuing planning process.



Agenda Item 4B: Action

FFY2023-FFY2026 TIP Amendment 2

Ashley Bryers, Transportation Planning Manager
 Nick Flanders, Senior Transportation Planner

Executive Summary

The TPB is asked to take action on proposed Amendment #2 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #2 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #2 opened on January 7, 2023, and ran through January 22, 2023. On January 9, 2023, a minor correction to the information for one project was made at the request of KDOT staff; no other public comments were received.

Background

Amendment #2 to the WAMPO FFY2023–FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the second scheduled amendment for this TIP, adding one new project, removing three existing projects, and modifying eight projects. The attached Amendment #2 summary also provides notice of administrative adjustments to an additional 54 projects, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #2 opened on January 7, 2023, and ran through January 22, 2023. On January 9, 2023, KDOT staff requested that the entry for the project "WICHway Video Wall" be corrected to not show a KDOT Project I.D., as it has not yet been assigned one; within the same day, WAMPO staff made this requested correction in the project information available for public comment. No other public comments were received. The FFY2023–FFY2026 TIP took effect on October 1, 2022, and may be found at <https://www.wampo.org/transportation-improvement-program>.

Fiscal Considerations

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 to local, state, and federal project funding (see below table), the TIP is fiscally constrained for the period FFY2023-FFY2026.

WAMPO ID	LEAD AGENCY	PROJECT TITLE	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
BP-23-01	City of Garden Plain	Harry and Main Street Sidewalks	(\$38,400)	\$0	\$38,400	\$0
R-19-07	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	(\$886,773)	\$0	\$886,773	\$0
INT-19-02	City of Wichita	Pawnee & 127th Street intersection	\$1,070,000	\$0	\$0	\$1,070,000
R-19-16	City of Wichita	West St., Harry to Pawnee	(\$56,134)	\$0	\$1,056,134	\$1,000,000
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	(\$189,368)	\$0	\$189,368	\$0
ICH-17-01B	KDOT	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	\$1,000,000	\$11,123,900	\$4,240,040	\$16,363,940
ITS-21-01	KDOT	Install Fiber along US-54 in Sedgwick County	\$205,000	\$702,000	\$0	\$907,000
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita [New Project]	\$0	\$300,000	\$0	\$300,000
R-15-005	KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)	\$2,829,110	\$8,059,900	\$0	\$10,889,010
40-513	WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions [Removed Project]	(\$50,000)	\$0	(\$200,000)	(\$250,000)
P-18-01	WAMPO	Asset Management Phase 2 [Removed Project]	(\$55,000)	\$0	(\$220,000)	(\$275,000)
P-23-01	WAMPO	MTP 2050 Planning Assistance [Removed Project]	(\$80,000)	\$0	(\$320,000)	(\$400,000)
40-538*	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	\$94,151	\$0	\$0	\$94,151
40-099*	City of Wichita	Comprehensive Way Finding	\$5,000	\$0	\$0	\$5,000
R-19-12*	City of Wichita	37th St N., Hydraulic to Hillside	\$500,000	\$0	\$0	\$500,000
R-19-13*	City of Wichita	Douglas, Washington to Grove	\$1,197,500	\$0	\$0	\$1,197,500
R-19-14*	City of Wichita	143rd St. E., Kellogg-Harry	\$120,000	\$0	\$0	\$120,000
Total			\$5,665,086	\$20,185,800	\$5,670,715	\$31,521,601

* Administrative Adjustments



Agenda Item 4B: Action

FFY2023-FFY2026 TIP Amendment 2

Ashley Bryers, Transportation Planning Manager
 Nick Flanders, Senior Transportation Planner

Among other changes, Amendment #2 adjusts the amounts of WAMPO-suballocated federal funding on several projects, as summarized in the following tables (relative to when Amendment 1 to the FFY2023-FFY2026 was approved on 10/11/2022):

Require Formal Action (Overall WAMPO-Suballocated Funding Changed)

Lead Agency	Project Title	Changes in WAMPO-Suballocated Funds				
		STBG	CMAQ	TA	TA (STBG uses)	Total
Wichita	West St., Harry to Pawnee*	\$99,695	\$3,089	\$377,296	\$576,054	\$1,056,134
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	\$189,368	--	--	--	\$189,368
Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5 th (85th St. N.)	\$135,489	--	\$751,284	--	\$886,773
WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions [Removed from TIP]	--	-\$200,000	--	--	-\$200,000
WAMPO	Asset Management Phase 2 [Removed from TIP]	--	-\$220,000	--	--	-\$220,000
WAMPO	MTP 2050 Planning Assistance [Removed from TIP]	-\$320,000	--	--	--	-\$320,000
Total		\$104,552	-\$416,911	\$1,128,580	\$576,054	\$1,392,275

*Administrative Adjustment 1.1 to the FFY2023-FFY2026 TIP (10/20/2022) changed \$1,230,643 of the WAMPO-suballocated funding on the Wichita project "West St., Harry to Pawnee" from STBG to TA. Among other things, Amendment 2 changes a portion of that amount back to STBG. This table shows the net effect of Administrative Adjustment 1.1 and Amendment 2 relative to the funding levels approved in Amendment 1 on 10/11/2022.

Administrative Adjustments (Don't Require Formal Action Because Overall WAMPO-Suballocated Funding Is Unchanged)

Lead Agency	Project Title	Changes in WAMPO-Suballocated Funds				
		STBG	CMAQ	TA	TA (STBG uses)	Total
Wichita Transit	Wichita Transit Network Redesign Plan**	\$262,135	-\$262,135	--	--	--
KDOT	WICHway Video Wall***	--	--	--	--	--
Wichita	Douglas, Seneca to Meridian	-\$1,480,210	\$669,286	--	\$810,924	--
Derby	Nelson Drive Realignment	-\$878,285	\$878,285	--	--	--
Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	-\$1,287,831	--	\$476,907	\$810,924	--
Wichita	Wichita Intelligent Transportation System - E 21st St N	\$178,136	-\$178,136	--	--	--
Derby	Rock Road Corridor Improvements	-\$810,924	--	--	\$810,924	--
Total		-\$4,016,979	\$1,107,300	\$476,907	\$2,432,772	--

**The Wichita Transit project "Wichita Transit Network Redesign Plan" was modified via Administrative Adjustment 1.1 (10/20/2022), but not Administrative Adjustment 1.2 or Amendment 2. All other rows in this Administrative Adjustments table reflect Administrative Adjustment 1.2.

***The KDOT project "WICHway Video Wall" was modified via Administrative Adjustment 1.1 (10/20/2022) to change its \$400,000 of WAMPO-suballocated funding from CMAQ to STBG. Administrative Adjustment 1.2 reverses that change, so this table shows a net change of \$0 for both STBG and CMAQ on this project since TIP Amendment 1.



Agenda Item 4B: Action

FFY2023-FFY2026 TIP Amendment 2

Ashley Bryers, Transportation Planning Manager
Nick Flanders, Senior Transportation Planner

Staff Recommendation

Approve the amendment, as presented.

Action Options

- » Approve the amendment, as presented.
- » Not approve the amendment.
- » Approve the amendment, with specific changes.

Next Steps

- » If the amendment is approved, it will be sent to the Kansas Department of Transportation (KDOT) to be included in the State 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 March 2023.

Attachments

- » FFY2023-FFY2026 WAMPO-suballocated project-funding levels and year-end balances as they would stand upon the approval of TIP Amendment #2
- » [WAMPO FFY2023-FFY2026 TIP Amendment 2 Summary and Project Details](#)
- » <https://bit.ly/3GCIHzi>

Transportation Improvement Program (TIP) Amendment #2 2023–2026

Staff Contact: Emily Thon, Public Outreach Coordinator
wampo@wampo.org | 316-779-1313



Updated: 1/9/2023



Public Review & Comment Schedule

Activity	Date	Location	Purpose
Public Review & Comment Period	January 7, 2023 thru January 22, 2023	Electronic Review: www.wampo.org/transportation-improvement-program	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendment. 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.
		<i>Hard copy documents are available upon request.</i>	
		271 W. Third St. N, Ste. 208 Wichita, KS 67202	Please submit comments to: wampo@wampo.org
Technical Advisory Committee (TAC) Meeting	Monday, January 23 10:00 AM	271 W. Third St. N, Rm. 203 Wichita, KS 67202 & via Zoom	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, February 14 3:00 PM	271 W. Third St. N, Rm. 203 Wichita, KS 67202 & via Zoom	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) 2023 through 2026; it includes 113 projects, with a combined cost of \$1.4 billion. The complete project list and additional project information can be found on WAMPO's website, at <https://www.wampo.org/transportation-improvement-program>.

Amendment #2 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 #2 requests for changes were accepted for 66 projects. Of these,

- 12 will require formal action
- 54 were administrative changes*

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

Amendment #2 Total Financial Impact: + \$31,521,601

Affected Projects

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION*	NARRATIVE DESCRIPTION
BP-23-01	City of Garden Plain	Harry and Main Street Sidewalks	0.0%	\$0	\$410,000	\$410,000	Increase in KDOT-allocated TA federal funding.	Amendment 2	Decrease 2023 Local Construction funding from \$97,200 to \$64,800. Decrease 2023 Local Construction Engineering funding from \$18,000 to \$12,000. Increase 2023 KDOT-allocated TA Construction funding from \$226,800 to \$259,200. Increase 2023 KDOT-allocated TA Construction Engineering funding from \$42,000 to \$48,000. Overall project cost unchanged (\$410,000).
R-19-07	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	0.0%	\$0	\$11,444,103	\$11,444,103	Increase federal, WAMPO-suballocated funding, including STBG and TA funds. Update contact information.	Amendment 2	Change Engineering Contact from "Josh Golka" to "Gage Scheer". Change Engineering Contact Phone # from "(316)262-2691" to "(316)206-1308". Change Engineering Contact E-Mail from "Josh.Golka@pec1.com" to "gage.scheer@pec1.com". Decrease 2023 Local Construction funding from \$3,513,955 to \$2,627,182. Increase 2023 STBG Construction funding from \$5,951,530 to \$6,139,434. Add 2023 TA Construction funds in the amount of \$698,869. Add 2023 TA Construction Engineering funds in the amount of \$52,415. Decrease 2023 STBG Construction Engineering funding from \$535,012 to \$482,597. Overall project cost unchanged (\$11,444,103).
INT-19-02	City of Wichita	Pawnee & 127th Street intersection	70.9%	\$1,070,000	\$1,510,000	\$2,580,000	Increase in cost estimate. Move all project phases back to later FFYs.	Amendment 2	Move Preliminary Engineering phase back from 2019 to 2026 and increase its Local funding from \$160,000 to \$200,000. Move ROW phase back from 2021 to 2026 and decrease its Local funding from \$150,000 to \$130,000. Move Construction phase back from 2022 to 2028 and increase its Local funding from \$1,200,000 to \$2,250,000. Overall project cost increased from \$1,510,000 to \$2,580,000 (+\$1,070,000/70.9%).
R-19-16	City of Wichita	West St., Harry to Pawnee	5.4%	\$1,000,000	\$18,399,039	\$19,399,039	Small increase in cost estimate. Increase federal, WAMPO-suballocated funding, including STBG, CMAQ, TA, and TA-STBG (TA funds used for STBG purposes) funds. Shifts between STBG, CMAQ, TA, and TA-STBG funding and adjusting Advance-Construction conversion schedule to help eliminate projected surpluses/deficits of WAMPO-suballocated funds (done via Administrative Adjustment 1.1, then modified via Amendment 2).	Amendment 2	Administrative Adjustment 1.1 (10/20/2022): Moved up \$560,000 of STBG AC Conversion Payback for Construction phase from 2025 to 2023. Changed \$1,230,643 of FFY2023 STBG (non-AC) Construction funding to TA. Amendment 2 (2/14/2022): Increase 2023 Local Utility Relocation funding from \$500,000 to \$1,500,000. Decrease 2023 Local Construction funding from \$4,747,487 to \$3,691,353. Increase 2023 STBG Construction funding from \$52,178 to \$1,382,516. Moved back \$1,011,353 of STBG AC Conversion Payback for Construction phase from 2023 to 2025. Reduce 2023 TA Construction funding from \$1,230,643 to \$377,296. Add 2023 TA-STBG Construction funding (TA funds used for STBG purposes) in the amount of \$576,054. Add 2023 CMAQ Construction funding in the amount of \$3,089. Overall project cost increased from \$18,399,039 to \$19,399,039 (+\$1,000,000/5.4%).
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitchell Floodway	0.0%	\$0	\$3,060,000	\$3,060,000	Increase federal STBG funding.	Amendment 2	Decrease 2023 Local Construction funding from \$933,786 to \$744,418. Increase 2023 STBG (non-AC) Construction funding from \$884,904 to \$1,074,272. Overall project cost unchanged (\$3,060,000).
ICH-17-01B	KDOT	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	10.0%	\$16,363,940	\$163,350,543	\$179,714,483	Increase in cost estimate. Increase NHPP federal funding. Increase local- and state-government funding. Change from Advance Construction arrangement to direct funding.	Amendment 2	Increase 2022 State Construction funding from \$77,142,800 to \$89,392,000. Decrease 2022 State Construction Engineering funding from \$6,450,000 to \$5,324,700. Increase 2022 NHPP Construction funding from \$12,860,000 to \$15,386,000. Increase 2022 NHPP Construction Engineering funding from \$0 to \$1,714,000. Add 2020 Local ROW funding in the amount of \$1,000,000. For NHPP Utility Relocation funding, change AC arrangement of AC spending in 2021 and AC conversion in 2022 to direct funding in 2021 (amount unchanged: \$6,075,000). For NHPP ROW funding, change AC arrangement of AC spending in 2020 and AC conversion in 2022 to direct funding in 2020 (amount increased from \$11,697,960 to \$11,698,000). Overall project cost increased from \$163,350,543 to \$179,714,483 (+\$16,363,940/10.0%).
ITS-21-01	KDOT	Install Fiber along US-54 in Sedgwick County	30.8%	\$907,000	\$2,948,000	\$3,855,000	Increase in cost estimate. Move all project phases back from FFY2022 to FFY2023. Update contact information.	Amendment 2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Move back all project phases and funding from 2022 to 2023. Increase State funding for Construction from \$1,965,000 to \$2,600,000. Increase State funding for Construction Engineering from \$203,000 to \$270,000. Increase Local funding for Construction from \$600,000 to \$805,000. Overall project cost increased from \$2,948,000 to \$3,855,000 (+\$907,000/30.8%).
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	N/A	\$300,000	\$0	\$300,000	New project.	Amendment 2	New project (\$300,000).

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION*	NARRATIVE DESCRIPTION
R-15-005	KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)	136.1%	\$10,889,010	\$8,000,000	\$18,889,010	Increase in cost estimate. Add PE phase. Move ROW phase entirely to 2023, rather than spread amongst 2021, 2022, 2023, and 2024. Update contact information.	Amendment 2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Add 2023 State Preliminary Engineering funding in the amount of \$245,000. Remove 2021, 2022, and 2024 State ROW funding, in the amount of \$1,000,000 per year. Remove 2021, 2022, and 2024 Local ROW funding, in the amount of \$1,000,000 per year. Increase 2023 State ROW funding from \$1,000,000 to \$11,814,900. Increase 2023 Local ROW funding from \$1,000,000 to \$6,829,110. Overall project cost increased from \$8,000,000 to \$18,889,010 (+\$10,889,010/136.1%).
40-513	WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	-100.0%	(\$250,000)	\$250,000	\$0	Remove project.	Amendment 2	Remove project from TIP (\$250,000).
P-18-01	WAMPO	Asset Management Phase 2	-100.0%	(\$275,000)	\$275,000	\$0	Remove project.	Amendment 2	Remove project from TIP (\$275,000).
P-23-01	WAMPO	MTP 2050 Planning Assistance	-100.0%	(\$400,000)	\$400,000	\$0	Remove project.	Amendment 2	Remove project from TIP (\$400,000).
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	0.0%	\$0	\$327,669	\$327,669	Change federal funding from CMAQ to STBG.	Administrative Adjustment 1.1	WAMPO-suballocated funding (\$262,135 for Implementation in 2023) changed from entirely CMAQ to entirely STBG. Overall project cost unchanged (\$327,669).
40-540	City of Derby	Rock Road Corridor Improvements	0.0%	\$0	\$5,450,000	\$5,450,000	Partial change from STBG to TA-STBG (TA funds used for STBG purposes) federal funding to help eliminate projected surpluses/deficits of WAMPO-suballocated funds.	Administrative Adjustment 1.2	Decrease 2026 STBG Construction funding from \$3,301,295 to \$2,490,371. Add 2026 TA-STBG Construction funding (TA funding used for STBG purposes) in the amount of \$810,924. Overall project cost unchanged (\$5,450,000).
40-541	City of Derby	Nelson Drive Realignment	0.0%	\$0	\$9,453,618	\$9,453,618	Partial change from STBG to CMAQ federal funding to help eliminate projected surpluses/deficits of WAMPO-suballocated funds.	Administrative Adjustment 1.2	Decrease 2024 STBG Construction funding from \$6,439,131 to \$5,607,349. Decrease 2024 STBG Construction Engineering funding from \$360,000 to \$313,497. Add 2024 CMAQ Construction funding in the amount of \$831,782. Add 2024 CMAQ Construction Engineering funding in the amount of \$46,503. Overall project cost unchanged (\$9,453,618).
40-538	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	8.8%	\$94,151	\$1,071,925	\$1,166,076	Small increase in cost estimate.	Administrative Adjustment 1.2	Add Federal Project I.D.: TA-N075(301). Increase 2023 Local Construction funding from \$168,145 to \$251,835. Increase 2023 Local Construction Engineering funding from \$21,019 to \$31,480. Overall project cost increased from \$1,071,925 to \$1,166,076 (+\$94,151)
40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	0.0%	\$0	\$5,500,000	\$5,500,000	Partial change from CMAQ to STBG federal funding and add Advance Construction arrangement to help eliminate projected surpluses/deficits of WAMPO-suballocated funds.	Administrative Adjustment 1.2	Add 2025 STBG non-AC Construction funding in the amount of \$178,136. Decrease 2025 CMAQ non-AC Construction funding from \$3,879,312 to \$1,753,605. Add 2025 Local Construction spending to be paid back later through CMAQ Advance Construction arrangement in the amount of \$1,947,571. Add 2026 CMAQ AC conversion payback for Construction in the amount of \$1,947,571. Overall project cost unchanged (\$5,500,000).
40-099	City of Wichita	Comprehensive Way Finding	0.3%	\$5,000	\$1,920,000	\$1,925,000	Small increase in cost estimate.	Administrative Adjustment 1.2	Increase 2025 Local Construction Engineering funding from \$80,000 to \$85,000. Overall project cost increased from \$1,920,000 to \$1,925,000 (+\$5,000/0.3%).
40-517	City of Wichita	Douglas, Seneca to Meridian	0.0%	\$0	\$5,775,000	\$5,775,000	Partial change from STBG to CMAQ and TA-STBG (TA funds used for STBG purposes) federal funding and adjust Advance-Construction amount to help eliminate projected surpluses/deficits of WAMPO-suballocated funds.	Administrative Adjustment 1.2	Decrease 2024 STBG non-AC Construction funding from \$1,590,000 to \$0. Decrease 2024 STBG non-AC Construction Engineering funding from \$312,000 to \$0. Add 2024 CMAQ Construction funding in the amount of \$357,286. Add 2024 CMAQ Construction Engineering funding in the amount of \$312,000. Add 2024 TA-STBG Construction funding (TA funding used for STBG purposes) in the amount of \$810,924. Increase 2024 Local Construction spending to be paid back later through STBG Advance Construction arrangement from \$2,010,000 to \$2,431,790. Increase 2025 STBG AC conversion payback for Construction from \$2,010,000 to \$2,431,790. Overall project cost unchanged (\$5,775,000).
R-19-10	City of Wichita	2nd St., Main to St. Francis	0.0%	\$0	\$5,500,000	\$5,500,000	Move all project phases back to later FFYs.	Administrative Adjustment 1.2	Preliminary Engineering phase moved back from 2022 to 2024 (\$500,000 of Local funding). Construction phase moved back from 2023 to 2025 (\$5,000,000 of Local funding). Overall project cost unchanged (\$5,500,000).
R-19-11	City of Wichita	West St, 47th-MacArthur	0.0%	\$0	\$6,650,000	\$6,650,000	Move construction back from FFY2024 to FFY2025.	Administrative Adjustment 1.2	Construction phase moved back from 2024 to 2025 (\$5,400,000 of Local funding). Construction Engineering phase moved back from 2024 to 2025 (\$600,000 of Local funding). Overall project cost unchanged (\$6,650,000).
R-19-12	City of Wichita	37th St N., Hydraulic to Hillside	8.3%	\$500,000	\$6,045,000	\$6,545,000	Small increase in cost estimate.	Administrative Adjustment 1.2	Increase in 2025 Local Construction funding from \$5,000,000 to \$5,500,000. Overall project cost increased from \$6,045,000 to \$6,545,000 (+\$500,000/8.3%).
R-19-13	City of Wichita	Douglas, Washington to Grove	19.3%	\$1,197,500	\$6,200,000	\$7,397,500	Small increase in cost estimate. Move all project phases back to later FFYs.	Administrative Adjustment 1.2	Remove 2020 Local Preliminary Engineering funding in the amount of \$200,000. Remove 2022 Local Construction funding in the amount of \$3,000,000. Remove 2023 Local Construction funding in the amount of \$3,000,000. Add 2023 Local Preliminary Engineering funding in the amount of \$220,000. Add 2024 Local Construction funding in the amount of \$3,877,500. Add 2025 Local Construction funding in the amount of \$3,300,000. Overall project cost increased from \$6,200,000 to \$7,397,500 (+\$1,197,500/19.3%).

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION*	NARRATIVE DESCRIPTION
R-19-14	City of Wichita	143rd St. E., Kellogg-Harry	2.2%	\$120,000	\$5,535,000	\$5,655,000	Small increase in cost estimate.	Administrative Adjustment 1.2	Increase 2024 Local ROW funding from \$100,000 to \$220,000. Overall project cost increased from \$5,535,000 to \$5,655,000 (+\$120,000/2.2%).
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	0.0%	\$0	\$13,047,000	\$13,047,000	Partial change from STBG to TA and TA-STBG (TA funds used for STBG purposes) federal funding and adjust Advance-Construction amount to help eliminate projected surpluses/deficits of WAMPO-suballocated funds.	Administrative Adjustment 1.2	Decrease 2025 STBG non-AC Construction funding from \$93,797 to \$0. Decrease 2025 STBG non-AC Construction Engineering funding from \$971,224 to \$0. Add 2025 TA Construction funding in the amount of \$476,907. Add 2025 TA-STBG Construction Engineering funding (TA funding used for STBG purposes) in the amount of \$810,924. Decrease 2025 Local Construction spending to be paid back later through STBG Advance Construction arrangement from \$8,000,000 to \$7,616,890. Add 2025 Local Construction Engineering spending to be paid back later through STBG Advance Construction arrangement in the amount of \$160,300. Decrease 2026 STBG AC conversion payback for Construction from \$8,000,000 to \$6,769,608. Add 2025 STBG AC conversion payback for Construction in the amount of \$847,282. Add 2025 STBG AC conversion payback for Construction Engineering in the amount of \$160,300. Overall project cost unchanged (\$13,047,000).
40-511	Sedgwick County	Maple Street Pathway	0.0%	\$0	\$1,975,000	\$1,975,000	Move up construction from FFY2026 to FFY2025 and add Advance Construction arrangement to help eliminate projected surpluses/deficits of WAMPO-suballocated funds.	Administrative Adjustment 1.2	Move up Construction and Construction Engineering phases from 2026 to 2025: Move up Local Construction funding (\$339,827) and Construction Engineering funding (\$30,000) from 2026 to 2025. Move up TA Construction Engineering funding (\$120,000) from 2026 to 2025. Remove 2026 TA non-AC Construction funding (\$1,160,173). Add 2025 TA non-AC Construction funding in the amount of \$507,813. Add 2025 Local Construction spending to be paid back later through TA Advance Construction arrangement in the amount of \$652,360. Add 2026 TA AC conversion payback for Construction in the amount of \$652,360. Overall project cost unchanged (\$1,975,000).
40-551	Sedgwick County	B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No	0.0%	\$0	\$1,150,000	\$1,150,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Jim Weber" to "Lynn Packer". Change Administrative Contact Phone # from "(316)660-1777" to "(316)660-1766". Change Administrative Contact E-Mail from "jim.weber@sedgwick.gov" to "lynn.packer@sedgwick.gov". Change Engineering Contact from "Jim Weber" to "Lynn Packer". Change Engineering Contact Phone # from "(316)660-1777" to "(316)660-1766". Change Engineering Contact E-Mail from "jim.weber@sedgwick.gov" to "lynn.packer@sedgwick.gov".
40-568	Sedgwick County	B507: Bridge on Greenwich between 117th St. North and 125th St. North	0.0%	\$0	\$600,000	\$600,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Jim Weber" to "Lynn Packer". Change Administrative Contact Phone # from "(316)660-1777" to "(316)660-1766". Change Administrative Contact E-Mail from "jim.weber@sedgwick.gov" to "lynn.packer@sedgwick.gov". Change Engineering Contact from "Jim Weber" to "Lynn Packer". Change Engineering Contact Phone # from "(316)660-1777" to "(316)660-1766". Change Engineering Contact E-Mail from "jim.weber@sedgwick.gov" to "lynn.packer@sedgwick.gov".
40-571	Sedgwick County	B504: Rehabilitate Bridge on 151st St. West over Arkansas River	0.0%	\$0	\$550,000	\$550,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Jim Weber" to "Lynn Packer". Change Administrative Contact Phone # from "316.660.1777" to "(316)660-1766". Change Administrative Contact E-Mail from "jim.weber@sedgwick.gov" to "lynn.packer@sedgwick.gov". Change Engineering Contact from "Jim Weber" to "Lynn Packer". Change Engineering Contact Phone # from "316.660.1777" to "(316)660-1766". Change Engineering Contact E-Mail from "jim.weber@sedgwick.gov" to "lynn.packer@sedgwick.gov".
40-545	KDOT	WICHway Video Wall	0.0%	\$0	\$500,000	\$500,000	Move back from FFY2023 to FFY2024. Administrative Adjustment 1.1 changed federal funding from CMAQ to STBG; Administrative Adjustment 1.2 changes it back to CMAQ.	Administrative Adjustment 1.2	Administrative Adjustment 23-01.1 (10/20/2022): WAMPO-suballocated funding changed from entirely CMAQ to entirely STBG (\$400,000). Administrative Adjustment 23-01.2 (2/14/2023): Move back all project phases/funding from 2023 to 2024. WAMPO-suballocated funding changed back from entirely STBG to entirely CMAQ (\$400,000). Overall project cost unchanged (\$500,000).
40-576	KDOT	KDOT Bridge Set Aside projects in the WAMPO Region 2022	0.0%	\$0	\$6,000,000	\$6,000,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
40-577	KDOT	Overlay in Sedgwick County on K-96	0.0%	\$0	\$7,195,120	\$7,195,120	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
40-578	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022	0.0%	\$0	\$8,500,000	\$8,500,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Rene Hart" to "Allison Smith". Change Administrative Contact Phone # from "(785)296-8593" to "785-296-0341". Change Administrative Contact E-Mail from "rene.hart@ks.gov" to "allison.smith@ks.gov".

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION*	NARRATIVE DESCRIPTION
B-13-008	KDOT	I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)	0.0%	\$0	\$95,244,353	\$95,244,353	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
B-17-03	KDOT	Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County (KA-3895-01)	0.0%	\$0	\$10,623,178	\$10,623,178	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
B-18-01	KDOT	Bridge Repair (#291) on I-135 in Sedgwick County (KA-4910-03)	0.0%	\$0	\$12,200,000	\$12,200,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
B-19-02	KDOT	Bridge #290 on I-135 in Sedgwick County (KA-4910-02)	0.0%	\$0	\$7,212,400	\$7,212,400	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "donald.snyder@ks.gov" to "mike.longshaw@ks.gov".
B-20-01	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	0.0%	\$0	\$405,600	\$405,600	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "donald.snyder@ks.gov" to "mike.longshaw@ks.gov".
B-22-01	KDOT	Bridge #132 on US-54 in Sedgwick County	0.0%	\$0	\$1,396,464	\$1,396,464	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".
B-22-02	KDOT	Bridge #305 on I-135 in Sedgwick County	0.0%	\$0	\$864,996	\$864,996	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".
B-22-03	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	0.0%	\$0	\$657,391	\$657,391	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".
B-23-01	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region 2023	0.0%	\$0	\$6,000,000	\$6,000,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
B-23-03	KDOT	I-235; Bridge #320 located 0.81 Miles East of West Street	0.0%	\$0	\$449,000	\$449,000	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "donald.snyder@ks.gov" to "Mike.Longshaw@ks.gov".
B-23-04	KDOT	US-54; Bridge #132 located 0.2 Miles East of Hoover Road	0.0%	\$0	\$644,000	\$644,000	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "donald.snyder@ks.gov" to "Mike.Longshaw@ks.gov".
B-23-05	KDOT	I-135; Bridge #036 located 0.42 Miles North of I-235	0.0%	\$0	\$520,000	\$520,000	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "donald.snyder@ks.gov" to "Mike.Longshaw@ks.gov".
HWY-20-01	KDOT	K-42 in Sedgwick County	0.0%	\$0	\$16,458,539	\$16,458,539	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
ICH-12-001	KDOT	I-235/US-54 & I-235/Central - Phase I (KA-0161-04)	0.0%	\$0	\$143,297,057	\$143,297,057	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
ICH-19-02	KDOT	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	0.0%	\$0	\$57,110,567	\$57,110,567	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
INT-19-04	KDOT	K-254 at Rock Road	0.0%	\$0	\$741,757	\$741,757	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
ITS-23-01	KDOT	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita	0.0%	\$0	\$1,078,200	\$1,078,200	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "donald.snyder@ks.gov" to "Mike.Longshaw@ks.gov".
R-11-005	KDOT	US-54/400/Kellogg & Webb Interchange (KA-2382-01)	0.0%	\$0	\$94,369,522	\$94,369,522	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
R-21-01	KDOT	K-42 Acces Rd- BrightWater Bay Development- Wichita, KS	0.0%	\$0	\$786,000	\$786,000	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION*	NARRATIVE DESCRIPTION
R-21-03	KDOT	K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane	0.0%	\$0	\$200,000	\$200,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
R-21-04	KDOT	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)	0.0%	\$0	\$10,100,000	\$10,100,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
R-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	0.0%	\$0	\$57,000,000	\$57,000,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".
R-21-07	KDOT	I-135 in Sedgwick County	0.0%	\$0	\$663,048	\$663,048	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7019" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Donald Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".
R-22-01	KDOT	Discovery Phase for US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties	0.0%	\$0	\$1,050,000	\$1,050,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "mike.longshaw@ks.gov".
R-22-02	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases	0.0%	\$0	\$60,640,000	\$60,640,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Rene Hart" to "Allison Smith". Change Administrative Contact Phone # from "(785)296-8593" to "785-296-0341". Change Administrative Contact E-Mail from "rene.hart@ks.gov" to "allison.smith@ks.gov". Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "Mike.Longshaw@ks.gov".
R-22-03	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	0.0%	\$0	\$276,000,000	\$276,000,000	Update contact information.	Administrative Adjustment 1.2	Change Engineering Contact from "Don Snyder" to "Mike Longshaw". Change Engineering Contact E-Mail from "Donald.Snyder@ks.gov" to "Mike.Longshaw@ks.gov".
R-23-01	KDOT	KDOT 1R Resurfacing Preservation Projects in the WAMPO region 2023	0.0%	\$0	\$10,000,000	\$10,000,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2024	0.0%	\$0	\$10,000,000	\$10,000,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Rene Hart" to "Allison Smith". Change Administrative Contact Phone # from "785-296-8593" to "785-296-0341". Change Administrative Contact E-Mail from "rene.hart@ks.gov" to "allison.smith@ks.gov".
S-17-01	KDOT	Railroad Safety Crossing Improvements	0.0%	\$0	\$7,500,000	\$7,500,000	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
S-19-06	KDOT	Guardrail Upgrades on K-96 in Sedgwick County	0.0%	\$0	\$3,039,105	\$3,039,105	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Change Administrative Contact Phone # from "(785)368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
S-21-01	KDOT	1R Project: I-235 in Sedgwick County Guardrail Upgrades	0.0%	\$0	\$1,279,307	\$1,279,307	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Kristi Wilson" to "Allison Smith". Move back all project phases and funding from 2022 to 2023. Change Administrative Contact Phone # from "785-368-7091" to "785-296-0341". Change Administrative Contact E-Mail from "Kristi.D.Wilson@ks.gov" to "allison.smith@ks.gov".
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	0.0%	\$0	\$458,735	\$458,735	Update contact information.	Administrative Adjustment 1.2	Change Administrative Contact from "Raven Alexander" to "Tia Raamot". Change Administrative Contact Phone # from "(316)352-4868" to "(316)352-4855". Change Administrative Contact E-Mail from "Ralexander@wichita.gov" to "traamot@wichita.gov". Change Engineering Contact from "Scott Wadle" to "Tia Raamot". Change Engineering Contact E-Mail from "swadle@wichita.gov" to "traamot@wichita.gov".
40-570	Wichita Transit	Delano Transit Center	0.0%	\$0	\$17,725,520	\$17,725,520	Correction to Project Limits.	Administrative Adjustment 1.2	Correct Project Limits from "Between US-54/400 and Wichita Ice Center" to "South of W Texas Ave., west of S Sycamore St., north of Burton St., and east of S Oak St., in Wichita, KS"
Total				\$31,521,601	\$1,214,706,756	\$1,246,228,357			

***Amendment 2** projects require formal action by the WAMPO TPB. Administrative Adjustment 1.1 (10/20/2022) and Administrative Adjustment 1.2 (2/14/2023) projects do not require formal action.*

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 16-day public comment period is planned during January 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 for the period FFY2023-FFY2026.

Anticipated Funding and Financing	
Federal Funding	\$100 million
State Funding	\$292 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$970 million

Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$550 million
Total	\$917 million

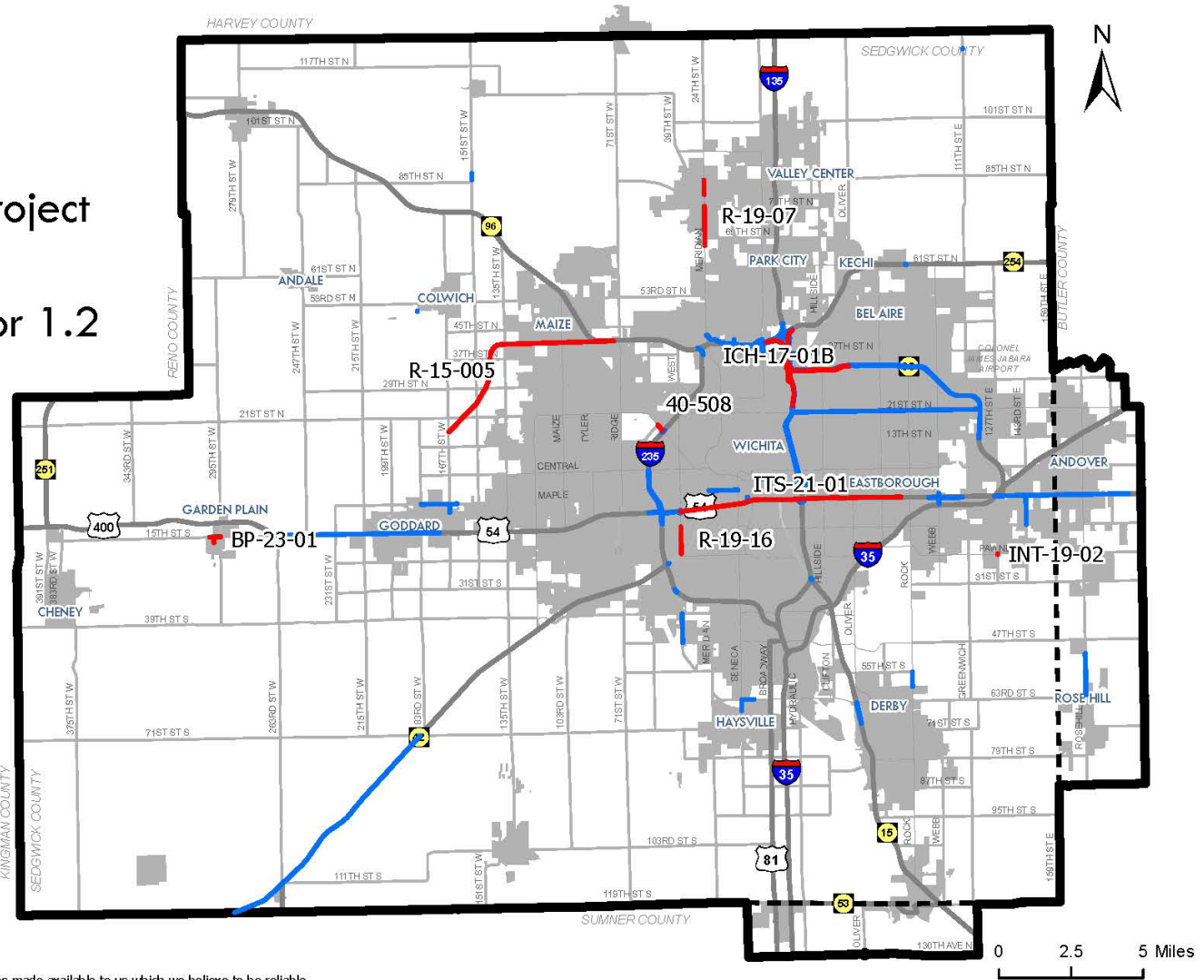
ANTICIPATED FUNDING AND FINANCING	-	ANTICIPATED COSTS	=	BALANCE
\$970 million		\$917 million		\$53 million



2023-2026 Transportation Improvement Program Amendment 2

- █ Amendment 2 Project
- █ Administrative Adjustment 1.1 or 1.2 Project

- WAMPO
- Planning Boundary
- County Boundaries



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 1/4/2023
 Folder: G:\TIP\2023-2026\Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



TIP Projects

2023-2026 TIP Amendment 23-02

Amend/Adjust Project

Lead Agency City of Garden Plain

WAMPO I.D. BP-23-01

KDOT Project I.D.

Last TIP Action 23-02

Project Title Harry and Main Street Sidewalks

Project Limits On Harry St from Section Line Road west to Doyle St and on Main St from Harry south to the baseball field entrance approximately 300 feet south of Abel Ave.

Project Scope Installation of sidewalk, ramps and crosswalks.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kim McCormick
City of Garden Plain
316-531-2321
cityclerk@gardenplain.com

Engineering Contact

John Riggins, P.E.
Kirkham Michael
316-540-8028
jriggins@kirkham.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: KDOT-TA			\$0	\$0	\$0	\$259,200	\$48,000	\$0	\$0	\$0	\$307,200
2023	Local			\$0	\$26,000	\$0	\$64,800	\$12,000	\$0	\$0	\$0	\$102,800
		Total (using AC, not ACCP)		\$0	\$26,000	\$0	\$324,000	\$60,000	\$0	\$0	\$0	\$410,000
		Total (using ACCP, not AC)		\$0	\$26,000	\$0	\$324,000	\$60,000	\$0	\$0	\$0	\$410,000

Amend/Adjust Project

Lead Agency City of Valley Center

WAMPO I.D. R-19-07

KDOT Project I.D. 087 N0711-01

Last TIP Action 23-02

Project Title Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)

Project Limits Meridian, from 0.25-mi south of Seward (69th St N) to the railroad crossing north of Ford Street (77th St N). and from Main to 5th (85th St. N.)

Project Scope Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, tra

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

Administrative Contact

Brent Clark
City of Valley Center
(316)755-7310
Bclark@valleycenterks.org

Engineering Contact

Gage Scheer
PEC
(316)206-1308
gage.scheer@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$50,000	\$603,136	\$100,000	\$0	\$0	\$0	\$0	\$0	\$753,136
2023	Federal: MPO-HIP			\$0	\$0	\$0	\$556,717	\$0	\$0	\$0	\$0	\$556,717
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$6,139,434	\$482,597	\$0	\$0	\$0	\$6,622,031
2023	Federal: MPO-TA			\$0	\$0	\$0	\$698,869	\$52,415	\$0	\$0	\$0	\$751,284
2023	Local			\$0	\$0	\$0	\$2,627,182	\$133,753	\$0	\$0	\$0	\$2,760,935
Total (using AC, not ACCP)				\$50,000	\$603,136	\$100,000	\$10,022,202	\$668,765	\$0	\$0	\$0	\$11,444,103
Total (using ACCP, not AC)				\$50,000	\$603,136	\$100,000	\$10,022,202	\$668,765	\$0	\$0	\$0	\$11,444,103

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. INT-19-02

KDOT Project I.D.

Last TIP Action 23-02

Project Title Pawnee & 127th Street intersection

Project Limits Pawnee & 127th Street

Project Scope Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout.

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

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$0	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000
2026	Local			\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
2028	Local			\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000
Total (using AC, not ACCP)				\$0	\$200,000	\$130,000	\$2,250,000	\$0	\$0	\$0	\$0	\$2,580,000
Total (using ACCP, not AC)				\$0	\$200,000	\$130,000	\$2,250,000	\$0	\$0	\$0	\$0	\$2,580,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-16

KDOT Project I.D. N-0720-01

Last TIP Action 23-02

Project Title West St., Harry to Pawnee

Project Limits West Street from Harry to Pawnee

Project Scope Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will be partially realigned.

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

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			\$0	\$265,000	\$0	\$0	\$0	\$0	\$0	\$0	\$265,000
2021	Local			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
2022	Local			\$0	\$485,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,485,000
2023	Federal: CRRSAA			\$0	\$0	\$0	\$3,089,097	\$0	\$0	\$0	\$0	\$3,089,097
2023	Federal: MPO-CMAQ			\$0	\$0	\$0	\$3,089	\$0	\$0	\$0	\$0	\$3,089
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$1,382,516	\$350,000	\$0	\$0	\$0	\$1,732,516
2023	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$5,829,634	\$0	\$0	\$0	\$0	\$5,829,634
2023	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$4,818,281	\$0	\$0	\$0	\$0	\$4,818,281
2023	Federal: MPO-TA			\$0	\$0	\$0	\$377,296	\$0	\$0	\$0	\$0	\$377,296
2023	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$576,054	\$0	\$0	\$0	\$0	\$576,054
2023	Local			\$1,500,000	\$0	\$0	\$3,691,353	\$350,000	\$0	\$0	\$0	\$5,541,353
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$1,011,353	\$0	\$0	\$0	\$0	\$1,011,353
Total (using AC, not ACCP)				\$1,500,000	\$1,250,000	\$1,000,000	\$14,949,039	\$700,000	\$0	\$0	\$0	\$19,399,039
Total (using ACCP, not AC)				\$1,500,000	\$1,250,000	\$1,000,000	\$14,949,039	\$700,000	\$0	\$0	\$0	\$19,399,039

Amend/Adjust Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-508

KDOT Project I.D. 87 N-0738-01

Last TIP Action 23-02

Project Title Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway

Project Limits Bridge over M.S. Mitchell Floodway, on Zoo Blvd

Project Scope The project rehabilitates the bridge on Zoo Boulevard crossing the M.S. Mitch Mitchell Floodway. The project would repair pier caps and abutment bearing devises, diaphragms, expansion devices, the deck and other features to improve overall bridge condition and extend the life of the existing infrastructure.

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

Administrative Contact

Lynn Packer
Sedgwick County
(316) 660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
Sedgwick County
(316) 660-1766
lynn.packer@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	Federal: MPO-HIP			\$0	\$0	\$0	\$683,064	\$0	\$0	\$0	\$0	\$683,064
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$1,074,272	\$80,000	\$0	\$0	\$0	\$1,154,272
2023	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$358,246	\$0	\$0	\$0	\$0	\$358,246
2023	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$358,246	\$0	\$0	\$0	\$0	\$358,246
2023	Local			\$0	\$0	\$0	\$744,418	\$20,000	\$0	\$0	\$0	\$764,418
		Total (using AC, not ACCP)		\$0	\$100,000	\$0	\$2,860,000	\$100,000	\$0	\$0	\$0	\$3,060,000
		Total (using ACCP, not AC)		\$0	\$100,000	\$0	\$2,860,000	\$100,000	\$0	\$0	\$0	\$3,060,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ICH-17-01B

KDOT Project I.D. KA-3232-02

Last TIP Action 23-02

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

Project Limits I-235, I-135, K-254 and K-96 Interchange (Gold Project) in northeast Wichita, Kansas

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

Allison Smith

KDOT

(785)296-0341

allison.smith@ks.gov

Engineering Contact

Jeff Sims

KDOT

(785)296-3901

Jeff.Sims@ks.gov

Project Notes

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	Federal: NHPP			\$0	\$0	\$11,698,000	\$0	\$0	\$0	\$0	\$0	\$11,698,000
2020	Local			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2020	State			\$0	\$0	\$1,485,200	\$0	\$0	\$0	\$0	\$0	\$1,485,200
2021	Federal: NHPP			\$6,075,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,075,000
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	\$15,386,000	\$1,714,000	\$0	\$0	\$0	\$17,100,000
2022	Local			\$0	\$0	\$0	\$14,997,543	\$0	\$0	\$0	\$0	\$14,997,543
2022	State			\$0	\$0	\$0	\$89,392,000	\$5,324,700	\$0	\$0	\$0	\$94,716,700
Total (using AC, not ACCP)				\$6,750,000	\$9,300,000	\$15,850,240	\$140,775,543	\$7,038,700	\$0	\$0	\$0	\$179,714,483
Total (using ACCP, not AC)				\$6,750,000	\$9,300,000	\$15,850,240	\$140,775,543	\$7,038,700	\$0	\$0	\$0	\$179,714,483

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ITS-21-01

KDOT Project I.D. KA-6179-01

Last TIP Action 23-02

Project Title **Install Fiber along US-54 in Sedgwick County**

Project Limits **along US 54 in Wichita between West Street and Armour Street**

Project Scope **Installation of Fiber**

Primary Mode **Technology**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Shari Hilliard

KDOT

785-296-6356

shari.hilliard@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$0	\$0	\$805,000	\$0	\$0	\$0	\$0	\$805,000
2023	State			\$0	\$180,000	\$0	\$2,600,000	\$270,000	\$0	\$0	\$0	\$3,050,000
		Total (using AC, not ACCP)		\$0	\$180,000	\$0	\$3,405,000	\$270,000	\$0	\$0	\$0	\$3,855,000
		Total (using ACCP, not AC)		\$0	\$180,000	\$0	\$3,405,000	\$270,000	\$0	\$0	\$0	\$3,855,000

New Project

Lead Agency **KDOT**

WAMPO I.D. ITS-23-02

KDOT Project I.D. KA-6857-01

Last TIP Action 23-02

Project Title **Intelligent Transportation Improvements in Wichita**

Project Limits **WAMPO region**

Project Scope **Redundant traffic management center site, communications ring enhancement**

Primary Mode **Technology** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Shari Hilliard

KDOT

785-296-6356

shari.hilliard@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
		Total (using AC, not ACCP)		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
		Total (using ACCP, not AC)		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. **R-15-005**

KDOT Project I.D.

Last TIP Action **23-02**

Project Title **Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)**

Project Limits **Northwest Wichita Bypass: From approx. 3.5 miles north of US-54 northeast to K-96 near 45th St.**

Project Scope **Right of Way Acquisition for a 4-Lane Freeway Section**

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

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Peter Tobaben
KDOT
785-296-5006
Peter.Tobaben@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$0	\$6,829,110	\$0	\$0	\$0	\$0	\$0	\$6,829,110
2023	State			\$0	\$245,000	\$11,814,900	\$0	\$0	\$0	\$0	\$0	\$12,059,900
		Total (using AC, not ACCP)		\$0	\$245,000	\$18,644,010	\$0	\$0	\$0	\$0	\$0	\$18,889,010
		Total (using ACCP, not AC)		\$0	\$245,000	\$18,644,010	\$0	\$0	\$0	\$0	\$0	\$18,889,010

Remove Project from TIP

Lead Agency WAMPO

WAMPO I.D. 40-513

KDOT Project I.D.

Last TIP Action 23-02

Project Title Training, Best Practices, and Model Policies for Member Jurisdictions

Project Limits WAMPO region

Project Scope Provide training for staff of WAMPO's member jurisdictions and draft model policies and best practices to help those jurisdictions implement the vision and goals of the MTP.

Primary Mode Planning & Outreach Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Chad Parasa
WAMPO
(316)799-1320
Chad.Parasa@sedgwick.gov

Engineering Contact

Chad Parasa
WAMPO
(316)799-1320
Chad.Parasa@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: MPO-CMAQ			\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2023	Local			\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000

Remove Project from TIP

Lead Agency WAMPO

WAMPO I.D. P-18-01

KDOT Project I.D.

Last TIP Action 23-02

Project Title Asset Management Phase 2

Project Limits WAMPO region

Project Scope Building on the Regional Asset Inventory, WAMPO will develop an approach to managing regionally significant transportation assets. The approach will be developed cooperatively with our planning partners and member jurisdictions; it may include a WAMPO program to conduct standardized condition assessments of regionally significant assets, making asset management software available to member jurisdictions to who are interested in using it to for their own decision making, and incorporating asset management practices into the WAMPO planning process.

Primary Mode Planning & Outreach Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Chad Parasa
WAMPO
(316)779-1320
chad.parasa@wampo.org

Engineering Contact

Chad Parasa
WAMPO
(316)779-1320
chad.parasa@wampo.org

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: MPO-CMAQ			\$0	\$0	\$0	\$0	\$0	\$220,000	\$0	\$0	\$220,000
2023	Local			\$0	\$0	\$0	\$0	\$0	\$55,000	\$0	\$0	\$55,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000

Remove Project from TIP

Lead Agency WAMPO

WAMPO I.D. P-23-01

KDOT Project I.D.

Last TIP Action 23-02

Project Title MTP 2050 Planning Assistance

Project Limits WAMPO region

Project Scope Hiring consultants to assist WAMPO staff in the preparation of the next WAMPO Metropolitan Transportation Plan, which will have a horizon year of 2050 and is due to be completed in 2025. WAMPO staff and consultants would assist member jurisdictions with preparing applications to have their projects included in the MTP and to possibly also make those projects eligible for WAMPO-suballocated funding; this assistance would include identifying and prioritizing projects from member jurisdictions' planning documents that align with the goals of the MTP and the scoring criteria adopted for project selection, developing project scope, determining project limits, making cost estimates, and providing information for responses to the questions on the basis of which projects are selected. Consultants would also assist WAMPO staff with preparing the overall MTP document and its appendices.

Primary Mode Planning & Outreach Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Ashley Bryers
WAMPO
(316) 779-1319
Ashley.Bryers@wampo.org

Engineering Contact

Ashley Bryers
WAMPO
(316) 779-1319
Ashley.Bryers@wampo.org

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$320,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$80,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000



TIP Projects

2023-2026 TIP Administrative Adjustment 23-01.1

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-509

KDOT Project I.D.

Last TIP Action 23-01.1

Project Title Wichita Transit Network Redesign Plan

Project Limits Wichita city limits

Project Scope Transit Network Redesign plan

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Raven Alexander

Wichita Transit

(316)352-4868

RAlexander@wichita.gov

Engineering Contact

Raven Alexander

Wichita Transit

(316)352-4868

RAlexander@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$0	\$0	\$262,135	\$0	\$0	\$262,135
2023	Local			\$0	\$0	\$0	\$0	\$0	\$65,534	\$0	\$0	\$65,534
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$327,669	\$0	\$0	\$327,669
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$327,669	\$0	\$0	\$327,669



TIP Projects

2023-2026 TIP Administrative Adjustment 23-01.2

Amend/Adjust Project

Lead Agency City of Derby

WAMPO I.D. 40-540

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Rock Road Corridor Improvements

Project Limits 55th St. to Freedom St.

Project Scope Reconstruct Rock Road from 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users.

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

Administrative Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$395,000	\$0	\$0	\$0	\$0	\$0	\$0	\$395,000
2024	Local			\$110,000	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$165,000
2026	Federal: MPO-STBG			\$0	\$0	\$0	\$2,490,371	\$492,672	\$0	\$0	\$0	\$2,983,043
2026	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$810,924	\$0	\$0	\$0	\$0	\$810,924
2026	Local			\$0	\$0	\$0	\$953,705	\$142,328	\$0	\$0	\$0	\$1,096,033
Total (using AC, not ACCP)				\$110,000	\$395,000	\$55,000	\$4,255,000	\$635,000	\$0	\$0	\$0	\$5,450,000
Total (using ACCP, not AC)				\$110,000	\$395,000	\$55,000	\$4,255,000	\$635,000	\$0	\$0	\$0	\$5,450,000

Amend/Adjust Project

Lead Agency City of Derby

WAMPO I.D. 40-541

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Nelson Drive Realignment

Project Limits Nelson Drive, between Patriot and just south of Red Powell

Project Scope Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby. Includes a new signalized access from K-15 to Nelson Dr.

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

Administrative Contact

Alex Lane
City of Derby
(316)788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
(316)788-6632
alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$190,000	\$335,000	\$429,704	\$0	\$0	\$0	\$0	\$0	\$954,704
2024	Federal: MPO-CMAQ			\$0	\$0	\$0	\$831,782	\$46,503	\$0	\$0	\$0	\$878,285
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$5,607,349	\$313,497	\$0	\$0	\$0	\$5,920,846
2024	Local			\$0	\$0	\$0	\$1,609,783	\$90,000	\$0	\$0	\$0	\$1,699,783
Total (using AC, not ACCP)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618
Total (using ACCP, not AC)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618

Amend/Adjust Project

Lead Agency City of Haysville

WAMPO I.D. 40-538

KDOT Project I.D. N-0753-01

Last TIP Action 23-01.2

Project Title Seneca & 63rd Street Bike Ped Pathway

Project Limits East of Seneca Street North of M.S. Mitch Mitchell Floodway to South of 63rd Street South. South of 63rd Street South East of Seneca Street to Western edge of Mabel Street.

Project Scope Installation of 10' wide concrete bicycle/pedestrian pathway alongside Seneca Street from just north of the M.S. Mitch Mitchell Floodway to 63rd Street South and then on to Mabel Street.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

William Black
City of Haysville
(316) 529-5900
wblack@haysville-ks.com

Engineering Contact

Charlie Brown
PEC
(316) 262-2691
charlie.brown@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: MPO-TA			\$0	\$0	\$0	\$672,580	\$84,072	\$0	\$0	\$0	\$756,652
2023	Local			\$0	\$126,109	\$0	\$251,835	\$31,480	\$0	\$0	\$0	\$409,424
		Total (using AC, not ACCP)		\$0	\$126,109	\$0	\$924,415	\$115,552	\$0	\$0	\$0	\$1,166,076
		Total (using ACCP, not AC)		\$0	\$126,109	\$0	\$924,415	\$115,552	\$0	\$0	\$0	\$1,166,076

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-056

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Wichita Intelligent Transportation System - E 21st St N

Project Limits 21st St N, I-135 to K-96

Project Scope Traffic signal optimization of 6.5 miles of 21st St N from I-135 to K-96. Project includes 19 signalized intersections and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project.

Primary Mode Technology

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
2025	Federal: MPO-CMAQ			\$0	\$0	\$0	\$1,753,605	\$193,965	\$0	\$0	\$0	\$1,947,570
2025	Federal: MPO-CMAQ	AC	Local	\$0	\$0	\$0	\$1,947,571	\$0	\$0	\$0	\$0	\$1,947,571
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$178,136	\$0	\$0	\$0	\$0	\$178,136
2025	Local			\$0	\$0	\$0	\$1,120,688	\$56,035	\$0	\$0	\$0	\$1,176,723
2026	Federal: MPO-CMAQ	ACCP		\$0	\$0	\$0	\$1,947,571	\$0	\$0	\$0	\$0	\$1,947,571
Total (using AC, not ACCP)				\$0	\$250,000	\$0	\$5,000,000	\$250,000	\$0	\$0	\$0	\$5,500,000
Total (using ACCP, not AC)				\$0	\$250,000	\$0	\$5,000,000	\$250,000	\$0	\$0	\$0	\$5,500,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-099

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Comprehensive Way Finding

Project Limits City of Wichita

Project Scope Install and replace way finding signs throughout the city.

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

Administrative Contact	Engineering Contact
Shawn Mellies	Shawn Mellies
City of Wichita	City of Wichita
(316)268-4632	(316)268-4632
smellies@wichita.gov	smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
2025	Local			\$0	\$0	\$0	\$1,620,000	\$85,000	\$0	\$0	\$0	\$1,705,000
Total (using AC, not ACCP)				\$0	\$220,000	\$0	\$1,620,000	\$85,000	\$0	\$0	\$0	\$1,925,000
Total (using ACCP, not AC)				\$0	\$220,000	\$0	\$1,620,000	\$85,000	\$0	\$0	\$0	\$1,925,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-517

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Douglas, Seneca to Meridian

Project Limits Douglas, Seneca to Meridian

Project Scope To identify which modes of transportation and amenities (vehicles, transit, bikes, and on-street parking) should have an identified location on this section of Douglas and where they should be located. The existing roadway is marked as a two-lane roadway but is 50' wide from back of curb to back of curb. If on-street parking is identified as being needed in this corridor then curb bulbouts will be built with the project. Multiple different scenarios (three-lane, two-lane, on-street parking, on-street bike lanes, etc.) will be evaluated with the community as part of this project.

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

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
2023	Local			\$350,000	\$385,000	\$0	\$0	\$0	\$0	\$0	\$0	\$735,000
2024	Federal: MPO-CMAQ			\$0	\$0	\$0	\$357,286	\$312,000	\$0	\$0	\$0	\$669,286
2024	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$2,431,790	\$0	\$0	\$0	\$0	\$2,431,790
2024	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$810,924	\$0	\$0	\$0	\$0	\$810,924
2024	Local			\$0	\$0	\$0	\$900,000	\$78,000	\$0	\$0	\$0	\$978,000
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$2,431,790	\$0	\$0	\$0	\$0	\$2,431,790
Total (using AC, not ACCP)				\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000
Total (using ACCP, not AC)				\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-10

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title 2nd St., Main to St. Francis

Project Limits 2nd St., Main to St. Francis

Project Scope Preservation project - curb extensions, streetscaping improvements

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

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
2025	Local			\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Total (using AC, not ACCP)				\$0	\$500,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,500,000
Total (using ACCP, not AC)				\$0	\$500,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,500,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-11

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title West St, 47th-MacArthur

Project Limits West St from 47th St S to MacArthur

Project Scope Construct 3 lane roadway with pedestrian, intersection upgrades, and drainage improvements.

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

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
2022	Local			\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
2025	Local			\$0	\$0	\$0	\$5,400,000	\$600,000	\$0	\$0	\$0	\$6,000,000
Total (using AC, not ACCP)				\$0	\$400,000	\$250,000	\$5,400,000	\$600,000	\$0	\$0	\$0	\$6,650,000
Total (using ACCP, not AC)				\$0	\$400,000	\$250,000	\$5,400,000	\$600,000	\$0	\$0	\$0	\$6,650,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-12

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title 37th St N., Hydraulic to Hillside

Project Limits 37th St N from Hydraulic to Hillside

Project Scope Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalks.

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

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$495,000	\$0	\$0	\$0	\$0	\$0	\$0	\$495,000
2024	Local			\$0	\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
2025	Local			\$0	\$0	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$5,500,000
Total (using AC, not ACCP)				\$0	\$495,000	\$550,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,545,000
Total (using ACCP, not AC)				\$0	\$495,000	\$550,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,545,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-13

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Douglas, Washington to Grove

Project Limits Douglas from Washington to Grove

Project Scope Preservation project - curb extensions, streetscaping improvements

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

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
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Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
2024	Local			\$0	\$0	\$0	\$3,877,500	\$0	\$0	\$0	\$0	\$3,877,500
2025	Local			\$0	\$0	\$0	\$3,300,000	\$0	\$0	\$0	\$0	\$3,300,000
Total (using AC, not ACCP)				\$0	\$220,000	\$0	\$7,177,500	\$0	\$0	\$0	\$0	\$7,397,500
Total (using ACCP, not AC)				\$0	\$220,000	\$0	\$7,177,500	\$0	\$0	\$0	\$0	\$7,397,500

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-14

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title 143rd St. E., Kellogg-Harry

Project Limits 143rd St E from Kellogg to Harry

Project Scope Construct 3 or 5-lane roadway with sidewalk, multi-use path, and drainage improvements.

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

Administrative Contact

Shawn Mellies
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(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$385,000	\$0	\$0	\$0	\$0	\$0	\$0	\$385,000
2024	Local			\$100,000	\$0	\$220,000	\$0	\$0	\$0	\$0	\$0	\$320,000
2025	Local			\$0	\$0	\$0	\$4,950,000	\$0	\$0	\$0	\$0	\$4,950,000
Total (using AC, not ACCP)				\$100,000	\$385,000	\$220,000	\$4,950,000	\$0	\$0	\$0	\$0	\$5,655,000
Total (using ACCP, not AC)				\$100,000	\$385,000	\$220,000	\$4,950,000	\$0	\$0	\$0	\$0	\$5,655,000

Amend/Adjust Project

Lead Agency County of Butler

WAMPO I.D. 40-537

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title SW Butler Rd Improvements from SW 170th St to SW 155th St

Project Limits 0.08 Mi N of SW 170th St, then north 1.42 mile to SW 155th.

Project Scope Improve SW Butler Rd, including the Eightmile Creek Bridge, from an existing rural 2-lane roadway to a 4-lane urban arterial standard with curb & gutter and intersection improvements at SW 160th St and construction of a new RFB Bridge as part of an overall project to link 2 previous improvement projects. Project will include a 10' wide multi-use path that will connect to a path system in Rose Hill.

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

Administrative Contact

Darryl Lutz
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(316) 322-4101
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Engineering Contact

Darryl Lutz
Butler County
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dlutz@bucoks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$586,000	\$0	\$0	\$0	\$0	\$0	\$0	\$586,000
2024	Local			\$0	\$400,000	\$235,000	\$0	\$0	\$0	\$0	\$0	\$635,000
2025	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$7,616,890	\$160,300	\$0	\$0	\$0	\$7,777,190
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$847,282	\$160,300	\$0	\$0	\$0	\$1,007,582
2025	Federal: MPO-TA			\$0	\$0	\$0	\$476,907	\$0	\$0	\$0	\$0	\$476,907
2025	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$0	\$810,924	\$0	\$0	\$0	\$810,924
2025	Local			\$85,000	\$57,200	\$0	\$2,338,203	\$280,576	\$0	\$0	\$0	\$2,760,979
2026	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$6,769,608	\$0	\$0	\$0	\$0	\$6,769,608
Total (using AC, not ACCP)				\$85,000	\$1,043,200	\$235,000	\$10,432,000	\$1,251,800	\$0	\$0	\$0	\$13,047,000
Total (using ACCP, not AC)				\$85,000	\$1,043,200	\$235,000	\$10,432,000	\$1,251,800	\$0	\$0	\$0	\$13,047,000

Amend/Adjust Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-511

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Maple Street Pathway

Project Limits Maple St from 183rd St W to Wellcrest Circle in Pike Addition, and 167th St W from Maple St to Explorer St in the Goddard School Addition.

Project Scope Construction of a 10 foot wide multi-use pathway, street crossings, drainage structures and amenities. The project begins at 183rd St W at the terminus of the Goddard sidewalk and extends east along Maple St to the existing sidewalk constructed around the Wellcrest Circle cul-de-sac located 1/4 mile east of 167th St W. The pathway also extends to the south along 167th St W from Maple down to Explorer St, which accesses Explorer Elementary School and Eisenhower Middle and High Schools.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
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(316) 660-1766
lynn.packer@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
2023	Local			\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2024	Local			\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2025	Federal: MPO-TA			\$0	\$0	\$0	\$507,813	\$120,000	\$0	\$0	\$0	\$627,813
2025	Federal: MPO-TA	AC	Local	\$0	\$0	\$0	\$652,360	\$0	\$0	\$0	\$0	\$652,360
2025	Local			\$0	\$0	\$0	\$339,827	\$30,000	\$0	\$0	\$0	\$369,827
2026	Federal: MPO-TA	ACCP		\$0	\$0	\$0	\$652,360	\$0	\$0	\$0	\$0	\$652,360
Total (using AC, not ACCP)				\$100,000	\$125,000	\$100,000	\$1,500,000	\$150,000	\$0	\$0	\$0	\$1,975,000
Total (using ACCP, not AC)				\$100,000	\$125,000	\$100,000	\$1,500,000	\$150,000	\$0	\$0	\$0	\$1,975,000

Amend/Adjust Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-551

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No

Project Limits 183rd St. West between 45th St. North and 53rd St. No

Project Scope Replace bridge

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

Administrative Contact

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lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
Sedgwick County
(316)660-1766
lynn.packer@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2021	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total (using AC, not ACCP)				\$50,000	\$100,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,150,000
Total (using ACCP, not AC)				\$50,000	\$100,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,150,000

Amend/Adjust Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-568

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title B507: Bridge on Greenwich between 117th St. North and 125th St. North

Project Limits Greenwich between 117th St. North and 125th St. North

Project Scope Replace bridge

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

Administrative Contact

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lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
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(316)660-1766
lynn.packer@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	Local			\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Total (using AC, not ACCP)				\$50,000	\$50,000	\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$600,000
Total (using ACCP, not AC)				\$50,000	\$50,000	\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$600,000

Amend/Adjust Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-571

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title B504: Rehabilitate Bridge on 151st St. West over Arkansas River

Project Limits 151st St. West over Arkansas River

Project Scope Rehabilitate bridge

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
Sedgwick County
(316)660-1766
lynn.packer@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2023	Local			\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Total (using AC, not ACCP)				\$0	\$50,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$550,000
Total (using ACCP, not AC)				\$0	\$50,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$550,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. 40-545

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title **WICHway Video Wall**

Project Limits **WichWay Traffic Management Center system**

Project Scope **Purchase and install a video wall in the Wichita traffic management center. Planned as an LED cube display wall for the WICHway Traffic Management Center, it will allow three operators able to access the wall at the same time to shift views. WICHway uses a multicast systems and will need 30 views of camera feeds in a user configurable array.**

Primary Mode **Technology**

Bike/ped component?

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

Administrative Contact

Tom Hein
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Engineering Contact

Tom Hein
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: MPO-CMAQ			\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
2024	State			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
		Total (using AC, not ACCP)		\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
		Total (using ACCP, not AC)		\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. 40-576

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title **KDOT Bridge Set Aside projects in the WAMPO Region 2022**

Project Limits **Various locations on K, US and Interstate routes in the WAMPO region**

Project Scope **Surface preservation, including patching, overlay, redecking, and bridge maintenance**

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Brent Terstriep

KDOT

(620)727-1472

Brent.Terstriep@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2022	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2023	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
		Total (using AC, not ACCP)		\$0	\$600,000	\$0	\$4,800,000	\$600,000	\$0	\$0	\$0	\$6,000,000
		Total (using ACCP, not AC)		\$0	\$600,000	\$0	\$4,800,000	\$600,000	\$0	\$0	\$0	\$6,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. 40-577

KDOT Project I.D. 087 KA5606-01

Last TIP Action 23-01.2

Project Title **Overlay in Sedgwick County on K-96**

Project Limits **K-96: Beginning at Junction I-135/K-96 thence East to the end of the Hot Mix Asphalt East of Webb Road**

Project Scope **3 inch Overlay**

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Brent Terstriep

KDOT

(620)727-1472

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: NHPP	AC	State	\$0	\$0	\$0	\$5,354,500	\$401,590	\$0	\$0	\$0	\$5,756,090
2020	State			\$0	\$0	\$0	\$1,338,630	\$100,400	\$0	\$0	\$0	\$1,439,030
2021	Federal: NHPP	ACCP		\$0	\$0	\$0	\$5,354,500	\$401,590	\$0	\$0	\$0	\$5,756,090
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$6,693,130	\$501,990	\$0	\$0	\$0	\$7,195,120
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$6,693,130	\$501,990	\$0	\$0	\$0	\$7,195,120

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. 40-578

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title **KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022**

Project Limits **Various locations on K, US and Interstate routes in the WAMPO region**

Project Scope **Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding.**

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

Administrative Contact

Allison Smith

KDOT

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Engineering Contact

Brent Terstriep P.E.

KDOT

(620)727-1472

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,267,500	\$382,500	\$0	\$0	\$0	\$7,650,000
2022	State			\$0	\$0	\$0	\$807,500	\$42,500	\$0	\$0	\$0	\$850,000
2023	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,267,500	\$382,500	\$0	\$0	\$0	\$7,650,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$8,075,000	\$425,000	\$0	\$0	\$0	\$8,500,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$8,075,000	\$425,000	\$0	\$0	\$0	\$8,500,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-13-008

KDOT Project I.D. 087 KA3110-01

Last TIP Action 23-01.2

Project Title I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)

Project Limits I-235, from east of Meridian Avenue to west of I-135

Project Scope Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.

Primary Mode Road - Highway

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

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Engineering Contact

Brad Rognlie

KDOT

(785)296-8096

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2013	Federal: NHPP	AC	State	\$0	\$3,822,897	\$0	\$0	\$0	\$0	\$0	\$0	\$3,822,897
2013	State			\$0	\$413,456	\$0	\$0	\$0	\$0	\$0	\$0	\$413,456
2016	State			\$0	\$0	\$7,600,000	\$0	\$0	\$0	\$0	\$0	\$7,600,000
2017	Federal: NHPP	AC	State	\$3,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000
2017	State			\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
2019	Federal: KDOT-HIP			\$0	\$0	\$0	\$8,100,000	\$833,982	\$0	\$0	\$0	\$8,933,982
2019	Federal: NHPP			\$0	\$0	\$0	\$58,581,450	\$3,951,768	\$0	\$0	\$0	\$62,533,218
2019	State			\$0	\$0	\$0	\$7,409,050	\$531,750	\$0	\$0	\$0	\$7,940,800
2020	Federal: NHPP	ACCP		\$3,600,000	\$3,822,897	\$0	\$0	\$0	\$0	\$0	\$0	\$7,422,897
		Total (using AC, not ACCP)		\$4,000,000	\$4,236,353	\$7,600,000	\$74,090,500	\$5,317,500	\$0	\$0	\$0	\$95,244,353
		Total (using ACCP, not AC)		\$4,000,000	\$4,236,353	\$7,600,000	\$74,090,500	\$5,317,500	\$0	\$0	\$0	\$95,244,353

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-17-03

KDOT Project I.D. 087 KA3895-01

Last TIP Action 23-01.2

Project Title **Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County (KA-3895-01)**

Project Limits **I-235: Bridge #079 (South Bound) Located 0.26 Miles North West of West Street. Bridge #080 (North Bound) Located 0.25 Miles North West of West Street (Mopac RailRoad)**

Project Scope **Bridge Replacement**

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

Administrative Contact

Allison Smith
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Engineering Contact

Mark Hurt
KDOT
(785)296-8905
mark.hurt@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	State			\$0	\$902,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$1,082,000
2019	Federal: NHPP			\$0	\$0	\$0	\$7,912,615	\$593,446	\$0	\$0	\$0	\$8,506,061
2019	Federal: NHPP	AC	State	\$81,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000
2019	Federal: NHPP	ACCP		\$81,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000
2019	State			\$9,000	\$0	\$0	\$879,179	\$65,938	\$0	\$0	\$0	\$954,117
Total (using AC, not ACCP)				\$90,000	\$902,000	\$180,000	\$8,791,794	\$659,384	\$0	\$0	\$0	\$10,623,178
Total (using ACCP, not AC)				\$90,000	\$902,000	\$180,000	\$8,791,794	\$659,384	\$0	\$0	\$0	\$10,623,178

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-18-01

KDOT Project I.D. 087 KA4910-03

Last TIP Action 23-01.2

Project Title Bridge Repair (#291) on I-135 in Sedgwick County (KA-4910-03)

Project Limits Bridge #291 on I-135 in SG County located at 19th St N and I-135

Project Scope Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearings, replace bearings and full TMP

Primary Mode Bridge - Highway

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

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Engineering Contact

Michael Ingalls

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	State			\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
2020	Federal: NHPP	AC	State	\$0	\$0	\$0	\$9,900,000	\$540,000	\$0	\$0	\$0	\$10,440,000
2020	State			\$0	\$0	\$0	\$1,100,000	\$60,000	\$0	\$0	\$0	\$1,160,000
2021	Federal: NHPP	ACCP		\$0	\$0	\$0	\$9,900,000	\$540,000	\$0	\$0	\$0	\$10,440,000
		Total (using AC, not ACCP)		\$0	\$600,000	\$0	\$11,000,000	\$600,000	\$0	\$0	\$0	\$12,200,000
		Total (using ACCP, not AC)		\$0	\$600,000	\$0	\$11,000,000	\$600,000	\$0	\$0	\$0	\$12,200,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-19-02

KDOT Project I.D. 087 KA4910-02

Last TIP Action 23-01.2

Project Title **Bridge #290 on I-135 in Sedgwick County (KA-4910-02)**

Project Limits **Located at 19th St. North and I-135**

Project Scope **Bridge Repair- Polymer Overlay repair with deck patching followed by Single-Layer Polymer Concrete Overlay, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearing and full TMP**

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

Administrative Contact

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Engineering Contact

Mike Longshaw
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	Federal: NHPP	AC	State	\$0	\$0	\$0	\$5,653,800	\$363,600	\$0	\$0	\$0	\$6,017,400
2019	State			\$0	\$450,000	\$0	\$700,000	\$45,000	\$0	\$0	\$0	\$1,195,000
2020	Federal: NHPP	ACCP		\$0	\$0	\$0	\$5,653,800	\$363,600	\$0	\$0	\$0	\$6,017,400
		Total (using AC, not ACCP)		\$0	\$450,000	\$0	\$6,353,800	\$408,600	\$0	\$0	\$0	\$7,212,400
		Total (using ACCP, not AC)		\$0	\$450,000	\$0	\$6,353,800	\$408,600	\$0	\$0	\$0	\$7,212,400

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-20-01

KDOT Project I.D. KA-5770-01

Last TIP Action 23-01.2

Project Title **Replace Bridge #184 on K-15 in Sedgwick County**

Project Limits **Bridge #184 (Wichita Drainage Canal) on K-15 in Sedgwick County located 1.16 miles North of I-35 (KTA)**

Project Scope **Bridge Replacement**

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

Administrative Contact

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Engineering Contact

Mike Longshaw

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Project Notes **Project is authorized for PE Only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: NHPP	AC	State	\$0	\$202,800	\$0	\$0	\$0	\$0	\$0	\$0	\$202,800
2020	State			\$0	\$50,700	\$0	\$0	\$0	\$0	\$0	\$0	\$50,700
2023	Federal: NHPP	AC	State	\$40,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600
2023	State			\$10,100	\$0	\$101,400	\$0	\$0	\$0	\$0	\$0	\$111,500
2028	Federal: NHPP	ACCP		\$40,600	\$202,800	\$0	\$0	\$0	\$0	\$0	\$0	\$243,400
		Total (using AC, not ACCP)		\$50,700	\$253,500	\$101,400	\$0	\$0	\$0	\$0	\$0	\$405,600
		Total (using ACCP, not AC)		\$50,700	\$253,500	\$101,400	\$0	\$0	\$0	\$0	\$0	\$405,600

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-22-01

KDOT Project I.D. KA-0161-05

Last TIP Action 23-01.2

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

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Engineering Contact

Mike Longshaw

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Project Notes

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

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-22-02

KDOT Project I.D. KA-6517-01

Last TIP Action 23-01.2

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

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Engineering Contact

Mike Longshaw

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Project Notes

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

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-22-03

KDOT Project I.D. KA-6518-01

Last TIP Action 23-01.2

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

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Engineering Contact

Mike Longshaw
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Project Notes

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. **B-23-01**

KDOT Project I.D.

Last TIP Action **23-01.2**

Project Title **KDOT Bridge Set Aside Projects in the WAMPO Region 2023**

Project Limits **Various location on K, US and Interstate routes in the WAMPO region**

Project Scope **Surface preservation, including patching, overlay, redecking, and bridge maintenance**

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2023	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2024	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
		Total (using AC, not ACCP)		\$0	\$600,000	\$0	\$4,800,000	\$600,000	\$0	\$0	\$0	\$6,000,000
		Total (using ACCP, not AC)		\$0	\$600,000	\$0	\$4,800,000	\$600,000	\$0	\$0	\$0	\$6,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. **B-23-03**

KDOT Project I.D. **KA-6771-01**

Last TIP Action **23-01.2**

Project Title **I-235: Bridge #320 located 0.81 Miles East of West Street**

Project Limits **I-235: Bridge #320 located 0.81 Miles East of West Street**

Project Scope **Concrete surface repair P1 and P2 and rail, sandblast/paint bearings, deck patching and joint repair/replace**

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

Administrative Contact

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Engineering Contact

Mike Longshaw

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2023	State			\$0	\$0	\$0	\$344,000	\$35,000	\$0	\$0	\$0	\$379,000
Total (using AC, not ACCP)				\$0	\$70,000	\$0	\$344,000	\$35,000	\$0	\$0	\$0	\$449,000
Total (using ACCP, not AC)				\$0	\$70,000	\$0	\$344,000	\$35,000	\$0	\$0	\$0	\$449,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. **B-23-04**

KDOT Project I.D. **KA-6770-01**

Last TIP Action **23-01.2**

Project Title **US-54: Bridge #132 located 0.2 Miles East of Hoover Road**

Project Limits **Bridge #132**

Project Scope **Patch Deck, Petromat Overlay in Westbound Lanes**

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

Administrative Contact

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Engineering Contact

Mike Longshaw
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	State			\$0	\$0	\$0	\$494,000	\$50,000	\$0	\$0	\$0	\$544,000
		Total (using AC, not ACCP)		\$0	\$100,000	\$0	\$494,000	\$50,000	\$0	\$0	\$0	\$644,000
		Total (using ACCP, not AC)		\$0	\$100,000	\$0	\$494,000	\$50,000	\$0	\$0	\$0	\$644,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-23-05

KDOT Project I.D. KA-6769-01

Last TIP Action 23-01.2

Project Title I-135: Bridge #036 located 0.42 Miles North of I-235

Project Limits Bridge # 036

Project Scope Investigate repair options for uplift at abutments. Replace edge wearing surface joints, reset and shim bearings

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

Administrative Contact

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Engineering Contact

Mike Longshaw

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
2023	State			\$0	\$0	\$0	\$400,000	\$40,000	\$0	\$0	\$0	\$440,000
Total (using AC, not ACCP)				\$0	\$80,000	\$0	\$400,000	\$40,000	\$0	\$0	\$0	\$520,000
Total (using ACCP, not AC)				\$0	\$80,000	\$0	\$400,000	\$40,000	\$0	\$0	\$0	\$520,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. HWY-20-01

KDOT Project I.D. 087 KA5807-01

Last TIP Action 23-01.2

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

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: KDOT-STBG	AC	State	\$0	\$1,070,474	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070,474
2020	State			\$0	\$267,619	\$0	\$0	\$0	\$0	\$0	\$0	\$267,619
2022	Federal: KDOT-STBG	AC	State	\$160,571	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,571
2022	State			\$40,143	\$0	\$200,714	\$0	\$0	\$0	\$0	\$0	\$240,857
2023	Federal: KDOT-STBG	AC	State	\$0	\$0	\$0	\$10,704,740	\$1,070,474	\$0	\$0	\$0	\$11,775,214
2023	State			\$0	\$0	\$0	\$2,676,185	\$267,619	\$0	\$0	\$0	\$2,943,804
2025	Federal: KDOT-STBG	ACCP		\$160,571	\$1,070,474	\$0	\$10,704,740	\$1,070,474	\$0	\$0	\$0	\$13,006,259
Total (using AC, not ACCP)				\$200,714	\$1,338,093	\$200,714	\$13,380,925	\$1,338,093	\$0	\$0	\$0	\$16,458,539
Total (using ACCP, not AC)				\$200,714	\$1,338,093	\$200,714	\$13,380,925	\$1,338,093	\$0	\$0	\$0	\$16,458,539

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ICH-12-008

KDOT Project I.D. 087 KA0161-04

Last TIP Action 23-01.2

Project Title I-235/US-54 & I-235/Central - Phase I (KA-0161-04)

Project Limits I-235 and the interchanges at I-235/US-54 (Kellogg)

Project Scope Phase 1 reconstruction of the I-235/US-54 interchange includes construction of flyover ramps to replace the existing loop ramps for the NB I-235 to WB US-54 and SB I-235 to EB US-54 movements, construction of auxiliary lanes on I-235 from US-54 to the Central interchange, and reconstruction of the West Street interchange.

Primary Mode **Interchange**

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2011	Federal: KDOT-STBG	AC	State	\$0	\$7,895,356	\$0	\$0	\$0	\$0	\$0	\$0	\$7,895,356
2011	State			\$0	\$955,439	\$0	\$0	\$0	\$0	\$0	\$0	\$955,439
2013	State			\$0	\$0	\$15,800,991	\$0	\$0	\$0	\$0	\$0	\$15,800,991
2014	Federal: KDOT-STBG	AC	State	\$4,933,298	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,933,298
2014	State			\$548,144	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$548,144
2015	Federal: KDOT-STBG	AC	State	\$0	\$0	\$0	\$33,258,685	\$2,500,000	\$0	\$0	\$0	\$35,758,685
2015	Federal: NHPP	AC	State	\$0	\$0	\$0	\$59,589,462	\$5,286,514	\$0	\$0	\$0	\$64,875,976
2015	Local			\$0	\$0	\$0	\$11,600,000	\$0	\$0	\$0	\$0	\$11,600,000
2015	State			\$0	\$0	\$0	\$0	\$929,168	\$0	\$0	\$0	\$929,168
2016	Federal: KDOT-STBG	ACCP		\$4,933,298	\$7,895,356	\$0	\$25,000,000	\$2,500,000	\$0	\$0	\$0	\$40,328,654
2017	Federal: KDOT-STBG	ACCP		\$0	\$0	\$0	\$8,258,685	\$0	\$0	\$0	\$0	\$8,258,685
2018	Federal: NHPP	ACCP		\$0	\$0	\$0	\$59,589,462	\$5,286,514	\$0	\$0	\$0	\$64,875,976
Total (using AC, not ACCP)				\$5,481,442	\$8,850,795	\$15,800,991	\$104,448,147	\$8,715,682	\$0	\$0	\$0	\$143,297,057
Total (using ACCP, not AC)				\$5,481,442	\$8,850,795	\$15,800,991	\$104,448,147	\$8,715,682	\$0	\$0	\$0	\$143,297,057

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ICH-19-02

KDOT Project I.D. 087 KA3232-03

Last TIP Action 23-01.2

Project Title **North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2**

Project Limits **I-235, I-135 Interchange NB I-135 to SB I-235 Fly Over Bridge and SB I-135 to SB I-235 Directional Ramp**

Project Scope **Construct the NB I-135 to SB I-235 flyover ramp, including the connection from NB I-135 with a new bridge over the North Chisholm Creek crossing, and the SB I-135 to SB I-235 directional ramp**

Primary Mode **Interchange** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: NHPP	AC	State	\$7,553,475	\$4,047,141	\$0	\$0	\$0	\$0	\$0	\$0	\$11,600,616
2020	State			\$839,275	\$449,682	\$1,562,121	\$0	\$0	\$0	\$0	\$0	\$2,851,078
2021	Federal: KDOT-STBG			\$0	\$0	\$0	\$4,580,454	\$0	\$0	\$0	\$0	\$4,580,454
2021	Federal: NHPP	AC	State	\$0	\$0	\$0	\$27,482,726	\$5,325,468	\$0	\$0	\$0	\$32,808,195
2021	Local			\$0	\$0	\$0	\$4,580,454	\$0	\$0	\$0	\$0	\$4,580,454
2021	State			\$0	\$0	\$0	\$98,051	\$591,719	\$0	\$0	\$0	\$689,770
2022	Federal: NHPP	ACCP		\$7,553,475	\$4,047,141	\$0	\$27,482,726	\$5,325,468	\$0	\$0	\$0	\$44,408,810
		Total (using AC, not ACCP)		\$8,392,750	\$4,496,823	\$1,562,121	\$36,741,686	\$5,917,187	\$0	\$0	\$0	\$57,110,567
		Total (using ACCP, not AC)		\$8,392,750	\$4,496,823	\$1,562,121	\$36,741,686	\$5,917,187	\$0	\$0	\$0	\$57,110,567

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. INT-19-04

KDOT Project I.D. 087 KA5554-01

Last TIP Action 23-01.2

Project Title **K-254 at Rock Road**

Project Limits **K-254 at Rock Road**

Project Scope **Construct EB right turn lane and WB right turn taper on K-254**

Primary Mode **Safety**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Scott King

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	State			\$28,529	\$57,058	\$28,529	\$0	\$0	\$0	\$0	\$0	\$114,116
2022	State			\$0	\$0	\$0	\$570,583	\$57,058	\$0	\$0	\$0	\$627,641
Total (using AC, not ACCP)				\$28,529	\$57,058	\$28,529	\$570,583	\$57,058	\$0	\$0	\$0	\$741,757
Total (using ACCP, not AC)				\$28,529	\$57,058	\$28,529	\$570,583	\$57,058	\$0	\$0	\$0	\$741,757

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ITS-23-01

KDOT Project I.D. KA-6847-01

Last TIP Action 23-01.2

Project Title **Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita**

Project Limits **multiple locations on US 54 an K96**

Project Scope **Installing dynamic message signs, closed circuit television cameras, and Cisco Edge pilots**

Primary Mode **Technology**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Mike Longshaw

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000
2024	State			\$0	\$0	\$0	\$928,200	\$65,000	\$0	\$0	\$0	\$993,200
		Total (using AC, not ACCP)		\$0	\$85,000	\$0	\$928,200	\$65,000	\$0	\$0	\$0	\$1,078,200
		Total (using ACCP, not AC)		\$0	\$85,000	\$0	\$928,200	\$65,000	\$0	\$0	\$0	\$1,078,200

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-11-005

KDOT Project I.D. 087 KA2382-01

Last TIP Action 23-01.2

Project Title **US-54/400/Kellogg & Webb Interchange (KA-2382-01)**

Project Limits **Cypress East to Wiedemann, with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA).**

Project Scope **Expand Kellogg to 6-lane freeway, grade-separate Kellogg & Webb. Existing access to KTA will be modified to be local access to Webb via the south frontage road.**

Primary Mode **Interchange**

Bike/ped component?

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

Administrative Contact

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Kelly Farlow

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2013	Federal: NHPP	<N/A>	<N/A>	\$0	\$0	\$0	\$58,866,804	\$4,240,683	\$0	\$0	\$0	\$63,107,487
2013	Local			\$0	\$0	\$0	\$7,200,000	\$0	\$0	\$0	\$0	\$7,200,000
2013	State			\$0	\$3,046,304	\$0	\$13,041,258	\$1,459,473	\$0	\$0	\$0	\$17,547,035
2015	Local			\$6,515,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,515,000
Total (using AC, not ACCP)				\$6,515,000	\$3,046,304	\$0	\$79,108,062	\$5,700,156	\$0	\$0	\$0	\$94,369,522
Total (using ACCP, not AC)				\$6,515,000	\$3,046,304	\$0	\$79,108,062	\$5,700,156	\$0	\$0	\$0	\$94,369,522

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-21-01

KDOT Project I.D. 087 KA5912-01

Last TIP Action 23-01.2

Project Title **K-42 Acces Rd- BrightWater Bay Development- Wichita, KS**

Project Limits **Southwest Boulevard (K-42)/I-235 Interchange in Wichita, KS**

Project Scope **Construct access road approximately 215 feet in length and 40 feet wide from Southwest Boulevard (K-42) to the BrightWater Bay development- to include signalization; Improvement to Southwest Blvd: to include the addition of left turn lanes in both directions**

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$0	\$0	\$235,000	\$1,000	\$0	\$0	\$0	\$236,000
2021	State			\$0	\$0	\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$785,000	\$1,000	\$0	\$0	\$0	\$786,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$785,000	\$1,000	\$0	\$0	\$0	\$786,000

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. R-21-03

KDOT Project I.D. KA-6099-01

Last TIP Action 23-01.2

Project Title K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane

Project Limits K-96: From N Hillside Street east to N Greenwich Road in Wichita

Project Scope Discovery Phase for upgrade from 4-Lane to 6-lane freeway section and evaluation of Alternate Delivery Option

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

Administrative Contact

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Engineering Contact

Mark Hurt

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: NHPP	AC		\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000
2021	State			\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
2025	Federal: NHPP	ACCP		\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000
		Total (using AC, not ACCP)		\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
		Total (using ACCP, not AC)		\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-21-04

KDOT Project I.D. 087 K8234-05

Last TIP Action 23-01.2

Project Title **Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)**

Project Limits **K-254 from near 167th St. W. located approximately 3.5 miles north of US-54 northeast to K-96 near 45th St. N. & US-54 from near the US-54/268th St. W. junction (west of Goddard) east to near the US-54/174th St. W. junction**

Project Scope **Advanced Right of Way Acquisition for a 4 lane Freeway Section**

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Jeff Sims

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
2021	State			\$0	\$100,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,100,000
		Total (using AC, not ACCP)		\$0	\$100,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,100,000
		Total (using ACCP, not AC)		\$0	\$100,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,100,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-21-06

KDOT Project I.D. KA-6099-02

Last TIP Action 23-01.2

Project Title **K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane**

Project Limits **K-96: From North Hillside Street East to 13th Street**

Project Scope **Upgrade from 4-Lane to 6-lane freeway and bridge reconstruction (pavement replacement only from 21st Street to 13th Street).**

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

Administrative Contact

Allison Smith

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Engineering Contact

Mike Longshaw

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$22,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800,000
2022	State			\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700,000
2023	Federal: NHPP	AC	State	\$0	\$0	\$15,200,000	\$0	\$0	\$0	\$0	\$0	\$15,200,000
2023	State			\$0	\$0	\$3,800,000	\$0	\$0	\$0	\$0	\$0	\$3,800,000
2024	Federal: NHPP	AC	State	\$7,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,600,000
2024	State			\$1,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900,000
2027	Federal: NHPP	ACCP		\$7,600,000	\$22,800,000	\$15,200,000	\$0	\$0	\$0	\$0	\$0	\$45,600,000
Total (using AC, not ACCP)				\$9,500,000	\$28,500,000	\$19,000,000	\$0	\$0	\$0	\$0	\$0	\$57,000,000
Total (using ACCP, not AC)				\$9,500,000	\$28,500,000	\$19,000,000	\$0	\$0	\$0	\$0	\$0	\$57,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-21-07

KDOT Project I.D. KA-5130-01

Last TIP Action 23-01.2

Project Title I-135 in Sedgwick County

Project Limits I-135 from the Viaduct Bridges North to the South End 37th Street Bridges

Project Scope Patching

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

Administrative Contact

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Engineering Contact

Mike Longshaw

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	State			\$0	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$130
2019	Federal: NHPP			\$0	\$0	\$0	\$523,337	\$69,345	\$0	\$0	\$0	\$592,682
2019	State			\$0	\$0	\$0	\$58,149	\$12,087	\$0	\$0	\$0	\$70,236
		Total (using AC, not ACCP)		\$0	\$130	\$0	\$581,486	\$81,432	\$0	\$0	\$0	\$663,048
		Total (using ACCP, not AC)		\$0	\$130	\$0	\$581,486	\$81,432	\$0	\$0	\$0	\$663,048

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-22-01

KDOT Project I.D. KA-6535-01

Last TIP Action 23-01.2

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

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Engineering Contact

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Project Notes

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

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-22-02

KDOT Project I.D. KA-6535-02

Last TIP Action 23-01.2

Project Title US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases

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

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Engineering Contact

Mike Longshaw
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$23,920,000	\$9,400,000	\$15,192,000	\$0	\$0	\$0	\$0	\$0	\$48,512,000
2022	State			\$5,980,000	\$2,350,000	\$3,798,000	\$0	\$0	\$0	\$0	\$0	\$12,128,000
2028	Federal: NHPP	ACCP		\$23,920,000	\$9,400,000	\$15,192,000	\$0	\$0	\$0	\$0	\$0	\$48,512,000
		Total (using AC, not ACCP)		\$29,900,000	\$11,750,000	\$18,990,000	\$0	\$0	\$0	\$0	\$0	\$60,640,000
		Total (using ACCP, not AC)		\$29,900,000	\$11,750,000	\$18,990,000	\$0	\$0	\$0	\$0	\$0	\$60,640,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-22-03

KDOT Project I.D. KA-6535-03

Last TIP Action 23-01.2

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 Progressive Design Build: preconstruction (prior to GMP) for preliminary design and final design by selected design-build team; followed by construction and construction engineering (after KDOT acceptance of GMP)

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$18,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400,000
2022	State			\$0	\$4,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600,000
2023	Federal: NHPP	AC	State	\$0	\$0	\$0	\$167,620,000	\$18,400,000	\$0	\$0	\$0	\$186,020,000
2023	Local			\$0	\$0	\$0	\$20,475,000	\$0	\$0	\$0	\$0	\$20,475,000
2023	State			\$0	\$0	\$0	\$41,905,000	\$4,600,000	\$0	\$0	\$0	\$46,505,000
2029	Federal: NHPP	ACCP		\$0	\$18,400,000	\$0	\$167,620,000	\$18,400,000	\$0	\$0	\$0	\$204,420,000
Total (using AC, not ACCP)				\$0	\$23,000,000	\$0	\$230,000,000	\$23,000,000	\$0	\$0	\$0	\$276,000,000
Total (using ACCP, not AC)				\$0	\$23,000,000	\$0	\$230,000,000	\$23,000,000	\$0	\$0	\$0	\$276,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-23-01

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title **KDOT 1R Resurfacing Preservation Projects in the WAMPO region 2023**

Project Limits **Various locations on K, US and Interstate routes in the WAMPO region**

Project Scope **Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit or diamond grinding**

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

Administrative Contact

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Engineering Contact

Brent Terstiep
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2023	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2024	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$9,300,000	\$700,000	\$0	\$0	\$0	\$10,000,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$9,300,000	\$700,000	\$0	\$0	\$0	\$10,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-23-02

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title **KDOT 1R Resurfacing Preservation projects in the WAMPO region 2024**

Project Limits **Various location on K, US and Interstate routes in the WAMPO region**

Project Scope **Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding**

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

Administrative Contact

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Engineering Contact

Brent Terstriep

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2024	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2025	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$9,300,000	\$700,000	\$0	\$0	\$0	\$10,000,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$9,300,000	\$700,000	\$0	\$0	\$0	\$10,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. S-17-01

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title **Railroad Safety Crossing Improvements**

Project Limits **Railroad crossings in the WAMPO region**

Project Scope **Construct railroad safety improvements at three railroad crossings in the WAMPO region per year.**

Primary Mode **Safety**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Mitch Sothers

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2023	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2023	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2024	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2024	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2025	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2025	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2026	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2026	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. S-19-06

KDOT Project I.D. 087 KA5606-02

Last TIP Action 23-01.2

Project Title **Guardrail Upgrades on K-96 in Sedgwick County**

Project Limits **K-96:Beginning at the I-135/K-96 junction east to the end of the hot mix asphalt located east of Webb Road**

Project Scope **Guardrail Upgrades**

Primary Mode **Safety**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

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Engineering Contact

Jeff Sims

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: HSIP			\$0	\$138,141	\$0	\$0	\$0	\$0	\$0	\$0	\$138,141
2021	Federal: HSIP			\$0	\$0	\$0	\$2,762,823	\$138,141	\$0	\$0	\$0	\$2,900,964
		Total (using AC, not ACCP)		\$0	\$138,141	\$0	\$2,762,823	\$138,141	\$0	\$0	\$0	\$3,039,105
		Total (using ACCP, not AC)		\$0	\$138,141	\$0	\$2,762,823	\$138,141	\$0	\$0	\$0	\$3,039,105

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. S-21-01

KDOT Project I.D. 087 KA5510-02

Last TIP Action 23-01.2

Project Title **1R Project: I-235 in Sedgwick County Guardrail Upgrades**

Project Limits **Northbound/Southbound I-235 & Eastbound/Westbound K-254: On I-235 from the bridge over the BNSF railroad (East of Broadway) thence East to the K-254 bridge over Hydraulic**

Project Scope **Guardrail Upgrades**

Primary Mode **Safety**

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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Engineering Contact

Scott King

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: HSIP			\$0	\$58,150	\$0	\$0	\$0	\$0	\$0	\$0	\$58,150
2021	Federal: HSIP			\$0	\$0	\$0	\$1,163,007	\$58,150	\$0	\$0	\$0	\$1,221,157
		Total (using AC, not ACCP)		\$0	\$58,150	\$0	\$1,163,007	\$58,150	\$0	\$0	\$0	\$1,279,307
		Total (using ACCP, not AC)		\$0	\$58,150	\$0	\$1,163,007	\$58,150	\$0	\$0	\$0	\$1,279,307

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-525

KDOT Project I.D. 087 N0747-01

Last TIP Action 23-01.2

Project Title Wichita Bicycle Master Plan Update

Project Limits Wichita city limits

Project Scope Update the Wichita Bicycle Master Plan and plan a bicycle parking program.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Tia Raamot
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Engineering Contact

Tia Raamot
Wichita Transit
(316)352-4855
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: MPO-TA			\$0	\$366,988	\$0	\$0	\$0	\$0	\$0	\$0	\$366,988
2022	Local			\$0	\$91,747	\$0	\$0	\$0	\$0	\$0	\$0	\$91,747
		Total (using AC, not ACCP)		\$0	\$458,735	\$0	\$0	\$0	\$0	\$0	\$0	\$458,735
		Total (using ACCP, not AC)		\$0	\$458,735	\$0	\$0	\$0	\$0	\$0	\$0	\$458,735

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-570

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Delano Transit Center

Project Limits South of W Texas Ave., west of S Sycamore St., north of Burton St., and east of S Oak St., in Wichita, KS

Project Scope Construct a new multimodal transit center

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$14,232,816	\$0	\$14,232,816
2020	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$3,492,704	\$0	\$3,492,704
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$17,725,520	\$0	\$17,725,520
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$17,725,520	\$0	\$17,725,520



Agenda Item 5A: Discussion/Updates

TIP Reasonable Progress Policy
Ashley Bryers, Transportation Planning Manager
Nick Flanders, Senior Transportation Planner

Executive Summary

WAMPO staff invite the TPB to discuss proposed revisions to the Reasonable Progress Policy for projects programmed in the Transportation Improvement Program (TIP) to receive WAMPO-suballocated federal funds in the current Federal Fiscal Year (FFY). Following input from the TAC and TPB, the Reasonable Progress Policy would be updated via regularly scheduled Amendment #3 to the WAMPO FFY2023-FFY2026 TIP.

Background

Page 25 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2023-FFY2026 TIP, https://www.wampo.org/files/ugd/bbf89d_c7e7c7a3c2f84a65b576af44e844ab75.pdf) establishes a Reasonable Progress Policy. The policy includes two primary provisions:

- » Projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports at least every two months.
- » If a project programmed to be obligated during the current FFY is not obligated by March 31st, the TPB has the option, following an opportunity for the project sponsor to present on the project's status to the TPB, to remove unobligated WAMPO-suballocated funding from the project.

Following input from the TAC on November 28, 2022, and January 27, 2023, and correspondence with KDOT staff, WAMPO staff drafted the following proposed, revised text for the Reasonable Progress Policy.

Proposed, Revised Reasonable Progress Policy

[Changes in red.]

Project sponsors are required to provide project progress updates for any project programmed with WAMPO-suballocated funding in the current FFY. Project progress updates are also required for any project phase programmed with WAMPO-suballocated funding that is under construction or being implemented (including projects from previous FFYs). Project progress updates will be monitored by WAMPO staff and reported to the TPB. ~~Projects that are programmed to receive WAMPO-suballocated funding in the current FFY should be obligated by the end of the 2nd quarter (March 31st) of the current FFY. Project sponsors should keep this in mind when applying for projects to be programmed in the TIP. Projects not obligated by this deadline will be identified to the TPB at the TPB meeting following the end of the FFY 2nd quarter. The TPB may take action on projects not obligated by March 31st up to and including the removal of unobligated WAMPO-suballocated funding.~~

Project progress reports will be given to the TAC and TPB at a minimum every two months. At the TAC/TPB meeting following May 31st and the TPB meeting following that TAC meeting the end of the FFY 2nd quarter, project sponsors with projects in the current FFY not obligated will be given an opportunity to present their project's status, request additional time to obligate, and be available to answer questions from the TAC and TPB.



Agenda Item 5A: Discussion/Updates

TIP Reasonable Progress Policy
Ashley Bryers, Transportation Planning Manager
Nick Flanders, Senior Transportation Planner

Staff Recommendation

WAMPO staff recommend that the Reasonable Progress Policy be amended, as shown above, to no longer state that not obligating by March 31st is grounds for defunding a project, because it would be difficult for project sponsors to limit their obligation activity to only the first half of each FFY and also because projects that have their initial obligation late in the FFY may potentially absorb projected surplus funds that become available during the FFY (if they currently have less than 80% federal funding programmed on their qualifying phases).

Next Steps

- » After addressing any additional input from the TPB, the Reasonable Progress Policy will be updated via Amendment 3 to the FFY2023-FFY2026 TIP:
 - March 11, 2023-March 26, 2023: Public comment period.
 - March 27, 2023: TAC recommendation.
 - April 11, 2023: TPB vote.

Attachment

- » Relevant page from the current WAMPO TIP Policy Document.

7.3 PUBLIC MEETINGS AND HEARINGS

Both the TAC and TPB meetings are open to the public. During the TPB meeting when action is scheduled to take place on a new TIP or TIP amendment the public is given an opportunity to provide comments through a public hearing.

8. PROJECT MONITORING

8.1 REASONABLE PROGRESS

Project sponsors are required to provide project progress updates for any project programmed with WAMPO-suballocated funding in the current FFY. Project progress updates are also required for any project programmed with WAMPO-suballocated funding that is under construction (including projects from previous FFYs). Project progress updates will be monitored by WAMPO staff and reported to the TPB. Projects that are programmed to receive WAMPO-suballocated funding in the current FFY should be obligated by the end of the 2nd quarter (March 31st) of the current FFY. Project sponsors should keep this in mind when applying for projects to be programmed in the TIP. Projects not obligated by this deadline will be identified to the TPB at the TPB meeting following the end of the FFY 2nd quarter. The TPB may take action on projects not obligated by March 31st up to and including the removal of unobligated WAMPO-suballocated funding.

Project progress reports will be given to the TPB at a minimum every two months. At the TPB meeting following the end of the FFY 2nd quarter, project sponsors with projects in the current FFY not obligated will be given an opportunity to present their project's status, request additional time to obligate, and be available to answer questions from the TPB.

8.2 MONITORING AND REPORTING

Project monitoring enable the WAMPO staff to maintain an up-to-date TIP and also fulfills the federal requirement to provide project updates. Sponsoring agencies are required to provide project updates to WAMPO. WAMPO staff will maintain Project Progress Reports (PPR) for WAMPO-suballocated funding projects.

WAMPO also publishes an Annual List of Federally Obligated Projects (ALOP) that reports on all obligations that have occurred in the WAMPO region in the previous FFY. All projects that have obligated federal transportation funds, including Non-Suballocated projects, are included in this list. KDOT and Wichita Transit provide WAMPO with all obligation information included within the ALOP.

8.3 WAMPO-SUBALLOCATED FUNDING PROJECTS - DESIGN STATEMENT

Projects receiving WAMPO-suballocated funding shall be designed and constructed consistent with the scope of work outlined in the TIP. The project sponsor and KDOT are responsible for determining the specific design details to be included in the project in order to accomplish the approved scope. KDOT will affirm that project design and scope are consistent with the TIP during field and office checks.



Agenda Item 5B: Discussion/Updates

Carbon Reduction Program Process

Ashley Bryers, Transportation Planning Manager
Nick Flanders, Senior Transportation Planner
Dora Gallo, Transportation Planner

Executive Summary

WAMPO staff have prepared a questionnaire requesting supplemental project information for the selection process for WAMPO-suballocated funding under the new Carbon Reduction Program (CRP), which will be presented to the TAC in February 2023. Then, a Call for Projects will be opened. It is anticipated that the first batch of selected projects (for FFY2022-FFY2024 CRP funds, estimated at about \$3.6 million) will be incorporated into the Kansas State Transportation Improvement Program (STIP) in November 2023, after which they may begin obligating and letting.

Background

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) was enacted for Federal Fiscal Years (FFYs) 2022-2026. Among other things, it created the Carbon Reduction Program (CRP), under which Metropolitan Planning Organizations (MPOs) for urbanized areas with populations greater than 200,000 (such as WAMPO) are tasked with awarding federal funding for transportation-related projects that reduce carbon dioxide emissions. This will be the fourth WAMPO-suballocated funding program after the Surface Transportation Block Grant (STBG) program, the Congestion Management and Air Quality (CMAQ) program, and the Transportation Alternatives (TA) program.

It is estimated that WAMPO will have about \$1.2 million of CRP funds per year to award during FFY2022-FFY2026 (the period of the BIL). Considering that the BIL was not enacted until FFY2022 had already started and the time following enactment that was required for federal agencies to prepare and disseminate guidance for the new programs it created, Kansas Department of Transportation (KDOT) staff have indicated that WAMPO may suballocate CRP funds from FFY2022-FFY2024 to projects that will obligate as late as FFY2025. Also, in anticipation of KDOT's expected November 2023 completion of a state Carbon Reduction Strategy (a requirement of the Carbon Reduction Program), KDOT has requested that projects that will use FFY2022-FFY2024 CRP funds be incorporated into the State Transportation Improvement Program (STIP) in November 2023 or earlier. To comply with this request, WAMPO staff have prepared the schedule under "Next Steps," below, for the selection of projects to receive CRP funds and the amendment process to reflect that funding in the WAMPO Transportation Improvement Program (TIP) and the Kansas STIP.

Supplemental Project Information for Project-Selection Process

When the WAMPO Project Selection Committee (PSC) meets to recommend projects to the TAC and TPB for CRP funding, WAMPO staff will provide them with nonbinding scores for each project, based on approved selection criteria. Although WAMPO already has project-selection criteria for suballocated funding that the TPB approved on October 12, 2021 (see the WAMPO TIP webpage: <https://www.wampo.org/transportation-improvement-program>), those criteria were written before the creation of the Carbon Reduction Program, which has different federal guidance on what qualifies a project for funding under it than the STBG, CMAQ, and TA programs (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm>). Therefore, WAMPO staff have prepared a modified Call for Projects questionnaire (attached, see especially Questions 1 and 2),



Agenda Item 5B: Discussion/Updates

Carbon Reduction Program Process

Ashley Bryers, Transportation Planning Manager

Nick Flanders, Senior Transportation Planner

Dora Gallo, Transportation Planner

requesting additional information besides that which is required to score projects on the current project-selection criteria, considering the stated carbon-dioxide-emissions-reduction mission of the CRP and the project types that qualify for it. Once the revised project-information questionnaire to be used in the project-selection process has been presented to the TAC, a Call for Projects will be opened.

Fiscal Considerations

The CRP adds about \$1.2 million of additional WAMPO-suballocated funding available per year during FFY2022-FFY2026 for transportation-related projects that reduce carbon dioxide emissions, for a total of about \$6 million over five years. For the initial CRP Call for Projects, which will allocate FFY2022-FFY2024 funds, the amount to be distributed is anticipated to be approximately \$3.6 million.

Next Steps

- » February 27, 2023: Present to the TAC the supplemental project information to be requested in the questionnaire for the CRP selection process.
- » March 1, 2023: Open Call for Projects.
- » May 1, 2023: Close Call for Projects and start scoring submitted projects.
- » June 2023: Project Selection Committee meeting(s).
- » July 24, 2023: TAC recommendation on awarding CRP funds to projects.
- » August 8, 2023: TPB vote on awarding CRP funds to projects.
- » September 2023: 15-day Public Comment period for FFY2023-FFY2026 TIP Amendment #5, which will apply approved CRP funding awards to projects.
- » September 25, 2023: TAC recommendation on FFY2023-FFY2026 TIP Amendment #5.
- » October 10, 2023: TPB vote on FFY2023-FFY2026 TIP Amendment #5.
- » November 2023: FFY2023-FFY2026 TIP Amendment #5 incorporated into KDOT STIP, after which projects selected for CRP funding may begin obligating funds. Also, during this month, KDOT is expected to complete the state Carbon Reduction Strategy.
- » 2023-2024: The project-selection process for FFY2025-FFY2026 CRP funds will be included in the development of the 2050 MTP and the FFY2025-FFY2028 TIP.

Attachments

- » Proposed questionnaire for CRP Call for Projects
- » FHWA guidance document for CRP funding

CARBON REDUCTION PROGRAM (CRP): FFY22-24 Funds Call for Projects



ADDENDUM #1

Staff Contact

Nick Flanders, Senior Transportation Planner | nicholas.flanders@wampo.org | 316-779-1318

ADDITIONAL PROJECT SELECTION CRITERIA INFORMATION REQUESTED

The federal guidance on the Carbon Reduction Program is focused specifically on reducing carbon dioxide emissions. Although other benefits of a project may be used to justify its selection, reducing CO₂ emissions is a prerequisite.

Supplemental Data & Information

For all project submittals, supply one (1) electronic copy of any supporting data and files necessary to replicate applicants' project statements and allow for the necessary review, evaluation, scoring, ranking, and selection of submitted projects for Carbon Reduction Program funding in the 2023-2026 Transportation Improvement Program. Please submit these files to WAMPO staff along with the project application; if providing them separately, all data must be received no later than the close of business on Thursday, May 1, 2023.

Data may be supplied on CD, DVD, or USB Drive, via e-mail attachment (if less than 25MB), or through a suitable online storage service, such as Dropbox, or an FTP service. Please provide all documents and resources necessary for the evaluation of the project in the form of spreadsheets, PDF documents, GIS files (Feature Classes are preferred, but Shapefiles are acceptable), word-processor files, or other relevant file formats. Microsoft Office and ArcGIS are the preferred file formats, and any CAD files must be submitted in a format usable within ArcGIS software (i.e., DXF, DWG, etc.).

While data submission is not required for project application or evaluation, it is strongly recommended that applicants submit the requested data. If WAMPO staff are unable to verify or replicate statements made in submissions due to data unavailability, it may adversely affect the ranking/selection of projects.

1. **[NEW QUESTION] Have any calculations been performed to determine potential reductions of carbon dioxide (as opposed to any other greenhouse gas) emissions that would result from completion of the project over its lifecycle?**

Yes No

If yes, please provide the calculations and any supporting documentation (e.g., the source of the CO₂ calculator used).

The federal guidance for the Carbon Reduction Program establishes CO₂ reduction as the program's primary purpose. Therefore, providing such calculations and their documentation is **strongly recommended.*

2. **[NEW QUESTION] Does the project include any of the following activities (select all that apply)?**

Establishing or operating a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems

Public transportation (including capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes)

A Transportation Alternatives project, including construction/planning/design of on-/off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation

Advanced transportation and congestion management technologies

Deployment of infrastructure-based Intelligent Transportation Systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology

A project to replace street lighting and traffic control devices with energy-efficient alternatives

Development of a carbon reduction strategy

Supporting congestion pricing (shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs)

Efforts to reduce the environmental and community impacts of freight movement

Supporting deployment of alternative-fuel vehicles, including the acquisition/installation/operation of public electric-vehicle charging infrastructure or hydrogen/natural gas/propane vehicle fueling infrastructure and the purchase/lease of zero-emission construction equipment/vehicles, including the acquisition/construction/leasing of required supporting facilities

A project for a diesel engine retrofit

A project to improve traffic flow that is eligible under the CMAQ program, and that does not involve construction of new capacity

Reducing transportation emissions at port facilities, including through port electrification

None of the above, but the project would reduce CO₂ emissions over its lifecycle (see Question 1)

- 3. Please provide traffic/user counts for the existing project site (if applicable):**
- 4. How many potential users (including drivers, transit users, bike riders, pedestrians, etc., as applicable to the project) are located within 1 mile of the proposed project?**
- 5. Is the project located within 0.5 miles of any:**
 job source, manufacturing facility, or education facility? N/A
- 6. Is the project along or does it intersect any of the following (check all that apply)?**
 transit routes, freight corridors, multiuse trails, or bicycle/pedestrian networks N/A
- 7. Please describe/explain any proposed connectivity to existing facilities.**
 N/A
- 8. Explain how the proposed project will close any gaps or remove any barriers between jurisdictions.**
 N/A
- 9. Does the project connect, accentuate, or facilitate the usage of any other transit, bicycle, or pedestrian facilities?**
 Yes No N/A If yes, please provide details:
- 10. Does the project integrate with any existing traffic management systems?**
 Yes No N/A
- 11. If any existing infrastructure is a part of the project, what is the age, approximate build date, and condition of the infrastructure?**
- 12. Are there any design improvements (geometric, structural, or infrastructure) planned as a part of the project?**
 Yes No N/A If yes, please describe any planned improvements
- 13. Will project facilities be maintained for accessibility through snow or ice treatment and removal?**
 Yes No N/A
- 14. If the project is on or along a specific roadway, what is the functional classification of the roadway?**
 N/A
- 15. Is the project situated within any congested corridors?**
 Yes No N/A
- 16. Has any “level of service” analyses been performed for the project area?**
 Yes No N/A If yes, please include any data or supporting documentation with the project application and provide the project corridor’s current “level of service”.
- 17. Will this project reduce delays and/or congestion within the project area? Please provide any supporting documentation.**
 Yes No N/A

- 18. Have any calculations been performed to determine potential reductions of emissions of pollutants or greenhouse gases other than carbon dioxide that would result from completion of the project (for CRP funding, such calculations are not a requirement)?**
 Yes No N/A If yes, please provide the calculations and any supporting documentation.
- 19. If the project is on an existing facility, how many crashes/incidents have occurred on the facility over the last three years?**
 N/A
- 20. Are any safety problems addressed or deficiencies corrected by this project?**
 Yes No N/A
- 21. What are the potential reductions in crashes/incidents resulting from this project, if calculated? Please provide supporting documentation.**
 N/A
- 22. Is this project in an existing Local or Regional Plan?**
 Yes No If yes, please explain
- 23. Please describe any public engagement or involvement measures taken.**
 N/A
- 24. Please describe any consultations made with other municipalities, franchise utilities, or other local stakeholders for the project.**
 N/A
- 25. Does the project or project area have any relevant historic value or designation, special environmental concerns or protections, elevated flood risks, or other environmental risk factors?**
 Yes No N/A If yes, please explain

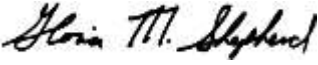


U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION**: Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd 
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

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- H. **DAVIS-BACON ACT REQUIREMENTS**

A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

- 1. Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

- 3. Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

- 4. Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ See also FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

- 5. ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

- 6. Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

- 7. Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- 8. Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

- 9. Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

- 1.** Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State’s initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA’s Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State’s Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State’s Long-Range Statewide Transportation Plan (LRSTP), the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- 4. Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State’s process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

- 1. General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

- 3. Eligible Activities:** Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):
- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
 - C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
 - F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
 - H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - I. efforts to reduce the environmental and community impacts of freight movement;
 - J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pavement Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and <https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.



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

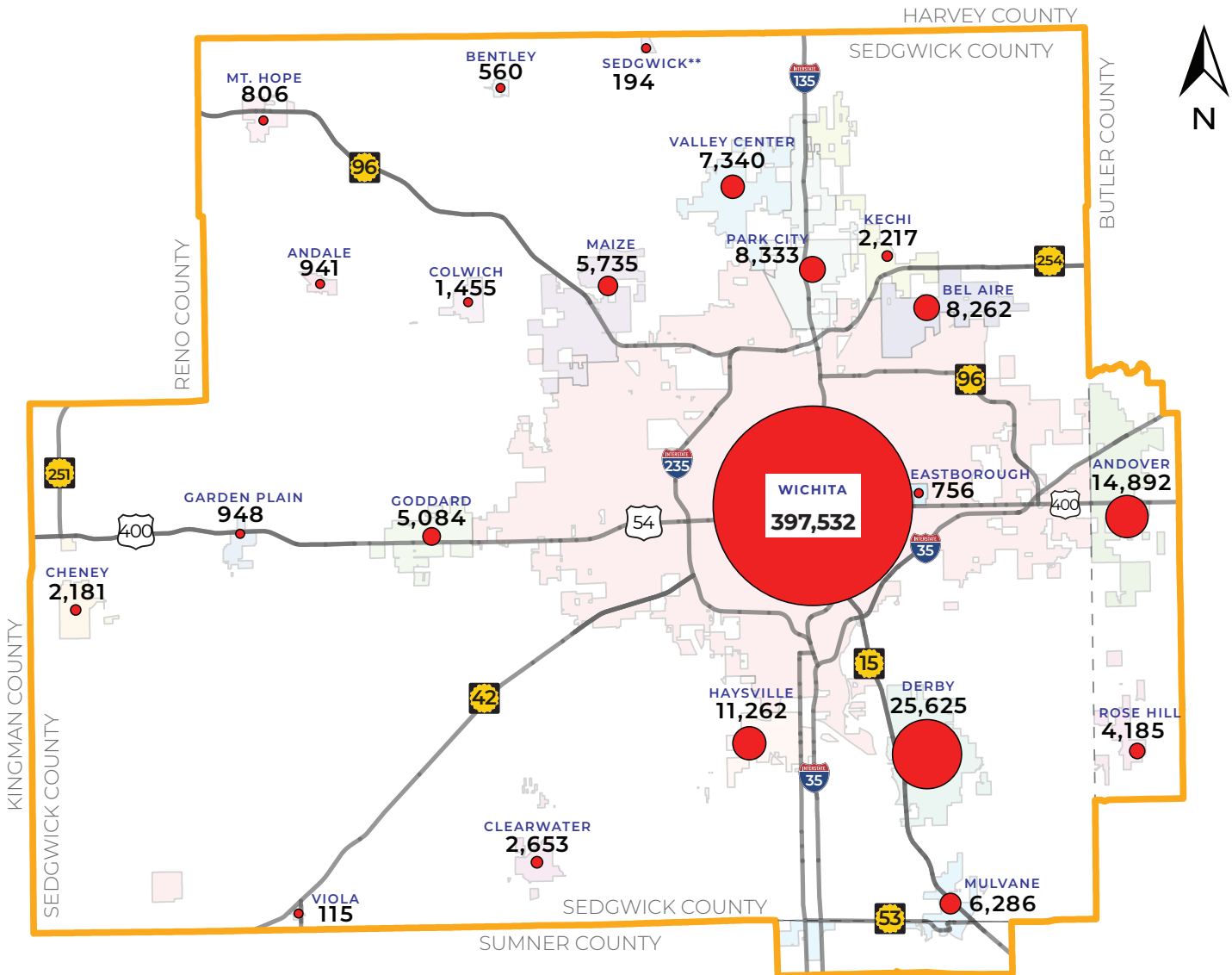
Populations of Entire Counties

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 REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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 the three transit providers. Haysville Hustle began operations in November 2020, so ridership information prior to that date is not available. Butler County Transit numbers include ridership for the entire county.

Transit Provider	Annual Ridership				
	2018	2019	2020	2021	2022
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541
Derby Dash	11,013	10,394	7,098	9,289	8,142
Haysville Hustle	-	-	31	2,192	3,316
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352
Butler County Transit	18,422	19,307	17,107	18,681	16,677

Point of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Sonya Dalton	sonyadalton@derbyweb.com	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
Sedgwick County Transportation	Dorsha Kirksey	dorsha.kirksey@sedgwick.gov	316.660.5158
Butler County Transit	Crystal Noles	cnoles@bucoks.com	316.775.0500



WAMPO TRANSPORTATION 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 (same as LRTP)
ADA	Americans with Disabilities Act	NAAQS	National Ambient Air Quality Standards
ALOP	Annual List of Obligated Projects	NEPA	National Environmental Policy Act
AMPO	Association of Metropolitan Planning Organizations	NHPP	National Highway Performance Program
APA	American Planning Association	NHS	National Highway System
ASCE	American Society of Civil Engineers	NHTSA	National Highway Traffic Safety Administration
BIL	Bipartisan Infrastructure Law	PE	Preliminary Engineering
ATC	Active Transportation Committee	PM	Performance Measure
CMAQ	Congestion Mitigation and Air Quality	PPP	Public Participation Plan
CMP	Congestion Management Process	PSC	Project Selection Committee
CPG	Consolidated Planning Grant	REAP	Regional Economic Area Partnership
CRP	Carbon Reduction Program	RFP	Request for Proposals
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	ROW	Right of Way
CUFC	Critical Urban Freight Corridor	RPSP	Regional Pathways System Plan
DBE	Disadvantaged Business Enterprise	SCAC	Sedgwick County Association of Cities
DOT	Department of Transportation	SHC	Safety and Health Committee
EIS	Environmental Impact Statement	SOV	Single Occupancy Vehicle
EJ	Environmental Justice	SRTS	Safe Routes to School
EPA	Environmental Protection Agency	STBG	Surface Transportation Block Grant (previously Surface Transportation Program - "STP")
FC	Functional Classification	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 01 - September 30)	TA	Transportation Alternatives
FHWA	Federal Highway Administration	TAB	Transit Advisory Board
FTA	Federal Transit Administration	TAC	Technical Advisory Committee
GIS	Geographic Information System	TAM	Transit Asset Management
HIP	Highway Infrastructure Program	TAZ	Traffic Analysis Zone
HOV	High Occupancy Vehicle	TDM	Travel Demand Model
HSIP	Highway Safety Improvement Program	TIP	Transportation Improvement Program
IKE	Kansas Eisenhower Legacy Program (KDOT Program)	TMA	Transportation Management Area
ITE	Institute of Transportation Engineers	TPB	Transportation Policy Body
ITS	Intelligent Transportation System	TRB	Transportation Research Board
KDOT	Kansas Department of Transportation	UAB	Urbanized Area Boundary
LEP	Limited English Proficiency	UCTC	United Community Transit Coalition
LOS	Level of Service	UPWP	Unified Planning Work Program
LRTP	Long Range Transportation Plan (same as MTP)	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
MPA	Metropolitan Planning Area		

2023 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Wichita	*Becky Tuttle, <i>TPB Vice Chair</i>	btuttle@wichita.gov		
City of Clearwater	*Burt Ussery, <i>TAC Chair</i>	bussery@clearwaterks.org		
Butler County	*Dan Woydziak, <i>Ex Officio, Past Chair</i>	dwoydzia@bucoks.com		
Sedgwick County	*David Dennis, <i>TPB Chair</i>	david.dennis@sedgwick.gov		
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Quorum is 13 based on voting members

Rev. 02/08/2023

*denotes Executive Committee Members

2023 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Suite 203, Wichita, KS 67202

Meeting times and dates are subject to change by the Chair of that committee's discretion.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	Safety & Health Committee	United Community Transit Coalition
<i>3:00 PM Unless otherwise stated</i>	<i>10:00 AM Unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>2:00 PM Unless otherwise stated</i>
JANUARY 10	JANUARY 23				
FEBRUARY 14	FEBRUARY 27	FEBRUARY 2		FEBRUARY 1	FEBRUARY 16
MARCH 14	MARCH 27				
APRIL 11	APRIL 24				
MAY 9	MAY 22	MAY 4		MAY 3	MAY 18
JUNE 13	JUNE 26				
JULY 11	JULY 24				
AUGUST 8	AUGUST 28	AUGUST 3		AUGUST 2	AUGUST 17
SEPTEMBER 12	SEPTEMBER 25		SEPTEMBER 6		
OCTOBER 10	OCTOBER 23				
NOVEMBER 14	NOVEMBER 27	NOVEMBER 2			NOVEMBER 16
DECEMBER 12			DECEMBER 6		

