



Transportation Advisory Committee (TAC) meeting notice

Monday, January 27, 2020 at 10:00 am

271 W. 3rd Street, Suite 203, Wichita, KS 67202-1212

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

Meeting Agenda

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

1. Welcome

2. Regular Business

- A. Approval of January 27, 2020 Agenda
- B. [Approval of November 25, 2019 Minutes](#)
- C. Director's Report
 - i. Metropolitan Transportation Plan (MTP) Update
 - ii. [Transportation Improvement Program \(TIP\) Update](#)
 - iii. [Planning Walkable Places \(PWP\) Update](#)
 - iv. [APBP Webinar Wednesday, February 19th at 2:00 PM](#)
Street Typologies – An Organizing Framework for More Walkable, Bikeable Streets
 - v. [2019 Bicycle-Pedestrian Counts Results](#)

3. Public Comments

4. New Business

- A. [Action: 2019-2022 TIP Amendment #5](#)
Kristen Zimmerman, Senior Planner, WAMPO
- B. [Update: Metropolitan Transportation Plan \(MTP\) Project List](#)
Chris Upchurch, Principal Planner, WAMPO
- C. [Action: Major Regional Priorities](#)
Chris Upchurch, Principal Planner, WAMPO

5. Committee Reports/Updates

6. Other Business

7. Adjournment

Chad Parasa, TAC Secretary
January 20, 2020



Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary
Monday, November 25, 2019

271 W. 3rd St., Wichita, KS 67202 – 2nd Floor MAPD Conference Rm.

Meeting Duration: 30 minutes

Members in Attendance:

Tom Jones, TAC Chair
Les Mangus, Butler/Sumner
Shawn Mellies, Wichita (10:03)
Ronald Colbert, SCAC
Jim Weber, Sedgwick County
Mary Hunt, Land Use

Dan Squires, SCAC
Rene Hart, KDOT
Annette Graham, CTD #9
Alejandro Arias-Esparza, Air Quality
Zach McHatton, SCAC
Elizabeth Ablah, Public Health

Paul Foundoukis, FTA
Jack Brown, Regional Pathways
Gary Janzen, Wichita (10:03)
Don Snyder, KDOT
Mike Armour, Wichita (10:03)

Other Attendees:

Chad Parasa, WAMPO Director
Becky Read, WAMO
Brett Letowski, TranSystems

Kristen Zimmerman, WAMPO
Tricia Thomas, WAMPO
Chris Upchurch, WAMPO

Greg Allison, MKEC
Geoffrey Thompson, Benesch
Lonny Wright, Public

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

2. Regular Business

A. Approval of November 25, 2019 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (17-0).

Motion: L. Mangus

Second: Z. McHatton

B. Approval of October 28, 2019 Minutes

Discussion: None

Action: Moved to approve minutes with the addition that Zach McHatton attended. Motion passed (17-0).

Motion: Z. McHatton

Second: L. Mangus

C. Director's Report

C. Parasa invited everyone to our last APBP Webinar of the year: *Education & Encouragement – Bringing the Right People Together*, on Wednesday, December 18th at 2:00 PM. He also reminded members of the board that there was a Transportation Funding Summary on their desk and C. Upchurch provided members with an update on the Ozone status.

3. Public Comment Opportunity – None.

4. New Business Items

A. Action: 2020 WAMPO Unified Planning Work Program (UPWP) and Budget, Chad Parasa, Director, WAMPO

Discussion: The Unified Planning Work Program is the primary budgeting document for planning activities for the fiscal year. The document represents the planning activities that WAMPO will undertake during the coming fiscal year. The proposed sub-tasks, and operational type changes that are anticipated to take place are updated in this UPWP 2020 document, for the adoption in the year 2019.

Funding for the UPWP comes from various sources. The primary funding is from Comprehensive Planning (CPG) Grant Funds. Those funds are matched with a 20 percent local match. The primary changes made in 2020 UPWP, besides continued MTP tasks & TIP development tasks, are:

1. Begin WAMPO staff outreach to member communities in the year 2020 for the implementation and development of MTP.
2. Hire additional staff for data management, data collection, maintenance using software and GIS technologies.
3. Program staff training for MPO area data development and management.

Motion: J. Weber

Second: G. Janzen

Action: Moved to approve 2020 UPWP and Budget as presented. Motion passed (17-0).

B. Update: Transportation Improvement (TIP) Integration Update, Kristen Zimmerman, Senior Planner, WAMPO

Discussion: K. Zimmerman gave an update on the Project Selection Process. Currently Project Sponsor Presentations have been completed and WAMPO Staff has done the preliminary ratings regarding the Project Selection Criteria. Next the Selection Committee will be asked to rate projects and recommend a project list to the board.

C. 2021-2024 TIP Schedule Update, Kristen Zimmerman, Senior Planner, WAMPO

Discussion: The Transportation Improvement Program (TIP) is an on-going program that programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects that are planned to take place in the near future. It includes all WAMPO funded projects, as well as other projects that are managed by, or awarded by, KDOT or Wichita Transit when federal transportation funding is used on these projects, or if they are regionally significant projects in our region. Inclusion in the TIP is federally required before the approved funds can be made available for use on a project.

The current TIP is the 2019 - 2022 TIP, which covers projects with federal transportation funding activity taking place during federal fiscal years 2019 - 2022. WAMPO updates the TIP every two years, and the TIP is due for an update in 2020. The update next year will cover the federal fiscal years 2021 – 2024.

In addition to updating the TIP document, each TIP update cycle includes a round of selecting eligible projects from MOVE 2040 for future WAMPO funding. (WAMPO awards approximately \$12 million per year to area transportation projects.) Since the current TIP includes projects with WAMPO funding through the federal fiscal year 2022, there will be a process to select eligible projects for the years 2023 and 2024.

Parallel Development with Reimagined MOVE 2040 Metropolitan Transportation Plan (MTP) Update

For this update cycle, the TIP update is taking place in parallel with the MTP update. The timing of this MTP update provided an opportunity to conceptually show how the TIP relates to the MTP in that it is a “subset” of the MTP. The updated TIP will include the first four years of projects and strategies (ffy 2021 – 2024) developed under the umbrella of the new MTP (2020 – 2040). The projects and strategies listed in the TIP are the most urgent, most important projects to complete under this new umbrella.

Specifically, the MTP WAMPO Funding Menu process and the TIP WAMPO Funding Cycle process are being carried out in parallel. Parallel aspects include:

- Project solicitation and screening took place July thru September 2019
- Ratings by the Project Selection Committee (PSC) is taking place October 2019 thru January 2020
- Public input for candidate projects is taking place in November 2019
- Final recommendation by PSC and action by Transportation Policy Body (TPB) for MTP WAMPO Funding Menu for 2025 – 2028 and WAMPO Funding Commitments for 2023 and 2024 is scheduled for January thru March 2020

In addition, both documents are scheduled for final adoption in June 2020.

Because the projects selected for WAMPO funding for 2023 to 2024 represent the most urgent, the most important projects to complete under the new MTP, they will be selected based on readiness, urgency, and alignment with the Selection Criteria for MTP WAMPO Funding Menu. In addition, WAMPO will be piloting the “buckets” approach during this WAMPO Funding Cycle.

5. Committee and Partnership Status Reports and Updates – None.

6. Other Business – None.

7. Meeting was adjourned at 10:30 AM

Next Meeting will be held January 27, 2020 at 10:00 AM.



Current TIP: 2019 – 2022 TIP

1. December 2019 TIP Project Progress Report

Web Link: (https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d_2ef28acb12a14fcfb5726895f84dbfd0.pdf)

- Reports on status of each project in the TIP, from Concept Refinement thru Design, Pre-Construction activities, and finally Construction and Final Audit and Closeout
- Project sponsors provided updates on what's currently happening with each project and what activities are scheduled for next six months
- 18 projects are scheduled to start construction or implementation in next six months

2. Annual List of Obligated Projects

Web Link: (https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d_1263357c8fa4448f8ddb0773f1e7c36a.pdf)

- Reports on federal obligation activity that took place in federal fiscal year 2019 (October 1, 2018 – September 30, 2019)
- Federally required of all MPOs
- Over \$85 million in federal funding were obligated to projects in the WAMPO region during this time.
- For the projects with obligation activity during this time, an additional anticipated \$40 million left to obligate.
- Obligation activity took place on nearly 40 projects managed by 10 different lead agencies including the Kansas Department of Transportation (KDOT), several local governments, and the WAMPO.

New TIP: 2021 - 2024 TIP

- Development of the new TIP (2021 – 2024) is moving along on schedule.
- November, December 2019: Staff compiled projects from KDOT, Wichita Transit, and local governments that are planned for the regional system
- March, April 2020: WAMPO Funding Cycle Project Selection Process will take place
- May, June 2020: Final document projection, public comment period, and final action
- WAMPO Funding Cycle Selection Process
 - WAMPO MTP Funding Menu Project Selection Committee will rate candidate projects on urgency, readiness, and MTP Best Score to develop a recommended list of projects for WAMPO Funding for 2023 - 2024



Program Update: Planning Walkable Places

No Action Required

The following is a list of approved Projects for the 2017 Planning Walkable Places Program.

Sponsor	Project Name	RFP Status	Selected Consultant	Project Status
Andover	Wayfinding Policy and Conceptual Plan	Awarded	Jonathan Mugmon Design	COMPLETE
Bel Aire	Bicycle/Pedestrian Plan Update	Awarded	Professional Engineering Consultants	COMPLETE
Cheney	Community Pedestrian and Bicycle Transportation Plan	Awarded	Kirkham Michael	COMPLETE
Clearwater	Pedestrian Transportation Plan	Awarded	Vireo	COMPLETE
Derby	Walkable Development Plan	Awarded	RDG Planning & Design	COMPLETE
Garden Plain	Pedestrian and Bicycle Master Plan	Awarded	RDG Planning & Design	COMPLETE
Goddard	Pedestrian and Bicycle Master Plan	Awarded	RDG Planning & Design	COMPLETE
Haysville	Bicycle and Pedestrian Implementation Plan	Awarded	SWT Design	COMPLETE
Kechi	Arts and Business District Master Plan	Awarded	Professional Engineering Consultants	COMPLETE
Maize	Master Pedestrian and Bicycle Plan	Awarded	Professional Engineering Consultants	COMPLETE
Maize	Academy Arts District	Awarded	RDG Planning & Design	COMPLETE
Mulvane	Downtown Wayfinding Signage Plan	Awarded	Professional Engineering Consultants	COMPLETE
Park City	Pedestrian Connectivity Master Plan	Awarded	RDG Planning & Design	COMPLETE
Rose Hill	Pedestrian Plan	Awarded	Professional Engineering Consultants	MAY 2020
Valley Center	Pedestrian and Bicycle Facilities Master Plan Update	Awarded	SWT Designs	COMPLETE
Wichita	Parking and Multi-Modal Plan	Awarded	Walker Consultants	JUNE 2020
Wichita	Downtown Streets Conceptual Designs	Awarded	Nelson Nygaard	JUNE 2020
Wichita	Walkable Development Plan (MAPD)	Awarded	Gould Evans	COMPLETE
Wichita Transit	Accessibility Study	Awarded	TranSystems	JUNE 2020
Wichita Transit	Transit Feasibility Study	Awarded	Nelson Nygaard	COMPLETE



Association of Pedestrian & Bicycle Professionals (APBP) 2020 WEBINAR SERIES

TOPIC: Street Typologies: An organizing framework for more walkable/bikeable streets

DATE: Wednesday, February 19, 2020

TIME: 2:00 to 3:00 PM CST

LOCATION: 271 W. 3rd Street, Ste. 203
Wichita, KS 67202

WAMPO is hosting a professional development webinar series that is **FREE** and open to the public covering topics related to planning, design, construction, maintenance, and policy for bicycle and pedestrian oriented programs.

Free accessible parking is available in the lot east of the building, with additional *paid* spaces found in the metered lot to the north. Bicycles may be locked in the rack in front of the building.

Continuing Education Certificates will be sent to all attendees following their attendance.

Upcoming Webinar Topics...

- **March 18 - Bike Network Connectivity**
- **April 15 - Micromobility**
- **May 20 - 2020 Vision: Through an Equity Lens**
- **June 17 - Measuring the Pedestrian Environment**
- **July 15 - Topic TBA**

All webinars will be held from 2:00 - 3:00 PM CST in the large conference room on the 2nd floor of the Ronald Reagan Building - 271 W 3rd Street, Ste. 203, Wichita, KS 67202.

To RSVP Click [HERE](#) or Email Bethany.Phelps@wampo.org

2019

Bicycle & Pedestrian Count Results Report

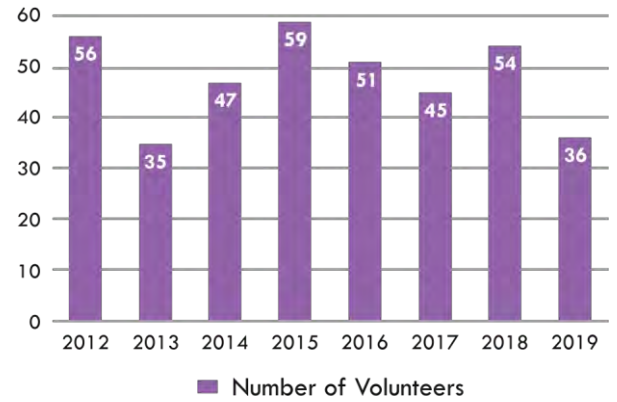


This year marks the eighth annual count of bicycle and pedestrian activity across 35 different locations within the WAMPO region (all of Sedgwick County and parts of Butler and Sumner County).

Held on Thursday, September 19th and Saturday, September 21st, this year's count would not have been possible without the assistance and commitment of our volunteers!

During this year's count, volunteers counted 9% fewer people when compared with the 2018 total. The decrease in totals from 3,141 to 2,844 is largely attributed to the decrease in volunteer support in 2019 compared to previous years, with the exception of 2013 where 35 volunteers covered 100% of the site locations.

Distribution of Volunteers by Count Year



Bicycle and Pedestrian Count Event

At each of the 35 WAMPO area sites, volunteers manually count the number of people using bicycle and pedestrian facilities over the course of two hours.

The Goal

The project goal of this event is to collect data that is representative of actual levels of biking and pedestrian activity in the WAMPO region. WAMPO, along with many of our planning partners, use this information to better understand the trends and locations of existing bicycle and pedestrian activity.

Local Impact

Understanding the trends and locations of existing bicycle and pedestrian activity helps WAMPO and its partners plan for future system improvements in the places where people actually use them. The data collected over the past five years will be used as the baseline for regional facility usage in the WAMPO region.

Count Methodology

The National Bicycle and Pedestrian Documentation Project (NBPDP) methodology was used for the 2019 count. This methodology, developed by the Institute for Transportation Engineers, is designed to provide a consistent, nationwide approach to estimate the level of bicycle and pedestrian activity in communities across the nation.



Count site: 21st St. N. and Maize Road

Volunteers

Thanks to the willingness of over 30 volunteers, the eighth annual WAMPO Bicycle and Pedestrian Count was a success! Volunteer affiliation ranged from a wide variety of service organizations, advocacy groups and interested individuals from across the region.



Year Three with the ActiveICT Mobile App!

Funded in part by the Knight Foundation Fund at the Wichita Community Foundation, the ActiveICT mobile app supports the active transportation, wellness and civic engagement activities of WAMPO, Health ICT, and Wichita Parks & Recreation. This includes the WAMPO Annual Bicycle & Pedestrian Count Event, Walktober, and Open Streets ICT!

The mobile app specifically supports the WAMPO volunteers by offering an interactive section pre-loaded with the volunteer's count site assignment(s). The volunteer section includes both visual and written content related to their assignment, easy to use icons for capturing categorical data, and a public comment section that allows them to share their thoughts and images while in the field.

A HUGE THANK YOU TO T3 AT WSU FOR ALL THEIR SUPPORT IN DEVELOPING OUR NEW & IMPROVED 2019 VERSION!

Count Site Categories

Three categories of individuals were counted during the 2019 event. These categories include bicyclists, pedestrians (including people using wheelchairs or other mobility devices and children in strollers) and an "other" category that captured individuals traveling via other equipment (roller skates, skateboards, Segway etc.).

Results

In 2019, event volunteers counted a total of 2,844 people across all categories. The majority of individuals counted fell into the "pedestrian" category (1,730 people or 61%).

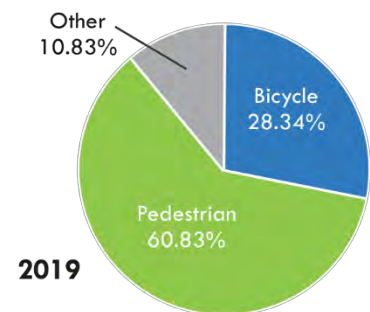
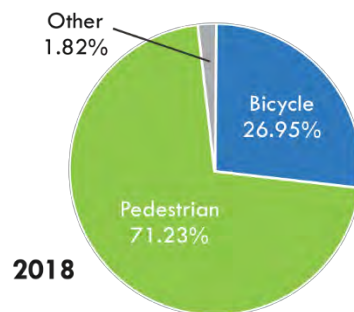
At the 15 sites where we counted in both 2018 and 2019 the number of people counted decreased by 35% (from 2,031 to 1,312). This same comparison between 19 sites counted during the first WAMPO count held in 2012 and this year's count showed a 50% increase (1,744 to 2,615).

One other interesting trend for 2019 was the dramatic increase of traffic among the "other" category from 2% in 2018 to 11% in 2019. This dramatic increase was noted by volunteers as being associated with an increase in "scooter traffic" at the site locations around the region.

2019 Top 10 Count Sites

1. Ark River Path at Keeper of the Plains - 633
2. Broadway & 1st - 465
3. Douglas & Washington - 435
4. Broadway & Central - 351
5. 1st & Waco - 167
6. Central at Nims - 104
7. Pawnee & Broadway - 65
8. 21st & Ridge - 62
9. Ark River Path at 13th - 60
10. Gypsum Creek Bike Path at Oliver - 58

**Bicycle & Pedestrian
Count Results**
Traffic Distribution Comparison



Wichita Area Metropolitan Planning Organization
271 W. 3rd St., Ste. 208 Wichita, KS 67202-1212
316.779.1313 www.wampo.org





Agenda Item 3:
Public Comment Opportunity
Tom Jones, Transportation Advisory Committee (TAC) Chair

Background

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



Agenda Item 4A: Action
2019 - 2022 Transportation Improvement Program (TIP), Amendment #5
Kristen Zimmerman, Senior Planner

Amendment #5 to the WAMPO Transportation Improvement Program (TIP) is a regularly scheduled Amendment.

Action Options:

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

Recommendation:

- Recommend approval of 2019 - 2022 Transportation Improvement Program (TIP) Amendment #5, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on February 11, 2020.
- The approved Amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP Amendment is expected in early March 2020.

Attachment:

- [2019 – 2022 TIP Amendment #5 Summary](#)

TRANSPORTATION IMPROVEMENT PLAN

Amendment #5



Staff Contact | Kristen Zimmerman, Senior Planner | kristen.zimmerman@wampo.org | 316-779-1319

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	Monday, December 30 thru Thursday, January 30	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: kristen.zimmerman@wampo.org
Transportation Advisory Committee (TAC) Meeting	Monday, January 27 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, February 11 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPOs 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 (FFY) 2019 thru 2022; it includes 103 projects, totaling \$865 million in estimated cost. The complete project list and additional project information can be found on WAMPO's website at, <http://www.wampo.org/Work/Pages/TIP.aspx>.

Amendment #5 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 #5 requests for changes were accepted for 11 projects. Of these,

- 5 will require formal action
- 6 were administrative changes*

*Administrative Changes: requested changes that are include activities like closing out a project or small adjustments in the cost estimate or schedule.

Requested projects changes are listed below. Additional detailed information may be in the attached report by clicking on the project name below.

Formal Action Required

New Projects

- K-254 at Rock Road
- I-235 in Sedgwick County (1R Project)

Significant Modifications

- Bridge #012 on I-135 in Sedgwick County
- Patriot Ave: WB Right Turn Late to K15 NB
- Phase 5 Wichita Traffic Management Center Device and Fiber

Administrative Changes (do not require formal action)

Completed Projects

- Bridge Replacements on I-235
- Pawnee: Hydraulic to I-135
- 37th St.: Oliver to Woodlawn

Removed Projects

- Delano @ Westlink Bridge

Administrative Changes

- Andover Rd Bicycle/Pedestrian Path, from Central to US-54
- 45th Street Multiuse Path

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 projects 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 Transportation Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

The 30-day public comment period is in progress and closes on January 30, 2020.

To date, WAMPO received two comments:

1. A request that WAMPO TIP Amendment materials be presented with more explanation and transparency
2. A recommendation that the expenditures be prioritized on pedestrian, bicycle and multi-modal projects over highway spending in an effort to better support effective city place-making as called for by Project Wichita and other studies.

Both comments supported the bicycle, pedestrian, and multi-modal projects in the TIP, while noting few of these types of projects are included in the current proposed Amendment.

MTP Consistency

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

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

Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that funding is reasonably anticipated for the cost of the projects listed in the TIP.

After accounting for the proposed changes, the TIP is fiscally constrained.

WAMPO Funded Programs

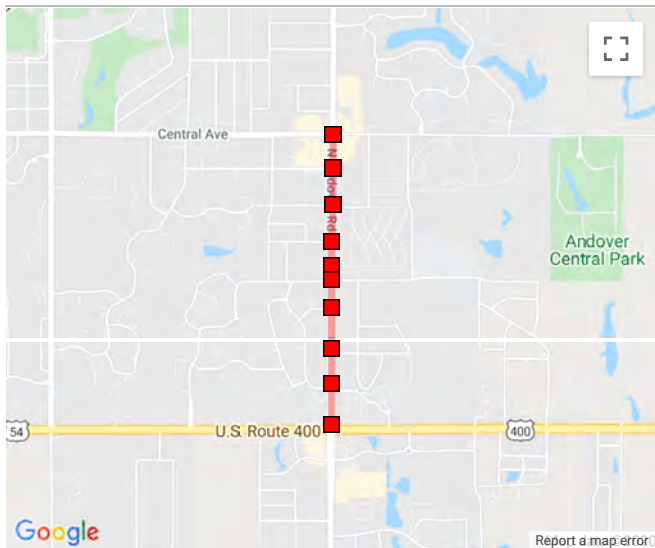
There were no changes made to any WAMPO funding amounts.

**WAMPO Transportation Improvement Program, 19-05 Amendment
2019-2023**

11 Projects Listed

<i>State TIP ID</i>	BP-19-02	<i>TIP</i>	WAMPO 19-05	008 N0685-01	<i>Total Cost</i>	\$1,028,308
<i>Lead Agency</i>	City of Andover	<i>Contact</i>	Les Mangus (316)733-1303		<i>County</i>	Butler County
<i>Project Type</i>	Ped/Bike	<i>Air Quality</i>	TCM		<i>Construction</i>	2020 start
<i>Project Name</i>	Andover Rd. Bicycle/Pedestrian Path, from Central to US-54 (2019, 2020)					
<i>Project Limits</i>	Andover Road from Central to US-54					
<i>Description</i>	Remove existing 5' sidewalk and replace with 10' bicycle/pedestrian path to complete the north/south connection between Central Ave. and US-54					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	-	\$85,000	-	-	-	-	-	\$85,000
	<i>Total Preliminary Engineering</i>	-	\$85,000	-	-	-	-	-	\$85,000
ROW	Local	-	\$40,000	-	-	-	-	-	\$40,000
	<i>Total Right of Way</i>	-	\$40,000	-	-	-	-	-	\$40,000
CON	Local	-	-	\$218,423	-	-	-	-	\$218,423
CON	MPO-CMAQ	-	-	\$112,977	-	-	-	-	\$112,977
CON	MPO-TA	-	-	\$451,908	-	-	-	-	\$451,908
	<i>Total Construction</i>	-	-	\$783,308	-	-	-	-	\$783,308
CE	Local	-	-	\$24,000	-	-	-	-	\$24,000
CE	MPO-CMAQ	-	-	\$96,000	-	-	-	-	\$96,000
	<i>Total Construction Engineering</i>	-	-	\$120,000	-	-	-	-	\$120,000
	<i>Total Programmed</i>	-	\$125,000	\$903,308	-	-	-	-	\$1,028,308



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

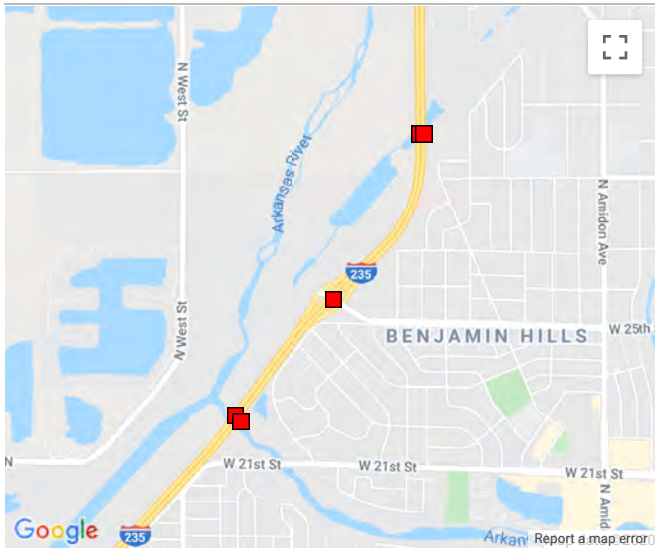
Funding Change(s):

Total project cost increased from \$972,000 to \$1,028,308

<i>State TIP ID</i>	B-13-007	<i>TIP</i>	WAMPO 19-05	087 KA3109-01	<i>Total Cost</i>	\$25,768,378
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart 785296-8593		<i>County</i>	Sedgwick County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2016 start
<i>Project Name</i>	Bridge Replacements on I-235 (KA-3109-01) (2013, 2015, 2016, 2018) - Completed					
<i>Project Limits</i>	I-235, between Zoo Blvd and K-96.					

Description#098 (25th St.) located at the junction of I-235/25th St. and Bridges #099 & #100 (Wichita Flood Control Canal) located 0.69 & 0.7 miles northeast of 25th St. This project was originally listed as "Bridge: Various Bridge Replacements in Sedgwick Co." in MOVE 2040.

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	NHPP (AC)	\$1,800,000	-	-	-	-	-	-	\$1,800,000
PE	NHPP (ACCP)	\$1,661,361	-	-	-	-	-	-	\$1,661,361
PE	NHPP (ACCP OFFSET)	\$-1,661,361	-	-	-	-	-	-	\$-1,661,361
PE	State	\$200,000	-	-	-	-	-	-	\$200,000
	<i>Total Preliminary Engineering</i>	\$2,000,000	-	-	-	-	-	-	\$2,000,000
CON	NHPP (AC)	\$19,597,712	-	-	-	-	-	-	\$19,597,712
CON	NHPP (ACCP)	\$17,934,250	-	-	-	-	-	-	\$17,934,250
CON	NHPP (ACCP OFFSET)	\$-17,934,250	-	-	-	-	-	-	\$-17,934,250
CON	State	\$2,177,524	-	-	-	-	-	-	\$2,177,524
	<i>Total Construction</i>	\$21,775,236	-	-	-	-	-	-	\$21,775,236
CE	NHPP (AC)	\$1,469,828	-	-	-	-	-	-	\$1,469,828
CE	NHPP (ACCP)	\$1,363,130	-	-	-	-	-	-	\$1,363,130
CE	NHPP (ACCP OFFSET)	\$-1,363,130	-	-	-	-	-	-	\$-1,363,130
CE	State	\$163,314	-	-	-	-	-	-	\$163,314
	<i>Total Construction Engineering</i>	\$1,633,142	-	-	-	-	-	-	\$1,633,142
UT	State	\$360,000	-	-	-	-	-	-	\$360,000
	<i>Total UT</i>	\$360,000	-	-	-	-	-	-	\$360,000
	<i>Total Programmed</i>	\$25,768,378	-	-	-	-	-	-	\$25,768,378



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
17-03 Amendment 2017-2021	08/08/2017	08/18/2017	08/18/2017	08/18/2017
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A
19-05 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

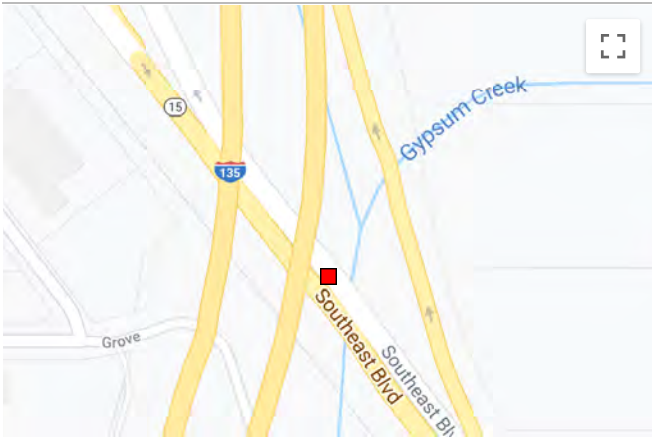
Complete project

Funding Change(s):

Total project cost stays the same \$25,768,378

State TIP ID	B-19-03	TIP	WAMPO 19-05	087 KA5043-01	Total Cost	\$1,100,500
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Bridge - Highway	Air Quality		TCM	Construction	2019 start
Project Name	Bridge #012 on I-135 in Sedgwick County (2019)					
Project Limits	I-135: Bridge #012 located 0.02 miles North of K-15 (Northbound)					
Description	Bridge Repair: Replace strip seals, concrete surface repair, substrate waterproofing at hinges, patch deck. concrete surface repair and barrier repair					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	\$60,000	-	-	-	-	-	\$60,000
	<i>Total Preliminary Engineering</i>	-	\$60,000	-	-	-	-	-	\$60,000
CON	NHPP	-	\$866,700	-	-	-	-	-	\$866,700
CON	State	-	\$96,300	-	-	-	-	-	\$96,300
	<i>Total Construction</i>	-	\$963,000	-	-	-	-	-	\$963,000
CE	NHPP	-	\$69,500	-	-	-	-	-	\$69,500
CE	State	-	\$8,000	-	-	-	-	-	\$8,000
	<i>Total Construction Engineering</i>	-	\$77,500	-	-	-	-	-	\$77,500
	Total Programmed	-	\$1,100,500	-	-	-	-	-	\$1,100,500



Google

Report a map error

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-02 Amendment 2019-2023	06/11/2019	07/05/2019	07/09/2019	07/09/2019
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-05 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

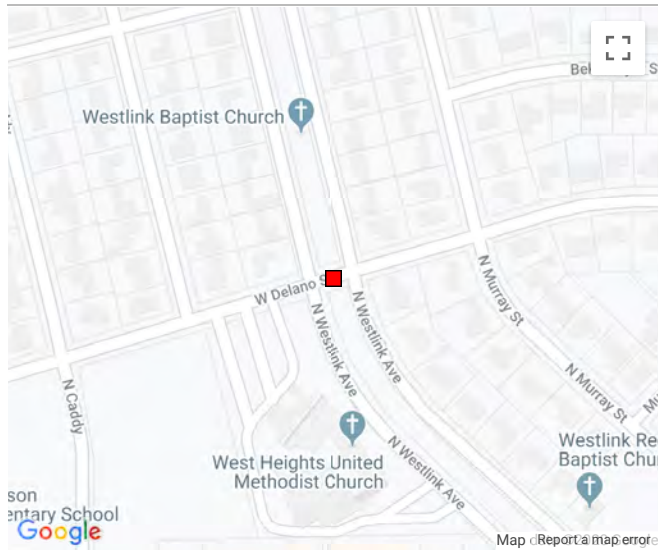
SCHEDULE / FUNDING / SCOPE - Other, Positive change in cost over \$5 Million and greater than twenty percent (20%) of the estimated dollar amount of the project is requested and/or anticipated., Project let high

Funding Change(s):

Total project cost increased from \$710,874 to \$1,100,500

<i>State TIP ID</i>	B-19-05	<i>TIP</i>	WAMPO 19-05		<i>Total Cost</i>	\$0
<i>Lead Agency</i>	City of Wichita	<i>Contact</i>	Paul Gunzelman (316)268-4393		<i>County</i>	Sedgwick County
<i>Project Type</i>	Bridge - Other Road	<i>Air Quality</i>		TCM	<i>Construction</i>	N/A
<i>Project Name</i>	Delano @ Westlink Bridge (2019, 2020) - Deleted					
<i>Project Limits</i>	Delano and Westlink					
<i>Description</i>	Replace/Rehabilitate Bridge					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
-------	-------------	-------	--------	--------	--------	--------	--------	--------	-------



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

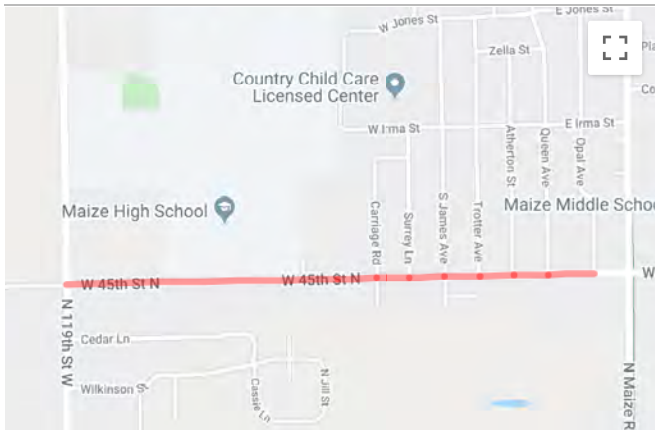
Delete project

Funding Change(s):

Total project cost decreased from \$935,000 to \$0

<i>State TIP ID</i>	BP-19-03	<i>TIP</i>	WAMPO 19-05		<i>Total Cost</i>	\$143,000
<i>Lead Agency</i>	City of Maize	<i>Contact</i>	Jolene Graham (316)722-7561		<i>County</i>	Sedgwick County
<i>Project Type</i>	Ped/Bike	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2019 start
<i>Project Name</i>	45th Street Multiuse Path (2019)					
<i>Project Limits</i>	45th Street, from Opal to Maize High School					
<i>Description</i>	8-foot concrete multiuse path with marked pedestrian crossings on the north side of 45th street from Opal Street to meet the sidewalk provided at Maize High School					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	Local	-	\$143,000	-	-	-	-	-	\$143,000
		<i>Total Construction</i>		-	\$143,000	-	-	-	\$143,000
		<i>Total Programmed</i>		-	\$143,000	-	-	-	\$143,000



Google

Report a map error

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption	2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption	2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment	2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

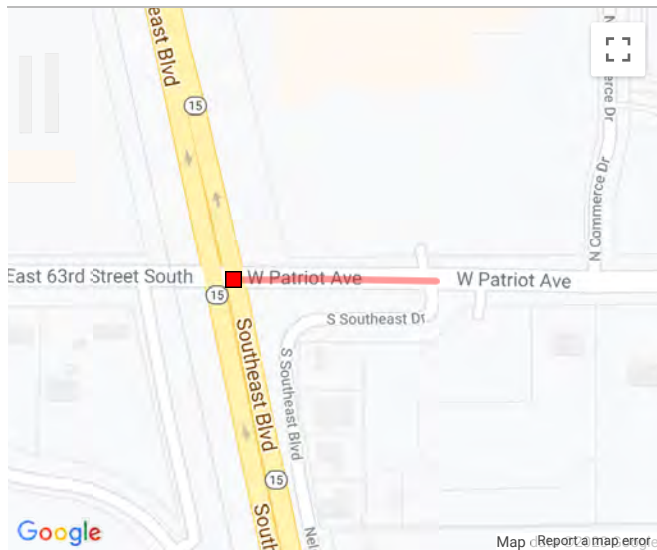
SCHEDULE / FUNDING / SCOPE - Other, Incorrect project information

Funding Change(s):

Total project cost increased from \$130,000 to \$143,000

<i>State TIP ID</i>	INT-17-01	<i>TIP</i>	WAMPO 19-05	087 N0674-01	<i>Total Cost</i>	\$739,950
<i>Lead Agency</i>	City of Derby	<i>Contact</i>	Dan Squires 3167886632		<i>County</i>	Sedgwick County
<i>Project Type</i>	Intersection	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2020 start
<i>Project Name</i>	Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2020)					
<i>Project Limits</i>	North side of Patriot Ave. (63rd St. S.) between Commerce Dr. and Highway K-15					
<i>Description</i>	Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	\$50,000	-	-	-	-	-	-	\$50,000
	<i>Total Preliminary Engineering</i>	\$50,000	-	-	-	-	-	-	\$50,000
ROW	Local	-	\$50,000	-	-	-	-	-	\$50,000
	<i>Total Right of Way</i>	-	\$50,000	-	-	-	-	-	\$50,000
CON	Local	-	-	\$292,200	-	-	-	-	\$292,200
CON	MPO-STP	-	-	\$220,800	-	-	-	-	\$220,800
	<i>Total Construction</i>	-	-	\$513,000	-	-	-	-	\$513,000
CE	Local	-	-	\$43,830	-	-	-	-	\$43,830
CE	MPO-STP	-	-	\$33,120	-	-	-	-	\$33,120
	<i>Total Construction Engineering</i>	-	-	\$76,950	-	-	-	-	\$76,950
UT	Local	-	\$50,000	-	-	-	-	-	\$50,000
	<i>Total UT</i>	-	\$50,000	-	-	-	-	-	\$50,000
	<i>Total Programmed</i>	\$50,000	\$100,000	\$589,950	-	-	-	-	\$739,950



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

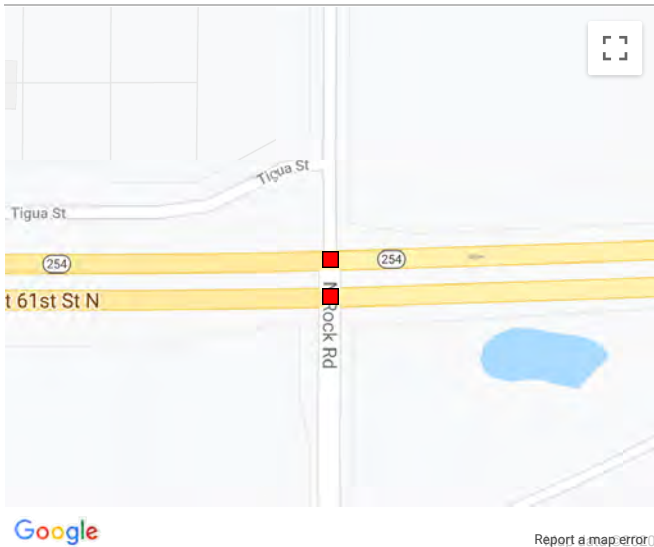
SCHEDULE / FUNDING / SCOPE - Other, Updated Cost Estimate

Funding Change(s):

Total project cost increased from \$467,400 to \$739,950

State TIP ID	INT-19-04	TIP	WAMPO 19-05	087 KA5554-01	Total Cost	\$709,817
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Road - Highway	Air Quality		TCM	Construction	2021 start
Project Name	Sedgwick: K-254 at Rock Road (2020, 2021)					
Project Limits	K-254 at Rock Road					
Description	Construct EB right turn lane and WB right turn taper on K-254					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	-	\$54,601	-	-	-	-	\$54,601
	<i>Total Preliminary Engineering</i>	-	-	\$54,601	-	-	-	-	\$54,601
ROW	State	-	-	\$27,301	-	-	-	-	\$27,301
	<i>Total Right of Way</i>	-	-	\$27,301	-	-	-	-	\$27,301
CON	State	-	-	-	\$546,013	-	-	-	\$546,013
	<i>Total Construction</i>	-	-	-	\$546,013	-	-	-	\$546,013
CE	State	-	-	-	\$54,601	-	-	-	\$54,601
	<i>Total Construction Engineering</i>	-	-	-	\$54,601	-	-	-	\$54,601
UT	State	-	-	\$27,301	-	-	-	-	\$27,301
	<i>Total UT</i>	-	-	\$27,301	-	-	-	-	\$27,301
	<i>Total Programmed</i>	-	-	\$109,203	\$600,614	-	-	-	\$709,817



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-05 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	ITS-18-04	<i>TIP</i>	WAMPO 19-05	087 KA5174-01	<i>Total Cost</i>	\$1,550,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Tom Hein (316)660-4990		<i>County</i>	Sedgwick County
<i>Project Type</i>	Technology	<i>Air Quality</i>		TCM	<i>Construction</i>	2020 start
<i>Project Name</i>	Phase 5 Wichita Traffic Management Center Device and Fiber Exp					
<i>Project Limits</i>	Wichita metro K-96, U-54, K-254, K-42, I-135					
<i>Description</i>	Installation of queue detectors, fiber, CCTV cameras, and dynamic message signs MTP IDs: 40-113, 40-120					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	\$280,000	-	-	-	-	-	\$280,000
	<i>Total Preliminary Engineering</i>	-	\$280,000	-	-	-	-	-	\$280,000
CON	State	-	-	\$1,200,000	-	-	-	-	\$1,200,000
	<i>Total Construction</i>	-	-	\$1,200,000	-	-	-	-	\$1,200,000
CE	State	-	-	\$70,000	-	-	-	-	\$70,000
	<i>Total Construction Engineering</i>	-	-	\$70,000	-	-	-	-	\$70,000
	<i>Total Programmed</i>	-	\$280,000	\$1,270,000	-	-	-	-	\$1,550,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

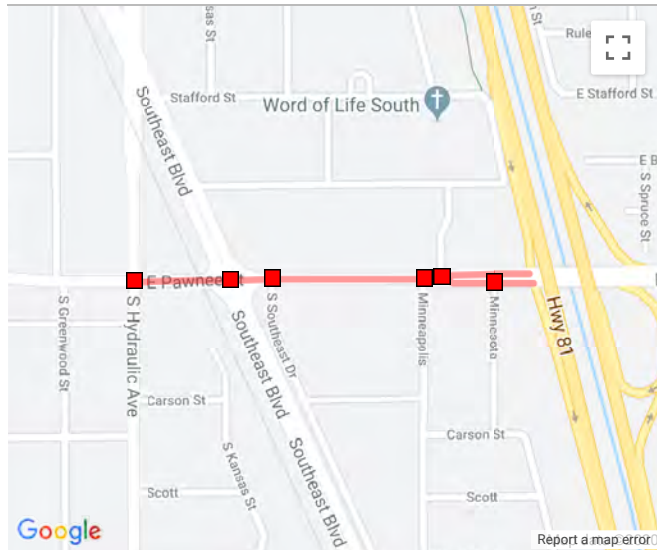
SCHEDULE / FUNDING / SCOPE - Other, Significant change in the design or scope of any project identified in the STIP/RTIP., Expanded the previous scope of the East Side DMS to include multiple locations

Funding Change(s):

Total project cost increased from \$673,400 to \$1,550,000

State TIP ID	R-11-015	TIP	WAMPO 19-05	087 N0597-01	Total Cost	\$6,000,000
Lead Agency	City of Wichita	Contact	Paul Gunzelman 3162684393		County	Sedgwick County
Project Type	Road - Other Road	Air Quality		TCM	Construction	2016 start
Project Name	Pawnee: Hydraulic to I-135 (2015, 2016, 2017) - Completed					
Project Limits	On Pawnee, from Hydraulic to I-135					
Description	Reconstruct current 4-lane roadway to 5-lane roadway w/drainage improvements and sidewalk. Intersections of Pawnee & Hydraulic and Pawnee & K-15 will also be reconstructed w/upgraded signalization. Project includes bike path on the South side of Pawnee.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	\$108,160	-	-	-	-	-	-	\$108,160
	<i>Total Preliminary Engineering</i>	\$108,160	-	-	-	-	-	-	\$108,160
ROW	Local	\$50,000	-	-	-	-	-	-	\$50,000
	<i>Total Right of Way</i>	\$50,000	-	-	-	-	-	-	\$50,000
CON	Local	\$2,238,571	-	-	-	-	-	-	\$2,238,571
CON	MPO-CMAQ	\$193,640	-	-	-	-	-	-	\$193,640
CON	MPO-STP	\$2,818,000	-	-	-	-	-	-	\$2,818,000
CON	MPO-STP (AC)	\$23,029	-	-	-	-	-	-	\$23,029
CON	MPO-STP (ACCP)	\$23,029	-	-	-	-	-	-	\$23,029
CON	MPO-STP (ACCP OFFSET)	\$-23,029	-	-	-	-	-	-	\$-23,029
	<i>Total Construction</i>	\$5,273,240	-	-	-	-	-	-	\$5,273,240
CE	Local	\$212,240	-	-	-	-	-	-	\$212,240
CE	MPO-CMAQ	\$56,360	-	-	-	-	-	-	\$56,360
	<i>Total Construction Engineering</i>	\$268,600	-	-	-	-	-	-	\$268,600
UT	Local	\$300,000	-	-	-	-	-	-	\$300,000
	<i>Total UT</i>	\$300,000	-	-	-	-	-	-	\$300,000
	Total Programmed	\$6,000,000	-	-	-	-	-	-	\$6,000,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
17-02 Amendment 2017-2021	05/09/2017	05/11/2017	05/11/2017	05/11/2017
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A
19-05 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

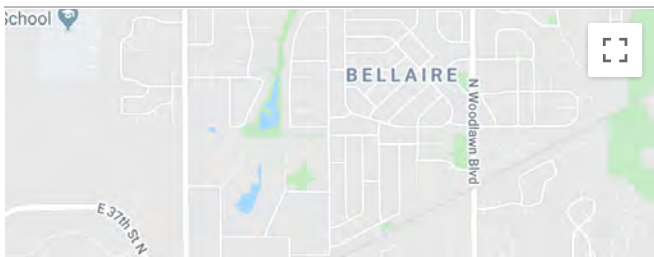
Complete project

Funding Change(s):

Total project cost stays the same \$6,000,000

State TIP ID	R-14-002	TIP	WAMPO 19-05	087 N0613-01	Total Cost	\$4,820,000
Lead Agency	City of Wichita	Contact	Paul Gunzelman 3162684393		County	Sedgwick County
Project Type	Road - Other Road	Air Quality		TCM	Construction	2016 start
Project Name	37th St.: Oliver to Woodlawn (2015, 2016, 2017) - Completed					
Project Limits	On 37th St N, from Oliver to Woodlawn					
Description	Reconstruct 3-lane roadway. Including the Oliver intersection, drainage, sidewalks.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	\$270,000	-	-	-	-	-	-	\$270,000
	<i>Total Preliminary Engineering</i>	\$270,000	-	-	-	-	-	-	\$270,000
ROW	Local	\$50,000	-	-	-	-	-	-	\$50,000
	<i>Total Right of Way</i>	\$50,000	-	-	-	-	-	-	\$50,000
CON	Local	\$1,000,000	-	-	-	-	-	-	\$1,000,000
CON	MPO-CMAQ (AC)	\$571,136	-	-	-	-	-	-	\$571,136
CON	MPO-CMAQ (ACCP)	\$571,136	-	-	-	-	-	-	\$571,136
CON	MPO-CMAQ (ACCP OFFSET)	\$-571,136	-	-	-	-	-	-	\$-571,136
CON	MPO-STP	\$1,952,066	-	-	-	-	-	-	\$1,952,066
CON	MPO-STP (AC)	\$312,391	-	-	-	-	-	-	\$312,391
CON	MPO-STP (ACCP)	\$312,391	-	-	-	-	-	-	\$312,391
CON	MPO-STP (ACCP OFFSET)	\$-312,391	-	-	-	-	-	-	\$-312,391
	<i>Total Construction</i>	\$3,835,593	-	-	-	-	-	-	\$3,835,593
CE	Local	\$545,209	-	-	-	-	-	-	\$545,209
CE	MPO-CMAQ	\$84,622	-	-	-	-	-	-	\$84,622
CE	MPO-STP	\$34,576	-	-	-	-	-	-	\$34,576
	<i>Total Construction Engineering</i>	\$664,407	-	-	-	-	-	-	\$664,407
	Total Programmed	\$4,820,000	-	-	-	-	-	-	\$4,820,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A
19-05 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

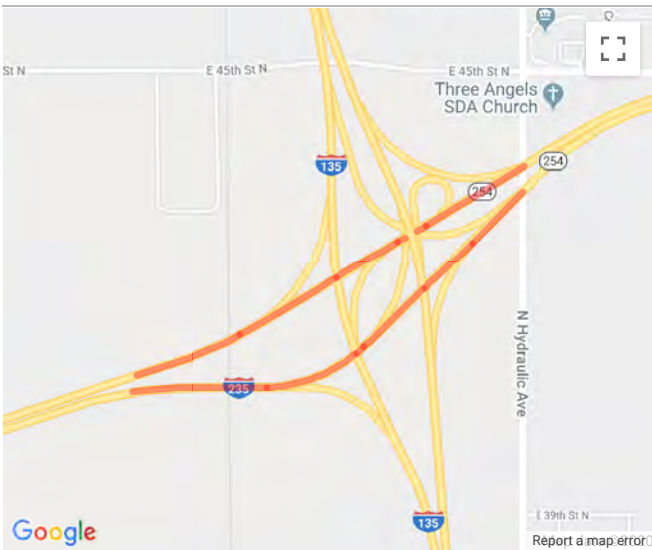
Complete project

Funding Change(s):

Total project cost stays the same \$4,820,000

State TIP ID	R-19-19	TIP	WAMPO 19-05	087 KA5510-01	Total Cost	\$1,688,351
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Road - Highway	Air Quality		TCM	Construction	2020 start
Project Name	I-235 in Sedgwick County (1R Project) (2019, 2020, 2021)					
Project Limits Description	I-235: Beginning at the East edge wearing surface of the BNSF Bridges thence East to the West edge wearing surface of Hydraulic Bridges Surfacing					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	\$1,000	-	-	-	-	-	\$1,000
	<i>Total Preliminary Engineering</i>	-	\$1,000	-	-	-	-	-	\$1,000
CON	NHPP (AC)	-	-	\$1,446,301	-	-	-	-	\$1,446,301
CON	NHPP (ACCP)	-	-	-	\$1,446,301	-	-	-	\$1,446,301
CON	NHPP (ACCP OFFSET)	-	-	-	-\$1,446,301	-	-	-	-\$1,446,301
CON	State	-	-	\$160,700	-	-	-	-	\$160,700
	<i>Total Construction</i>	-	-	\$1,607,001	-	-	-	-	\$1,607,001
CE	NHPP (AC)	-	-	\$72,315	-	-	-	-	\$72,315
CE	NHPP (ACCP)	-	-	-	\$72,315	-	-	-	\$72,315
CE	NHPP (ACCP OFFSET)	-	-	-	-\$72,315	-	-	-	-\$72,315
CE	State	-	-	\$8,035	-	-	-	-	\$8,035
	<i>Total Construction Engineering</i>	-	-	\$80,350	-	-	-	-	\$80,350
	Total Programmed	-	\$1,000	\$1,687,351	-	-	-	-	\$1,688,351



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-05 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



MTP Project List

WAMPO receives approximately \$12 million per year in suballocated federal funding under the Surface Transportation Block Grant, Congestion Mitigation and Air Quality, and Transportation Alternatives programs. A subset of the projects on the project list are designated as eligible for WAMPO's suballocated federal funding. These projects have been submitted by project sponsors and undergone additional screening. Listed as eligible for WAMPO funding is a prerequisite for receiving this suballocated funding; however, it is not a guarantee of funding. When programming projects in the TIP, WAMPO will program suballocated funding for projects, which are on the project list in the MTP and identified as being eligible for WAMPO funding (projects must also meet federal eligibility criteria).

Creating the Project List

Projects on the MOVE 2040 Reimagined project list come from three separate sources: the 2019-2022 Transportation Improvement Program (TIP), a project selection process to select projects to be eligible for WAMPO's suballocated funding, and a cooperative process with our member jurisdictions and planning partners to compile a list of projects funded from other sources.

2019-2022 TIP

The TIP is the region's short-range planning document that programs funds for specific projects. WAMPO adopted a TIP covering fiscal years 2019 to 2022 in October 2018. Projects in the last three fiscal years of the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list. See the [2019 TIP document](#) for details on these projects and how they were selected.

Project Selection Process for Projects Eligible for WAMPO Funding

WAMPO undertook a rigorous project selection process to designate which projects would be included on the project list as eligible for suballocated federal funding. The TPB set the size of the WAMPO-funded project list at \$119 million in 2019 dollars and adopted a set of project selection criteria. The criteria are based on the vision and outcomes of the MTP and include: Quality of Place, Land Use-Transportation Connection, Multimodal Connectivity, Economic Development, Financial Sustainability, Regionalism, Safety, and Technology. In order to increase the quality of project applications and ensure every jurisdiction had the opportunity to submit projects, WAMPO hired two consultants to assist our member jurisdictions and planning partners in identifying potential projects and preparing project applications.

The Call for Projects opened on June 13, 2019, and closed on August 16. Project sponsors were required to submit an application and map for each project, as well as a cover letter including a ranked priority list of the projects they applied. WAMPO received 114 applications from 16 sponsors. WAMPO used an online tool to gather public input on the submitted projects, resulting in 10,096 survey responses and 736 comments from 1,315 participants.

The six-member Project Selection Committee included three members from the TPB and three members from the TAC. The selection committee heard presentations from all of the project sponsors about their projects. Staff assigned preliminary ratings on the project selection criteria, which the selection committee reviewed, either confirming the staff rating or making adjustments. Based on the project selection criteria ratings, member jurisdictions' priorities, public input, geographic and modal equity, and regional significance, the committee selected a list of projects to recommend to the Transportation Policy Body for WAMPO funding.

For more detail on the selection process, see the MTP Project Selection Process attachment.



Projects Funded by Other Sources

WAMPO staff worked with our member jurisdictions and planning partners to compile a list of planned projects that will rely on funding sources other than WAMPO's suballocated funds. For WAMPO member jurisdictions, the projects identified are generally those listed in their Capital Improvement Programs (CIPs).

KDOT is currently in the process of revising their statewide long-range transportation plan. In addition, the state legislature is considering a new 10-year transportation bill that will replace the expiring T-WORKS program. Given the substantial effect these two developments will have on KDOT's plans, they have declined to provide WAMPO with a list of their planned capital projects in the WAMPO region beyond what is already listed in the TIP. KDOT has indicated that they plan to provide WAMPO with a list that could be amended into MOVE 2040 Reimagined later this year.

Summary of the Project List

The project list includes 146 projects, representing \$964 million in investment in the region's transportation system.

Existing TIP Projects

62 of these projects are in WAMPO's existing 2019-2022 Transportation Improvement Program (TIP). The TIP is the region's short-range planning document that programs funds for specific projects. Projects in the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list.

Projects Eligible for WAMPO Funding

60 projects on the list are eligible for federal funding through WAMPO. Of these, 16 were grandfathered in from the existing TIP. 44 new projects were selected to receive WAMPO funding as part of the MOVE 2040 Reimagined development process, and three existing TIP projects were selected to receive additional funding. When WAMPO develops our next TIP, we will select eligible projects from this list to receive WAMPO's suballocated federal funds.

The project selection process selected projects totaling just over \$154 million in federal funding (in year of expenditure dollars). From 2023-2028, WAMPO expects to allocate approximately \$72 million to projects (\$12 million per year).

- \$123 million in road and bridge projects (80%)
 - \$73 million in road and bridge modernization projects (47%). These are things like going from open ditch to curb and gutter, adding bike lanes, adding center left turn lanes, etc.
 - \$51 million in road and bridge rehabilitation projects (33%) of which \$50 million have both modernization and rehabilitation elements (32%).
- \$9.5 million in bike/ped projects (6.2%)
 - \$94 million in road and bridge projects with significant bike/ped elements (multi-use path or bike lanes) (61%)
- \$0.5 million in transit projects (0.3%)
- \$18 million in technology projects (12%)
- \$3.3 million in planning projects (2.1%)



Agenda Item 4B

Update: MTP Project List

Chris Upchurch, Principal Planner, WAMPO

- \$71 million in City of Wichita projects (46%)
- \$68 million in projects for other cities and counties (44%)
- \$13 million in KDOT projects (8.5%)
- \$2.2 million in WAMPO projects (1.9%)

Non-WAMPO Funded Projects

The remaining 90 projects are funded from other sources, including local governments, state funding, and other sources of federal funding.

Attachments

- [MTP Project List](#)
- [MTP Project Scopes](#)
- [MTP Project Selection Process](#)
- [MTP Project Selection Criteria Scoring](#)



MTP Project List

WAMPO receives approximately \$12 million per year in suballocated federal funding under the Surface Transportation Block Grant, Congestion Mitigation and Air Quality, and Transportation Alternatives programs. A subset of the projects on the project list are designated as eligible for WAMPO's suballocated federal funding. These projects have been submitted by project sponsors and undergone additional screening. Listed as eligible for WAMPO funding is a prerequisite for receiving this suballocated funding; however, it is not a guarantee of funding. When programming projects in the TIP, WAMPO will program suballocated funding for projects, which are on the project list in the MTP and identified as being eligible for WAMPO funding (projects must also meet federal eligibility criteria).

Creating the Project List

Projects on the MOVE 2040 Reimagined project list come from three separate sources: the 2019-2022 Transportation Improvement Program (TIP), a project selection process to select projects to be eligible for WAMPO's suballocated funding, and a cooperative process with our member jurisdictions and planning partners to compile a list of projects funded from other sources.

2019-2022 TIP

The TIP is the region's short-range planning document that programs funds for specific projects. WAMPO adopted a TIP covering fiscal years 2019 to 2022 in October 2018. Projects in the last three fiscal years of the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list. See the [2019 TIP document](#) for details on these projects and how they were selected.

Project Selection Process for Projects Eligible for WAMPO Funding

WAMPO undertook a rigorous project selection process to designate which projects would be included on the project list as eligible for suballocated federal funding. The TPB set the size of the WAMPO-funded project list at \$119 million in 2019 dollars and adopted a set of project selection criteria. The criteria are based on the vision and outcomes of the MTP and include: Quality of Place, Land Use-Transportation Connection, Multimodal Connectivity, Economic Development, Financial Sustainability, Regionalism, Safety, and Technology. In order to increase the quality of project applications and ensure every jurisdiction had the opportunity to submit projects, WAMPO hired two consultants to assist our member jurisdictions and planning partners in identifying potential projects and preparing project applications.

The Call for Projects opened on June 13, 2019, and closed on August 16. Project sponsors were required to submit an application and map for each project, as well as a cover letter including a ranked priority list of the projects they applied. WAMPO received 114 applications from 16 sponsors. WAMPO used an online tool to gather public input on the submitted projects, resulting in 10,096 survey responses and 736 comments from 1,315 participants.

The six-member Project Selection Committee included three members from the TPB and three members from the TAC. The selection committee heard presentations from all of the project sponsors about their projects. Staff assigned preliminary ratings on the project selection criteria, which the selection committee reviewed, either confirming the staff rating or making adjustments. Based on the project selection criteria ratings, member jurisdictions' priorities, public input, geographic and modal equity, and regional significance, the committee selected a list of projects to recommend to the Transportation Policy Body for WAMPO funding.

For more detail on the selection process, see the MTP Project Selection Process attachment.



Projects Funded by Other Sources

WAMPO staff worked with our member jurisdictions and planning partners to compile a list of planned projects that will rely on funding sources other than WAMPO's suballocated funds. For WAMPO member jurisdictions, the projects identified are generally those listed in their Capital Improvement Programs (CIPs).

KDOT is currently in the process of revising their statewide long-range transportation plan. In addition, the state legislature is considering a new 10-year transportation bill that will replace the expiring T-WORKS program. Given the substantial effect these two developments will have on KDOT's plans, they have declined to provide WAMPO with a list of their planned capital projects in the WAMPO region beyond what is already listed in the TIP. KDOT has indicated that they plan to provide WAMPO with a list that could be amended into MOVE 2040 Reimagined later this year.

Summary of the Project List

The project list includes 146 projects, representing \$964 million in investment in the region's transportation system.

Existing TIP Projects

62 of these projects are in WAMPO's existing 2019-2022 Transportation Improvement Program (TIP). The TIP is the region's short-range planning document that programs funds for specific projects. Projects in the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list.

Projects Eligible for WAMPO Funding

60 projects on the list are eligible for federal funding through WAMPO. Of these, 16 were grandfathered in from the existing TIP. 44 new projects were selected to receive WAMPO funding as part of the MOVE 2040 Reimagined development process, and three existing TIP projects were selected to receive additional funding. When WAMPO develops our next TIP, we will select eligible projects from this list to receive WAMPO's suballocated federal funds.

The project selection process selected projects totaling just over \$154 million in federal funding (in year of expenditure dollars). From 2023-2028, WAMPO expects to allocate approximately \$72 million to projects (\$12 million per year).

- \$123 million in road and bridge projects (80%)
 - \$73 million in road and bridge modernization projects (47%). These are things like going from open ditch to curb and gutter, adding bike lanes, adding center left turn lanes, etc.
 - \$51 million in road and bridge rehabilitation projects (33%) of which \$50 million have both modernization and rehabilitation elements (32%).
- \$9.5 million in bike/ped projects (6.2%)
 - \$94 million in road and bridge projects with significant bike/ped elements (multi-use path or bike lanes) (61%)
- \$0.5 million in transit projects (0.3%)
- \$18 million in technology projects (12%)
- \$3.3 million in planning projects (2.1%)



- \$71 million in City of Wichita projects (46%)
- \$68 million in projects for other cities and counties (44%)
- \$13 million in KDOT projects (8.5%)
- \$2.2 million in WAMPO projects (1.9%)

Non-WAMPO Funded Projects

The remaining 90 projects are funded from other sources, including local governments, state funding, and other sources of federal funding.

Options

- Recommend approval of the revised MTP Project List to the Transportation Policy Body.
- Recommend approval of the revised MTP Project List to the Transportation Policy Body with specific changes.
- Do not recommend approval of the revised MTP Project List to the Transportation Policy Body.

Recommended action

- Recommend approval of the revised MTP Project List to the Transportation Policy Body.

Attachment

- [MTP Project List](#)
- [MTP Project Scopes](#)
- [MTP Project Selection Process](#)
- [MTP Project Selection Criteria Scoring](#)



Butler County

SW Butler Road /SW 150th St Intersection: Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in Rose Hill.

SW Butler Road Improvements from SW 155th Street to SW 170th Street: Improve SW Butler Road from SW 155th Street to SW 170th Street to an urban section to add capacity along a growing corridor, including intersection improvements at SW Butler Road and 160th Street.

Andover

North Andover Rd Improvements, Redbud Trail to Ira Ct: The proposed project consists of the addition of a center left-turn lane, right turn lanes at major driveways and a 10-foot bicycle pedestrian path in front of the Andover High School and Middle School Campus on North Andover Rd., the addition of traffic signals at Allison St. and the North Andover High School driveway, and the extension of the 10-foot bicycle pedestrian path to connect to the south end of the existing bike/ped path at about Ira Ct.

159th St E, from US-54/400 to Central Ave: Improve the existing two-lane road with ditches to three-lane urban curb and gutter with adjacent 10' bicycle/pedestrian path from the intersection of US-54/400 to Central Avenue.

Andover Rd Bicycle/Pedestrian Path, from Central Ave to US-54/400: Remove existing 5' sidewalk and replace with 10' bicycle/pedestrian path to complete the north/south connection between Central Ave. and US-54

Prairie Creek Rd Bridge over KTA: The bridge project, located on Prairie Creek Road over I-35, would replace and widen the existing outdated farm-to-market bridge to accommodate an urban roadway bridge with a bicycle and pedestrian accommodations. The new bridge would meet current KTA and city standards for vertical clearance and typical section.

US-54/400 Bicycle/Pedestrian Bridge in Andover: The project constructs a grade separated bicycle and pedestrian crossing across US-54/400 near Andover Road to connect active transportation users to work, school, shopping, religious services, and recreation. The project would complete a missing link in the Andover Road Corridor Bicycle/Pedestrian Path, which is the central spine of the active transportation network.

Bel Aire

Woodlawn, 45th St N to 37th St N: Reconstruct and pave Woodlawn from the existing two lane section to a three-lane section with curb and gutter from 37th to 45th Streets. The project will include a 10' hike and bike path that connects with the hike and bike path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.

E 45th St N: N Oliver Ave to N Woodlawn St: Reconstruct East 45th St. North from North Oliver Ave. to North Woodlawn St. to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.



Oliver Ave and 45th St N Intersection Improvements: Reconstruct North Oliver Ave. and 45th St. North intersection to address deteriorating pavement conditions, bridge condition, traffic safety, pedestrian and bicycle connectivity and safety, as well as storm water management.

Cheney

Santa Fe Street: Main Street to 391st Street West: Construct Santa Fe Street from Main Street to 391st Street West to address a non-paved truck route with deteriorating gravel conditions, traffic and pedestrian safety, and pedestrian connectivity.

Derby

Patriot Ave: WB Right Turn Lane to K15 NB: Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter.

Nelson Drive Realignment: Nelson Drive, between Patriot and just south of Red Powell. 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.

Rock Road Corridor Improvements from 55th Street to Freedom Street: 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.

Goddard

183rd Street Corridor Improvements from Maple Street to US-54/400: Improve traffic flow on 183rd Street, a critical collector roadway, by upgrading the existing roadway to an urban section from Maple Street to US-54/400 while providing new facilities for bicycle and pedestrian mobility.

Haysville

North Main Street Reconstruction: Reconstruct and pave North Main Street in Haysville, maintain the existing 4-lane arterial roadway with curb and gutter from Grand Ave. to the Valley Center Floodway Bridge. This project includes a 10' sidewalk along the west side of North Main St and a signalized pedestrian crossing at Karla Ave.

Multi-Use Path along Seneca and 63rd Sts: 1/2-mile east and 1/2-mile south of Seneca and 63rd St Intersection. Construct a multi-use path along Seneca Street and 63rd Street to provide a safe, accessible path for bicyclists and pedestrians to connect to the Plagens-Carpenter Park and the existing multimodal network near Downtown Haysville.

Kechi

Oliver and Kechi Rd Intersection: Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of



Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

Maize

119th Street Improvements from 45th Street to 53rd Street: Reconstruct 119th Street from 45th Street to 53rd Street to add capacity to accommodate anticipated growth, improve safety near schools, improve access to the growing industrial park, and provide safe bicycle and pedestrian facilities.

Academy Avenue Improvements from Maize Road to 119th Street: Reconstruct Academy Avenue from Maize Road to 119th Street to accommodate anticipated growth, improve safety near schools, provide safe bicycle and pedestrian facilities, and support redevelopment of the Academy Arts District which encourages economic opportunity through walkable development. Continuing the bicycle and pedestrian facilities south along 119th Street from Academy Avenue to 45th Street will complete the multimodal network near the schools.

Park City

61st Street North, Broadway to the Wichita Valley Center Floodway Bridge Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bike pathways.

Valley Center

Meridian Avenue: Ford (77th St N) to Seward (69th St N): Reconstruct and pave Meridian from 0.25MI 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.

Meridian Avenue: Main Street (81st St N) to 5th Street (85th St N): Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

Wichita

2nd St, Main – St. Francis: Preservation project - curb extensions, streetscaping improvements

119th, 21st-29th: Improve 119th Street West from 21st Street North to 29th Street North

135th, Central-13th: Improve 135th Street West from Central to 13th Street North

13th, McLean-Zoo Blvd: Improve 13th Street North from McLean Boulevard to Zoo Boulevard.

143rd Harry-Pawnee: Improve 143rd Street East from Harry to Pawnee

143rd Kellogg-Pawnee: Improve 143rd Street East from Kellogg to Harry

151st St, Kellogg to Maple: Improve 151st Street West from Kellogg to Maple

17th Street North, I-135 to Hillside: Rehabilitate 17th Street North from I-135 to Hillside



31st Street South Bikeway: K&O Railroad to Arkansas River. This project would install on-street bikeways on 31st Street South and connection to the Arkansas River Path near O.J. Watson Park. It would include shared lane markings from the Kansas and Oklahoma Railroad (located west of West Street) to West Street; a road diet with bike lanes from West Street to Old Lawrence Road; and a bicycle boulevard on Old Lawrence Road from 31st Street to the Arkansas River Path.

37th St N, Hydraulic to Hillside: Improve 37th St N from Hydraulic to Hillside

Arkansas River to Haysville Bikeway: Arkansas River Path near OJ Watson Park to Haysville. This project would develop a trail from Wichita to Haysville along a former railroad corridor owned by the City of Wichita. The bikeway would travel from the Arkansas River Path near OJ Watson Park to Haysville, and would include crossing improvements, design work, construction of a bridge deck at the Big Ditch, and related improvements.

Canal Crossing at 15th St: Convert existing bridge to a pedestrian crossing.

Douglas, Washington to Grove: Preservation project - curb extensions, streetscaping improvements

Douglas, Main to Washington: Reconfigure Douglas Avenue from Main to Washington

Douglas, Seneca to Meridian: Reconfigure Douglas Avenue from Seneca to Meridian

Downtown Streetscaping: Downtown Wichita. Curb extensions, streetscaping improvements.

Harry, 127th to 143rd Street E.: Improve Harry from 127th Street East to 143rd Street East

Hillside, 37th-45th: Improve Hillside Street from 37th Street North to 45th Street North

Hoover Road Bikeway, K-96 to Crystal Prairie Lake Park: Improve a 10-foot wide path on Hoover from the south ramp of K-96 and the future site of Crystal Prairie Lake Park

Hoover, Zoo to 29th Street North: Improve Hoover Road from Zoo to 29th Street North

K-96 Bikeway Connections: Construct the missing shared use path connection between the K-96 Path and the existing paths along Greenwich Road and/or Harry Street.

MacArthur, West to Meridian: Improve MacArthur from West Street to Meridian.

Maize, 31st St S. to Pawnee: Improve Maize Road from Pawnee to 31st St S.

Maize, 31st to MacArthur: Improve Maize Road from MacArthur to 31st St S.

Maple, 135th St W to 151st W: Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalk

Maple, 151st St W to 167th St W: Improve Maple Street from 151st to 167th Streets West.

Maple, Seneca to West St: Improve Maple from Seneca to West Street.



Mosley & Rock Island, 3rd St to Central: Preservation project - replace pavement, construct storm sewer and streetscaping

Mt. Vernon, SE Blvd to Oliver: Rehabilitate Mt. Vernon from SE Boulevard to Hillside

Pawnee, Greenwich to 127th St E: Improve Pawnee from Greenwich to 127th St E.

Pawnee, Webb to Greenwich: Re-construct the existing 2-lane asphalt mat street with a 3/5 lane street with curb and gutter on Pawnee from Webb to Greenwich. Final lane configuration will be determined as initial concepts are developed and traffic data has been updated from the recent construction/opening of the Southeast High School located at Pawnee & 127th Street. The intersections of Webb and Greenwich will have been improved with left turn lanes on all approaches. However, ADA improvements may be needed at the intersection of Webb Road to be sure wheelchair ramps and pedestrian signals are compliant. The project will include drainage improvements and a minimum of a 6' sidewalk on each side of Pawnee. The Bicycle Master Plan will be reviewed to determine what bicycle facility is most appropriate to connect existing paths along Greenwich and Pawnee.

Pawnee and 127th St E intersection: Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout.

Redbud Path, Woodlawn to Rock Rd: Construct Redbud Path multiuse path between Woodlawn and Rock Rd

Waco, Murdock to 21st St N: Reconstruct Waco from Murdock to 21st St N.

Webb Rd, Central to 13th St N: Reconstruct Webb Road from Central to 13th St N.

West St, 47th St to MacArthur: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements

West St, Harry to Pawnee: Improve West Street from Harry to Pawnee.

West St, I-235 to MacArthur: Improve West Street from I-235 to MacArthur

Wichita Bicycle Master Plan Update: Update the Wichita Bicycle Master Plan and implement a bicycle-parking program.

Wichita Center Business District Intelligent Transportation System: Traffic signal optimization for signals in the Central Business District.

Wichita Intelligent Transportation System program: Traffic signal optimization for signals along street corridors.

Wichita Pedestrian Corridor Safety Improvements: Various pedestrian corridor improvements implemented in City of Wichita.

Wichita Pedestrian Crossing Enhancements: Various pedestrian crossing enhancements projects in Wichita



Wichita School District Safety Improvements: Various school district safety improvements in Wichita

Wichita State Bikeway Connections: This project would improve the bikeway connections to and from Wichita State University. The improvements will help to make WSU more attractive to prospective students, strengthen connections with the surrounding community, and improve conditions in a location where people are more likely to bicycle. Below is a listing of the bikeway improvements undertaken as part of this project.

- 17th Street Bike Lanes – I-135 Path to Oliver/Redbud Path: this improvement would continue the new bike lanes on 17th Street from Hillside to the Canal Route Path at I-135. The project would include a road diet along 17th Street and crossing improvements at key intersections.
- Fairmount Neighborhood Bikeways: this improvement would add bikeways on streets through the Fairmount Neighborhood and crossings at major roadways in order to strengthen connections between WSU, the Redbud Path, and other bikeways.
- Belmont / Fountain Bikeway: this improvement would add an on-street bikeway to connect the WSU campus to the K-96 Path.

Wichita Traffic Signalization program: Various traffic signalization improvements in Wichita

Wichita Bike Enhancements Projects: Various bicycle improvements across Wichita city limits.

Wichita Bridge Rehabilitation/Repair Program: Various bridge rehabilitation and repair projects across Wichita city limits.

\Woodchuck to Buffalo Park Bikeway: Design and construct an on-street bikeway from the existing Woodchuck Bikeway at 2nd Street to a proposed Maize Road bike/ped crossing near Buffalo Park. It would also provide a connection south below/across Kellogg at the Cowskin Creek to the Air Capital Memorial Park. The project would include crossing improvements, bikeway pavement markings, path connectors, and traffic calming where needed.

KDOT

Phase 5 Wichita Traffic Management Center Device and Fiber: Installation of queue detectors, fiber, CCTV cameras, and dynamic message signs along K-96, US-54/400, K-254, K-42, and I-135

KDOT Railroad Crossing Program: Provide approximately three railroad crossing improvements in the WAMPO region per year.

I-235/I-135/K-254 Interchange (North Junction) Green Phase: 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.

Right of Way Acquisition for Northwest Wichita Bypass: Right of Way Acquisition for a 4-Lane Freeway Section

I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities: Pre-construction activities for reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita



I-135 in Sedgwick County 1R project Guardrail Upgrades: Beginning at the North Edge Wearing Surface Viaduct Bridges thence North to the South End 37th Street Bridges: Guardrail Upgrades

I-135 in Sedgwick County 1R project Guardrail Upgrades: from the Pawnee Avenue Overpass North to the South End Viaduct Bridges: Guardrail Upgrades

I-135 in Sedgwick County 1R project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass: Guardrail Upgrades

K-254 at Rock Road: Construct EB right turn lane and WB right turn taper on K-254

I-235 in Sedgwick County (1R Project): I-235: Beginning at the East edge wearing surface of the BNSF Bridges thence East to the West edge wearing surface of Hydraulic Bridges

Intersection Improvements at US-54 and Barber Dr.: I Intersection Improvements in Goddard

North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2.: Construct Fly-Over Bridge for NB I-135 to SB I-235, the Directional Ramp for SB I-135 to SB I-235, and the Bridge Structure over the BNSF Railroad

Bridge Repair (#291) on I-135: Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearings, replace bearings and full TMP

Bridge #290 on I-135: 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

Bridge #496 & Bridge #497 on US-54: Bridge Repair- Strip seal replacements, relief slot joint replacements and deck patching as needed

K-254 Bridges #209 and #210: Bridge Repair, Patch deck, concrete overlay, rails & guardrails

Cross-jurisdictional Corridor Management: Implement integrated corridor management techniques on major and minor collector roads that are adjacent to state highways or that complement state highways, including cameras and possibly dynamic message signs

Fiber Optics Installations: Expanding and improving the fiber optic network will improve WICHway ITS operations, lend itself to fiber sharing with other jurisdictions, expand communication capabilities, provide fiber ring redundancy, improve technology on traffic signals and other infrastructure.

KDOT Local System programs: This program includes all of KDOT's on-going programs that fund projects on local systems, including Economic Development Program, Rural Highways/Railroad Crossing Surfacing, City Connecting Links Improvement Program (CCLIP), Off System Bridge Program, Local Bridge Program, and Cost Share Program.

KDOT Modernization Programs: Modernizes the existing state highway system, including state highways, U.S. highways, and interstates system. Projects are designed to enhance safety, improve roadways by adding shoulders, flattening hills, straightening curves and upgrading intersections on already existing roadways, and incorporating technology into the existing system. This category includes projects funded



through KDOT's Corridor Management Program, Access Management program, and Intelligent Transportation System set-aside.

KDOT Preservation Programs: Preserves the "as built" condition of roads and bridges on the state highway system, including state highways, U.S. highways, and interstates. Projects under this program are varied and range from roadway surfacing rehabilitation and bridge repairs to pavement and bridge replacements. This category includes all projects funded thru the following on-going KDOT programs: Bridge Repair, Bridge Replacement/Rehabilitation, Interstate Resurfacing (PMS), 1 R Program, and Bridge Set Aside.

KDOT Safety Programs: This includes the safety projects that KDOT administers through its Local Safety Program. These include the Highway Safety Improvement Program (HSIP), the High Risk Rural Roads (HRRR) program, and the Rail-Highway Grade Crossing program. These programs are all designed to improve traffic safety in the state by improving hazardous roads and rail/highway grade crossings.

WICHway Traffic Management Center Deployments, Upgrades and Expansions: Upgrading and increasing of WICHway roadside cameras, traffic sensors, dynamic message signs and traffic management center (TMC) facilities and hardware, including a backup traffic management center.

Sedgwick County

Arkansas River Crossing - 95th Street (ARC95) - Hillside to Woodlawn: Improve and extend 95th Street from Hillside Street to Woodlawn Road to add capacity, improve emergency access, and accelerate growth and economic development. The project includes a new bridge spanning the Arkansas River, BNSF Railway, and K-15.

Maple Street pathway: Add pathway on Maple from 167th Street to 183rd Street and another half-mile south to Eisenhower Schools on 167th Street to meet the needs of residents for alternate mode of transportation, safe travel to school, and physical activity. The pathway will connect the cities of Wichita and Goddard and provide a link to the Prairie Sunset Trail.

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

Sedgwick County Paratransit Service activities: Conduct a comprehensive operations and technology feasibility study, implement its recommendations and purchase replacement vehicles.

WAMPO

Regional Asset Inventory: WAMPO will develop a regional asset inventory showing the current condition of potentially regionally significant roads and bridges and the locations of ITS and bike/ped facilities in the WAMPO region. This will include developing a database and website that will make this information publicly accessible for the use of WAMPO planning partners, member jurisdictions and other stakeholders; populating the database with current condition and location information on these assets from our planning partners and member jurisdictions; and developing procedures for updating the database on an ongoing basis.



Asset Management Phase 2: 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.

Major Regional Priority Planning: Conduct planning studies to advance major regional priorities in the WAMPO region.

Training, Best Practices, and Model Policies for Member Jurisdictions: 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.

Travel Demand Model Update: Update WAMPO's Travel Demand Model.

Wichita Transit

Federal Transit Administration 5310 Program (2019, 2020, 2021, 2022, 2023, 2024): Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.

Federal Transit Administration 5339 Program (2020, 2021, 2022, 2023, 2024): Bus, bus related and bus facility purchases

Wichita Multimodal Center: Construct a new multimodal center in Wichita.

Wichita Transit Operating (2020, 2021, 2022, 2023, 2024): Federal funding to support Wichita Transit's operations

Wichita Transit Other Capital (2020, 2021, 2022, 2023, 2024): Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.

Wichita Transit Replacement Paratransit Vehicles: Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet.

Federal Transit Administration (FTA) Programs: Includes all of the Federal Transit Administration (FTA) formula and discretionary programs made available to designated recipients in the WAMPO region. These programs fund capital acquisition and operations activities for Wichita Transit as well as other public and non-profit transit providers. At the time of MTP adoption, current programs include Urbanized Area Formula Funding (FTA 5307 program), the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 program), and the Bus and Bus Facilities program (FTA 5339 program).

Wichita Transit Capital: Purchase and implement various capital goods, including buses, vans, bus stops, shelters, benches, and signs



Wichita Transit Network Redesign Plan: Transit Network Redesign plan



MTP Project Selection Process

WAMPO undertook a rigorous project selection process to designate which projects would be included on the project list as eligible for suballocated federal funding.

Size of the Project List

The first step in this process was to decide how large the list of eligible projects should be. The size of the project list is ultimately limited by the federal requirement that it be fiscally constrained (see the Fiscal Appendix for more detail). However, WAMPO has chosen to limit the list of eligible projects to a total of \$119 million in federal funding. This choice was intended to strike a balance between certainty for project sponsors (a project on the list has a good chance of ultimately being funded in the TIP) and flexibility (there will be plenty of eligible projects to choose from when programming the TIP). In addition to the \$119 million of projects listed here, WAMPO has reserved \$12 million to allow projects to be added to the eligible project list in 2022 and 2024 (\$6 million each). This will allow us to expand the project list to accommodate new needs or changes to existing projects that develop in the interim.

Project Selection Criteria

Based on the public input gathered during our initial public engagement phase, WAMPO adopted a vision and outcomes for the MOVE 2040 Reimagined (see the Public Engagement Appendix, and Vision and Outcomes Appendix for more detail on this process). Based on the vision and outcomes, WAMPO adopted eight Project Selection Criteria: Quality of Place, Land Use-Transportation Connection, Multimodal Connectivity, Economic Development, Financial Sustainability, Regionalism, Safety, and Technology.

Each of the criteria was rated on a scale of Excellent, Good, Acceptable, and Not Applicable. Because of the many different types of projects, there are multiple ways to earn a rating on each of the project selection criteria. For example, a project could earn an Excellent rating on the Economic Development criteria by serving a major freight facility, by increasing access to a large employment hub via transit, or by increasing travel time reliability. This helps accommodate the variety of projects and the variety of communities that we serve and allows us to compare projects across different modes and project types.

If a project qualifies for a rating in multiple ways, the final rating was generally whatever the highest rating the project is eligible for in that criteria (see Land Use-Transportation Connection and Quality of Place for exceptions).

Quality of Place

Quality of place is the way a community is planned, designed, developed, and maintained that affect quality of life. Projects supporting quality of place play a key role in drawing and retaining the highly skilled knowledge economy workers in the region, contributing to economic growth. The Quality of Place criteria looks at access to destinations like schools, recreation, and healthcare, walkability, and placemaking.

Land Use-Transportation Connection

Projects supporting the connection between Land Use and Transportation help attract talent to the region by providing a greater diversity of living options and increase the fiscal sustainability of local governments by providing more development with less outlay on infrastructure. The Land Use-



Transportation Connection criteria considers density, infill development, transit-oriented development, mixed-use development, town centers, and historic downtowns.

Multimodal Connectivity

Projects supporting multimodal connectivity help attract talent to the region and enhance equity by providing new or expanded transportation options to all residents. The Multimodal Connectivity criteria examines contributions to the extent and connectivity of the bicycle/pedestrian network, enhancements to transit service including new routes, reduced headways, and increased operating hours, bringing transit and bike/ped to low income, minority, and elderly communities, and increased transit and bike/ped access to destinations like schools, recreation, and healthcare.

Economic Development

Projects support Economic Development by providing quicker, more reliable goods movement and providing better access to jobs. The Economic Development criteria looks at projects that serve major freight facilities, improve access to jobs, especially via transit, and increases travel time reliability.

Financial Sustainability

Projects support Financial Sustainability by preserving existing infrastructure, right-sizing existing facilities, and providing sustainable revenue sources for transportation. The Financial Sustainability criteria considers preservation and maintenance of existing facilities, downsizing facilities where appropriate, replacing worn-out transit vehicles, and new, innovative, and regional funding sources.

Regionalism

Projects support Regionalism by their impact on the transportation in the WAMPO region and beyond and by bringing multiple jurisdictions together to accomplish a project. The Regionalism criteria looks at regional significance, projects that involve multiple jurisdictions, and connections with the larger South Central Kansas region.

Safety

Projects support Safety by addressing locations with many accidents and keeping our most vulnerable road users safe. The Safety criteria considers accident history, eliminating bike/pedestrian conflicts with cars, and adding roundabouts.

Technology

Projects support Technology by incorporating innovative technology and laying the foundation for future technological development. The Technology criteria examines a project's inclusion of connected/autonomous vehicle technology, fiber optics, upgraded signal controllers and signal coordination, dynamic message signs, and cameras – particularly along corridors that have been designated as a high priority for the inclusion of technology by the WAMPO Transportation Systems Management and Operations Task Force, as well as coordinating operations and technology among multiple jurisdictions and incorporating smart work zones during the construction phase.

Project Planning Assistance for Member Jurisdictions

WAMPO's member jurisdictions span a wide range of sizes, from under 1000 people to almost 400,000. With this range of sizes comes a range of resources and staff capabilities. In particular, many of the smaller jurisdictions depend heavily on consultants for engineering services. The need to procure and pay



for consultant assistance posed a potential problem, given the relatively short window during which the call for projects would be open. In order to increase the quality of project applications and ensure every jurisdiction had the opportunity to submit projects, WAMPO hired two consultants (PEC and TranSystems) to assist our member jurisdictions and planning partners in identifying potential projects and preparing project applications. This assistance was well received by our member jurisdictions and increased the technical quality of the applications we received.

Call for Projects

The Call for Projects opened on June 13, 2019, and closed on August 16. Project sponsors were required to submit an application and map for each project, as well as a cover letter including a ranked priority list of the projects they applied. WAMPO received 114 applications from 16 sponsors (Andover, Bel Aire, Butler County, Cheney, Derby, Goddard, Haysville, KDOT, Kechi, Maize, Park City, Rose Hill, Sedgwick County, Valley Center, WAMPO, and Wichita).

Staff Screening and Preliminary Project Selection Criteria Ratings

WAMPO staff went through the submitted applications to identify any inconsistencies or missing information and worked with project sponsors to resolve any issues. Once any outstanding issues were resolved, staff assigned preliminary ratings on the project selection criteria to every project.

Public Input

WAMPO used an online tool to gather public input on the submitted projects. The opportunity to provide input was publicized through WAMPO's own channels and by encouraging member jurisdictions, planning partners, and other stakeholders to get the word out. We received 10,096 survey responses and 736 comments from 1,315 participants.

Project Selection Committee

The chair of the WAMPO Transportation Policy Body appointed a six-member Project Selection Committee composed of three members of the TPB and three members of the Transportation Advisory Committee. The group met seven times from October to December of 2019.

The selection committee heard presentations from all of the project sponsors about their projects. Following the presentations, the selection committee reviewed the preliminary ratings on the selection criteria, either confirming the staff rating or making adjustments. The committee changed 31 ratings across 23 different projects. At the selection committee's request, the staff sought additional information from certain project sponsors, primarily related to dividing certain large projects up into smaller, more easily fundable phases.

Finally, the committee selected a list of projects to recommend to the Transportation Policy Body for WAMPO funding. In addition to the project selection criteria ratings, the committee also considered member jurisdictions' priorities, public input, geographic and modal equity, and regional significance.

MTP Project Selection Criteria Scoring

Name	Project Sponsor	Project ID	Mode	Quality of Place	Land-Use Transportation Connection	Multimodal Connectivity	Economic Development	Financial Sustainability	Regionalism	Safety	Technology
Andover Road from Redbud Trail to Ira Court	Andover	1.01	Road	Excellent	Acceptable	Excellent	Good	Excellent	Acceptable	Excellent	Acceptable
US-54/400 Bicycle Pedestrian Bridge in Andover	Andover	1.02	Bike/Ped	Excellent	Good	Good	Good	N/A	Acceptable	Excellent	N/A
Prairie Creek Road bridge over KTA	Andover	1.03	Bridge	Good	N/A	Acceptable	N/A	Good	Good	Acceptable	N/A
East Kellogg Planning Study	Andover	1.04	Planning	Excellent	Good	N/A	N/A	N/A	Excellent	N/A	Good
Andover Road Bike/Ped Improvements from Redbud Trail to 13th St	Andover	1.05	Bike/Ped	Excellent	N/A	Excellent	Good	N/A	Acceptable	Acceptable	N/A
Andover Road and Douglas Avenue Intersection	Andover	1.06	Road	Excellent	N/A	N/A	Good	N/A	Acceptable	N/A	N/A
21st St Improvements from KTA Toll Booth to Andover Rd	Andover	1.07	Road	Excellent	Acceptable	Excellent	Good	N/A	Acceptable	Excellent	N/A
Andover Road from 123rd St to 135th St	Andover	1.08	Road	N/A	N/A	Acceptable	N/A	N/A	Good	Good	N/A
Andover Road from 21st St to Half Mile North of 21st St	Andover	1.09	Road	Excellent	Acceptable	Excellent	Good	N/A	Acceptable	Excellent	N/A
Woodlawn: 45th St to 37th St N	Bel Aire	2.01	Road	Good	Excellent	Good	Good	Excellent	Acceptable	Excellent	N/A
Rock Road: Union Pacific Railroad to 53rd St N	Bel Aire	2.02	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Acceptable	Good	N/A
Oliver Ave and 45th St N Intersection Improvements	Bel Aire	2.03	Road	Excellent	N/A	Excellent	Acceptable	Good	Acceptable	Good	N/A
Oliver St: 37th St N to 45th St N	Bel Aire	2.04	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Northern Intercity Biking and Walking Route	Bel Aire	2.05	Bike/Ped	Excellent	Acceptable	Excellent	Good	N/A	Excellent	Acceptable	N/A
Woodlawn St: E 45th St N to 53rd St N, & Int. At 53rd St N and N Woodlawn St.	Bel Aire	2.06	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A
E 45th St N: N Oliver Ave to N Woodlawn St	Bel Aire	2.07	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A
N Oliver St: E 45th St N to 53rd St N	Bel Aire	2.08	Road	Excellent	Good	Excellent	Acceptable	N/A	Acceptable	Good	N/A
53rd St N: Oliver St to Woodlawn Blvd	Bel Aire	2.09	Road	Excellent	Acceptable	Excellent	N/A	Good	Acceptable	Good	N/A
55th St N and Lycee St Pedestrian Crossing	Bel Aire	2.1	Bike/Ped	Excellent	Acceptable	Excellent	N/A	N/A	Acceptable	Good	N/A
45th St N: Woodlawn St to Rock Rd	Bel Aire	2.11	Road	Excellent	Acceptable	Excellent	Good	Excellent	Acceptable	Good	N/A
SW Butler Road Improvements from SW 155th St to SW 170th St	Butler County	3.01	Road	N/A	N/A	Good	Good	Excellent	Good	Excellent	N/A
SW Butler Road Improvements from SW 135th St to SW 145th St	Butler County	3.01	Road	N/A	N/A	Acceptable	N/A	Excellent	Good	Good	N/A
SW 150th St Improvements from SW Meadowlark Rd to SW Butler Rd	Butler County	3.03	Road	N/A	N/A	N/A	Acceptable	Excellent	Acceptable	Excellent	N/A

MTP Project Selection Criteria Scoring

SW 190th St Improvements from SW Butler Rd to County Line	Butler County	3.04	Road	Excellent	N/A	N/A	Acceptable	Acceptable	Acceptable	Good	N/A
Harry Street Bridge at Fourmile Creek	Butler County	3.05	Bridge	N/A	N/A	N/A	N/A	Acceptable	Acceptable	Acceptable	N/A
Santa Fe St: Main St to 391st St West	Cheney	4.01	Road	Excellent	Good	N/A	Good	Good	Acceptable	Good	N/A
Cheney Bicycle and Pedestrian Enhancements	Cheney	4.02	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Acceptable	N/A
Nelson Drive Realignment	Derby	5.01	Road	Good	Excellent	Good	Excellent	Excellent	Excellent	Excellent	Acceptable
Rock Road Corridor Improvements from 55th St to Freedom St	Derby	5.02	Road	Excellent	N/A	Excellent	Acceptable	N/A	Good	Good	N/A
US-54/400 Bicycle/Pedestrian Bridge between 183rd St and 199th St	Goddard	6.01	Bike/Ped	Excellent	Acceptable	Good	Acceptable	N/A	Acceptable	Excellent	N/A
183rd St Corridor Improvements from Maple St to US-54/400	Goddard	6.02	Road	Good	N/A	Good	Good	N/A	Acceptable	Excellent	N/A
Multi-Use Path along Seneca and 63rd Sts	Haysville	7.01	Bike/Ped	Excellent	N/A	Good	Good	N/A	Acceptable	Acceptable	N/A
Grand Ave/71st St Multi-Use Path	Haysville	7.02	Bike/Ped	Excellent	N/A	Good	N/A	N/A	Acceptable	Good	N/A
Fiber Optics Installations	KDOT	8.01	Technology	N/A	N/A	N/A	Excellent	N/A	Excellent	N/A	Excellent
WICHway Traffic Management Center	KDOT	8.02	Technology	N/A	N/A	N/A	Excellent	N/A	Excellent	Acceptable	Excellent
Cross Jurisdictional Corridor Management	KDOT	8.03	Technology	Excellent	N/A	N/A	Excellent	N/A	Excellent	Acceptable	Excellent
Kechi Rd: Oliver St to West City Limits	Kechi	9.01	Road	Good	Good	Good	N/A	N/A	Acceptable	Acceptable	N/A
Oliver St: Kechi Rd to North City Limits	Kechi	9.02	Road	Good	Acceptable	Good	N/A	N/A	Acceptable	Acceptable	N/A
Kechi Rd: Oliver St to Woodlawn Blvd	Kechi	9.03	Road	Good	Acceptable	Good	Acceptable	N/A	Acceptable	Acceptable	N/A
Woodlawn Blvd: K254 to 53rd St N	Kechi	9.04	Road	Good	N/A	Good	Acceptable	N/A	Acceptable	Acceptable	N/A
Oliver St: K254 to 53rd St N	Kechi	9.05	Road	Good	N/A	Good	N/A	N/A	Acceptable	Good	N/A
45th St Improvements from Maize Rd to 135th St	Maize	10.01	Road	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Excellent	N/A
Academy Ave Improvements from Maize Rd to 119th St	Maize	10.02	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A
119th St Improvements from 29th St to 53rd St	Maize	10.03	Road	Excellent	Acceptable	Excellent	Good	Acceptable	Acceptable	Excellent	N/A
53rd St Improvements from Maize Rd to 1/2 Mile West of 119th St	Maize	10.04	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Good	Good	N/A
37th St Improvements from Maize Rd to 119th St	Maize	10.05	Road	Excellent	Acceptable	Excellent	Acceptable	N/A	Acceptable	Excellent	N/A
135th St Improvements from K96 to K&O Railroad	Maize	10.06	Road	N/A	N/A	N/A	Acceptable	N/A	Acceptable	Acceptable	N/A
61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Park City	11	Road	Good	N/A	Good	Excellent	Excellent	Acceptable	Excellent	N/A
Air Cap Dr: 53rd St N to 61st St N	Park City	11.01	Road	Good	Acceptable	Good	Good	N/A	Acceptable	Acceptable	N/A

MTP Project Selection Criteria Scoring

77th St N Bridge over West Fork Chisholm Creek	Park City	11.02	Road	N/A	N/A	N/A	N/A	N/A	Acceptable	Acceptable	N/A
Park City Place Plan	Park City	11.03	Planning	N/A	N/A	N/A	N/A	N/A	Acceptable	N/A	N/A
61st St N: Air Cap Dr to Hydraulic Ave	Park City	11.04	Road	Good	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A
Rose Hill Road: Rosewood St to School St	Rose Hill	12.01	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A
Rosewood St Pathway: Rose Hill Rd to County Line Rd	Rose Hill	12.02	Bike/Ped	Excellent	Acceptable	Good	Acceptable	N/A	Acceptable	Acceptable	N/A
Rehabilitation of Bridge on Zoo Blvd over M.S. Mitch Mitchell Floodway	Sedgwick County	13.01	Bridge	N/A	N/A	N/A	N/A	Excellent	Good	N/A	N/A
10' Path on Maple St from S 135th St W to 183rd St W and 167th south to Eisenhower High School	Sedgwick County	13.02	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Acceptable	N/A
Comprehensive Operations and Technology Feasibility Study and Implementation	Sedgwick County	13.03	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Good	N/A	Acceptable
Sedgwick County Replacement Vehicles	Sedgwick County	13.04	Transit	N/A	N/A	Acceptable	N/A	Excellent	Good	N/A	N/A
Arkansas River Crossing - 95th St - Hillside to Woodlawn	Sedgwick County	13.05	Road	Good	N/A	Acceptable	Good	N/A	Excellent	Good	N/A
Meridian Ave: Main St to 5th St N	Valley Center	14.01	Road	Excellent	Excellent	N/A	Good	Good	Acceptable	Excellent	N/A
Ford St: Bridge over Wichita-Valley Center Floodway to Broadway Ave	Valley Center	14.02	Road	Good	Acceptable	Good	Excellent	Good	Acceptable	Excellent	N/A
Main St: Redbud to Meridian Ave	Valley Center	14.03	Road	Good	Acceptable	N/A	Good	Excellent	Acceptable	Good	N/A
Main St: Meridian Ave to Emporia Ave	Valley Center	14.04	Road	Good	Excellent	N/A	Good	Excellent	Acceptable	Good	N/A
69th St N: Bridge over Wichita-Valley Center Floodway	Valley Center	14.05	Bridge	N/A	N/A	N/A	N/A	Excellent	Acceptable	Acceptable	N/A
Meridian Ave: 5th St N to North City Limits	Valley Center	14.06	Road	Excellent	Acceptable	N/A	Good	Excellent	Good	Excellent	N/A
Seneca St: Ford St to 5th St N	Valley Center	14.07	Road	Good	N/A	Good	N/A	Good	Acceptable	Acceptable	N/A
Travel Demand Model Update	WAMPO	15.01	Planning								
Air Quality Conformity Contingency	WAMPO	15.02	Planning								
Asset Condition Analysis	WAMPO	15.03	Planning								
Training, Best Practices, and Model Policies for Member Jurisdictions	WAMPO	15.04	Planning								
Major Regional Priority Planning	WAMPO	15.05	Planning								
Wichita Transit Network Redesign	Wichita Transit	16.01	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Excellent	N/A	N/A
Intelligent Transportation System - Central Business District	Wichita	16.02	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent
2nd St N, Main to St Francis	Wichita	16.03	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A
Wichita Transit Microtransit	Wichita Transit	16.04	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Good	N/A	N/A

MTP Project Selection Criteria Scoring

Intelligent Transportation System	Wichita	16.05	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent
Douglas, Seneca to Meridian	Wichita	16.06	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Douglas, Main to Washington	Wichita	16.07	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Douglas, Washington to Grove	Wichita	16.08	Road	Excellent	Excellent	Excellent	Excellent	Excellent	Acceptable	Excellent	N/A
Wichita Transit Commuter Service	Wichita Transit	16.09	Transit	Good	Excellent	Good	Excellent	N/A	Good	N/A	N/A
Commerce & St. Francis, Kellogg to Waterman	Wichita	16.1	Road	Excellent	Excellent	N/A	Good	Good	Acceptable	Good	N/A
West St, Harry to Pawnee	Wichita	16.11	Road	Excellent	Excellent	Acceptable	Excellent	Acceptable	Good	Excellent	Acceptable
West St, I-235 to MacArthur	Wichita	16.12	Road	Good	Excellent	N/A	Excellent	Acceptable	Acceptable	Excellent	N/A
Redbud Path, Woodlawn to Rock	Wichita	16.13	Bike/Ped	Excellent	Excellent	Good	Acceptable	N/A	Good	Acceptable	N/A
Hoover Rd, K96 to Crystal Prairie Lake Park	Wichita	16.14	Bike/Ped	Good	Excellent	Good	N/A	N/A	Acceptable	Acceptable	N/A
Bicycle Master Plan Update	Wichita Transit	16.15	Planning	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A
West St, 47th St S to MacArthur	Wichita	16.16	Road	Good	Acceptable	N/A	Good	Acceptable	Acceptable	Excellent	N/A
135th St W, 13th St N to Central	Wichita	16.17	Road	Good	Acceptable	Good	Acceptable	Acceptable	Excellent	Excellent	N/A
13th St N, McLean to Zoo Blvd	Wichita	16.18	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
17th St N, I-135 to Hillside	Wichita	16.19	Road	Excellent	Excellent	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A
K96 Bikeway Connections	Wichita	16.2	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Acceptable	Acceptable	N/A
Wichita State Bikeway Connections	Wichita	16.21	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Acceptable	N/A
Maple, Seneca to West St	Wichita	16.22	Road	Excellent	Excellent	N/A	Good	Excellent	Acceptable	Excellent	N/A
Mt Vernon, SE Blvd to Oliver	Wichita	16.23	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Waco, Murdock to 21st St N	Wichita	16.24	Road	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Excellent	N/A
143rd St E, Kellogg to Harry	Wichita	16.25	Road	Good	Acceptable	Good	Acceptable	Acceptable	Excellent	Excellent	N/A
Woodchuck to Buffalo Park Bikeway	Wichita	16.26	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Acceptable	N/A
Arkansas River to Haysville Bikeway	Wichita	16.27	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A
37th St N, Hydraulic to Hillside	Wichita	16.28	Road	Good	Acceptable	Good	Excellent	Acceptable	Good	Good	N/A
Harry, 127th to 143rd	Wichita	16.29	Road	Good	Good	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
Hillside, 37th to 45th	Wichita	16.3	Road	N/A	Good	N/A	Good	Excellent	Acceptable	Excellent	N/A
Maize, 31st St to MacArthur	Wichita	16.31	Road	Good	Acceptable	Good	Excellent	Acceptable	Acceptable	Excellent	N/A
Maize, 31st St S to Pawnee	Wichita	16.32	Road	Good	Acceptable	Good	Excellent	Acceptable	Excellent	Good	N/A
31st St S Bikeway	Wichita	16.33	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A
Maple, 135th St W to 151st St W	Wichita	16.34	Road	Good	Acceptable	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
Pawnee, Greenwich to 127th St E	Wichita	16.35	Road	Excellent	Acceptable	Excellent	Acceptable	Acceptable	Excellent	Good	N/A
Hoover, Zoo to 29th St N	Wichita	16.36	Road	Good	Excellent	Good	Acceptable	Acceptable	Acceptable	Good	N/A
119th St W, 21st to 29th St N	Wichita	16.37	Road	Good	Acceptable	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
143rd St E, Harry to Pawnee	Wichita	16.38	Road	Excellent	Excellent	Excellent	Acceptable	Acceptable	Acceptable	Excellent	N/A
MacArthur, West to Meridian	Wichita	16.39	Road	Good	Excellent	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
Webb Rd, Central to 13th St N	Wichita	16.4	Road	Excellent	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A
151st St W, Kellogg to Maple	Wichita	16.41	Road	Good	Excellent	N/A	N/A	Acceptable	Acceptable	Good	N/A

MTP Project Selection Criteria Scoring

Maple, 151st St W to 167th St W	Wichita	16.42	Road	Excellent	Good	Excellent	N/A	Acceptable	Acceptable	Excellent	N/A
Seneca Bridge, South of 55th St S	Wichita	16.43	Bridge	Good	Excellent	N/A	N/A	Acceptable	Acceptable	Acceptable	N/A



Major Regional Priorities

The Transportation Policy Body asked the TAC to provide input on the list of Major Regional Priorities that they adopted in August 2019. The TAC voted to convene a sub-committee to examine the list and recommend any changes to the full TAC.

This sub-committee (composed of Tom Jones, Les Mangus, Jack Brown, Jim Weber, Dan Squires, and Zach McHatton) met in November, December, and January. The sub-committee recommended reducing the number of regional priorities to nine, grouping in three types of project improvements as tabulated below, as, modernization projects, expansion projects, and new roadways. North Junction project is identified as the highest regional priority, while rest of the eight projects are grouped into three types of project improvements as tabulated here:

Highest Regional Priority: North Junction

Modernization	Expansion	New Roadways
I-235 & Kellogg, Blue Phase K254 US-54/400 and I-135 Interchange	East Kellogg K96 from I-135 to Greenwich West Kellogg	ARC95 Northwest Bypass

Background

The Major Regional Priorities list represents the potential transportation investments that WAMPO has decided are most important to the future of the region. The list allows WAMPO to speak with one voice when competing for funding at the state and federal level and lends a regional seal of approval to grand applications. The list sends a message to potential partners and funding agencies that these projects truly are the most important to the WAMPO region and function as a persuasive tool to help unlock the much larger funding opportunities that will be required to construct projects on this scale.

Process

The group began with the list of 15 major regional priorities adopted by the TPB in August, and the list prepared by the Wichita Chamber of Commerce in preparation for the KDOT local consult meeting. After some discussion, the group a shorter, more targeted list by concentrating on the highway projects in the WAMPO region. WAMPO staff then validated the projects on this list against a set of evaluation criteria, that were recently developed at another MPO in Pennsylvania, consistent with federal guidelines and requirements of regional transportation projects.

Options

- Recommend approval of the revised Major Regional Priorities list to the Transportation Policy Body.
- Recommend approval of the revised Major Regional Priorities list to the Transportation Policy Body with specific changes.
- Do not recommend approval of the revised Major Regional Priorities list to the Transportation Policy Body.

Recommended action

- Recommend approval of the revised Major Regional Priorities list to the Transportation Policy Body.

Attachment

- [Evaluation Criteria](#)



Projects Evaluation Methodology

Evaluation of regional transportation projects is based broadly on following types of transportation improvements.

Types of transportation projects are as follows:

1. Bridge Rehabilitation/Replacement, (please see pages 2, 3)
2. Traffic Management Technologies (Roadway System Mgmt), (please see pages 4, 5)
3. Roadway Reconstruction/Modernization/Automation, (please see pages 6, 7)
4. Roadway Expansion, (please see pages 8, 9, 10, 11)
5. Multiuse Trails & Bicycle Facilities, (please see pages 12, 13)
6. Pedestrian Facilities/Safe Routes to Schools, (please see pages 14, 15, 16, 17)
7. Transit Expansion/Transit Modernization, (please see pages 18, 19)

Evaluation criteria, for the regional transportation projects, is based on federal national goals as well as regional goals.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The Fixing America's Surface Transportation (FAST) Act builds on the changes made by MAP-21, including providing a dedicated source of federal dollars for freight projects.

Federal-aid highway program primarily focuses on the following national goals:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The above 7 types of transportation projects and evaluation criteria are further described in the following sections.

1. Bridges – Prioritizing Criteria and Measures

Definition: A bridge rehabilitation or replacement project located on a non-freeway principal arterial or minor arterial functionally-classified roadway, consistent with the latest approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans.

The bridge must carry vehicular traffic, but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic, are evaluated under one of the Bicycle and Pedestrian Facilities categories. Completely new bridges, interchanges, or overpasses fall under the Roadway Expansion scoring evaluation category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet, with a bridge condition classified as 'Poor', based on 'lowest condition rating' of the primary components of a bridge or culvert.
- Bridge replacement of 20 or more feet, with a bridge condition classified as 'Poor', based on 'lowest condition rating' of the primary components of a bridge or culvert.

Bridge Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		20
1a	Measure - Distance to the nearest alternate crossing bridge		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Infrastructure Condition		20
4a	Measure – Bridge Rating		10
4b	Measure – Load-Posting		10
5	Multimodal Elements and Existing Connections		10
5a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
6	Consistency with Regional Plans		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL	0	

2. Traffic Management Technologies (Roadway System Management) – Prioritizing Criteria and Measures

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Traffic Management Technology projects can include project elements along a single corridor, multiple corridors, or within a specific geographic area, such as a downtown. To be eligible, projects must make improvements to at least one minor arterial or non-freeway principal arterial. Projects that are more transit-focused are in the Transit Modernization scoring evaluation category.

Examples of Traffic Management Technology Projects:

<ul style="list-style-type: none">• Flashing yellow arrow traffic signals• Traffic signal retiming projects• Integrated corridor signal coordination• Traffic signal control system upgrades• New/replacement detectors• Passive detectors for bicyclists and pedestrians	<ul style="list-style-type: none">• New/replacement traffic mgmt. centers• New/replacement traffic communication• New/replacement CCTV cameras• New/replacement variable message signs & other info improvements• Incident management coordination
--	--

Traffic Management Technology Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Functional classification of project, Priority Bicycle commuting corridors/trail corridors		5
1b	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
1c	Measure - Integration within existing traffic management systems		5
2	Usage		10
2a	Measure - Current daily person throughput		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Infrastructure Condition/Age		10
4a	Measure – Upgrades to obsolete equipment		10
5	Congestion Reduction/Air Quality		10
5a	Measure - Congested corridor		5
5b	Measure - Emissions and congestion benefits of project		5
6	Safety		15
6a	Measure - Crashes reduced		7.5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		7.5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure – Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

3. Roadway Reconstruction/Modernization and Spot Mobility– Prioritizing Criteria and Measures

Definition: A roadway project that does not add thru-lane capacity (with the exception of roundabouts), but reconstructs, reclaims, modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout). Projects must be located on a non-freeway principal arterial or a minor arterial functionally-classified roadway, consistent with the latest functional classification map.

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

<ul style="list-style-type: none">• Intersection improvements or alternative intersections such as unsignalized or signalized reduced conflict intersections.• Interchange reconstructions that do not involve new ramp movements or added thru lanes• Turn lanes• Two-lane to three-lane conversions (with a continuous center turn lane)• Lane conversion to on street parking, or bike lanes addition• Four-lane to three-lane conversions	<ul style="list-style-type: none">• Roundabouts• Addition or replacement of traffic signals• Shoulder improvements• Strengthening a non-10-ton roadway• Raised medians, frontage roads, access modifications, or other access management• Roadway improvements that add multimodal elements• New alignments that replace an existing alignment and do not expand the number of lanes• Resurfacing roadway projects
--	---

Roadway Reconstruction/Modernization and Spot Mobility Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Level of Congestion		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, and Education		5
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity		10
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation.		10
4	Infrastructure Condition/Age		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	Congestion Reduction		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

4. (a) Roadway Expansion – Prioritizing Criteria and Measures

Definition: A roadway project that adds thru-lane capacity as a primary objective. Projects must be located on a minor arterial or above, functionally-classified roadway, consistent with the latest functional classification.

Examples of Roadway Expansion Projects:

<ul style="list-style-type: none">• Two-lane to four-lane expansions• Other thru-lane expansions (excludes additions of a continuous center turn lane)• Four-lane to six-lane expansions	<ul style="list-style-type: none">• New interchanges with or without associated frontage roads• Expanded interchanges with either new ramp movements or added thru lanes• New bridges, overpasses and underpasses
--	---

Roadway Expansion Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Level of Congestion		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		5
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity		10
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		10
4	Infrastructure Condition/Age		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	Congestion Reduction/Air Quality		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit Routes, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

4(b) Roadway Expansion – Prioritizing Criteria and Measures

Definition: New roadways that would be classified as Minor arterial or above once the project is built.

Examples of New Roadway Expansion Projects:

<ul style="list-style-type: none">• New roadways connecting communities	<ul style="list-style-type: none">• New Bridge connections providing trip connectivity between two or more communities
---	--

Roadway Expansion Projects Scoring			
Criteria and Measures		Points	%
1	<i>Role in the Regional Transportation System and Economy</i>		20
1a	Measure - Level of Congestion		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	<i>Usage</i>		10
2	Measure - Forecast 2040 average daily traffic volume		10
3	<i>Equity</i>		10
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		10
4	<i>Connecting Communities in the region</i>		10
4	Promotes regional roadway connections		10
5	<i>Congestion Reduction</i>		10
5a	Measure - Vehicle delay reduced		10
6	<i>Safety</i>		10
6	Is the project addressing safety concerns		
7	<i>Multimodal Elements and Existing Connections</i>		10
7a	Measure – Transit Routes, bicycle, or pedestrian project elements and connections		10
8	<i>Consistency with Regional Plans</i>		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	<i>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</i>		5
9a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	<i>Cost Effectiveness</i>		5
10a	Measure – Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

5. Multi-use Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Definition: A project that benefits bicyclists and/or other non-motorized users. All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses is eligible in this category.

Examples of Multi-use Trail and Bicycle Facility Projects:

<ul style="list-style-type: none">• Multi-use trails• Trail Bridges/underpasses	<ul style="list-style-type: none">• On-street bike lanes, improved signalization detectors for bicycles• Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor
--	--

Multiuse Trails and Bicycle Facilities Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas		3
1b	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle commuting corridors		4
1c	Measure - Connection to Jobs, Transit Routes and Educational Institutions		4
1d	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped Network connectivity		4
2	Potential Usage		15
2a	Measure - Existing population and employment within 1 mile (potential usage), population density and employment density		10
2b	Measure - Snow and ice control		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Deficiencies and Safety		10
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		5
4b	Measure - Deficiencies corrected or safety problems addressed		5
5	Multimodal Elements and Existing Connections		20
5a	Measure - Transit or pedestrian/bicycle elements of the project and connections, level of traffic stress		20
6	Consistency with Regional Plans		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure - Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

6. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) /Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Definition:

Pedestrian Facilities: A project that primarily benefits pedestrians and the mobility impaired. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multi-use trail bridges or underpasses and bicycle facilities should be in the category of the 'Multi-use Trail and Bicycle Facilities' instead of this Pedestrian Facilities.

Examples of Pedestrian Facility Projects:	
<ul style="list-style-type: none">• Sidewalks• Streetscaping• Americans with Disabilities Act (ADA) improvements	<ul style="list-style-type: none">• Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Prioritizing			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		25
1a	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle commuting corridors (BCC), pedestrian areas (PA)		9
1b	Measure - Connection to Jobs and Educational Institutions		8
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped Network connectivity		8
2	Potential Usage		15
2a	Measure - Existing population and employment within 1/2 mile (potential usage)		10
2b	Measure - Snow and ice control		5
3	Equity and Housing Performance		15
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		7.5
3b	Measure - Housing Performance		7.5
4	Deficiencies and Safety		15
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		7.5
4b	Measure - Deficiencies corrected or safety problems addressed		7.5
5	Consistency with Regional Plans		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
6	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
6a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
7	Cost Effectiveness		10
7a	Measure - Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

6a. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) /Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Definition:

Safe Routes to School Infrastructure: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

Examples of Safe Routes to School Infrastructure Projects:	
<ul style="list-style-type: none">• Sidewalks benefiting people going to the school• Multi-use trails benefiting people going to the school	<ul style="list-style-type: none">• Improved crossings benefiting people going to the school• Multiple improvements

Safe Routes to School Infrastructure – Prioritizing			
Criteria and Measures		Points	%
1	Relationship between Safe Routes to School Program Elements		20
1a	Measure - Describe how project addresses 5 Es (Evaluation, Engineering, Education, Encouragement, and Enforcement) of SRTS program		15
1b	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped Network connectivity		5
2	Potential Usage		20
2a	Measure - Average share of student population that bikes or walks; or student registrations		15
2b	Measure - Student population within school's walkshed		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Deficiencies and Safety		20
4a	Measure – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		10
4b	Measure - Deficiencies corrected or safety problems addressed		10
5	Consistency with Regional Plans		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
6	Public Engagement/Risk Assessment		10
6a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
7	Cost Effectiveness		10
7a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

7. Transit Expansion and Modernization – Prioritizing Criteria and Measures

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects are evaluated primarily on the ability to attract new riders. A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, these projects are evaluated primarily on the benefit to existing riders.

Routine facility maintenance and upkeep is not an evaluation criteria.

Examples of Transit Expansion and Modernization Projects:

<p>Examples of Transit Expansion Projects:</p> <ul style="list-style-type: none"> • Operating funds for new or expanded transit service • Transit vehicles for new or expanded service • Customer facilities for new or expanded service, new transit centers or stations, along a route • Park-and-ride facilities or expansions • Bus/transit vehicle purchases 	<p>Examples of Transit Modernization Projects:</p> <ul style="list-style-type: none"> • Improved boarding areas, lighting, or safety and security equipment, real-time signage; • Passenger waiting facilities, heated facilities or weather protection • New transit maintenance and support facilities/garages or upgrades to existing facilities • ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area • Improved fare collection systems • Multiple eligible improvements along a route
--	---

Transit Expansion and Modernization Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		10
1a	Measure - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas		4
1b	Measure - Project Location Relative to Population Density, Jobs, Manufacturing, Transit Routes, and Education		3
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped Network connectivity		3
2	Usage		20
2a	Measure - New Annual Riders (for Expansion Projects)		10
2b	Measure - Total existing annual riders (for Modernization Projects)		10
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Air Quality Emissions Reduction		15
4a	Measure - Emissions and congestion benefits of project, Kg of emissions reduced		15
5	Multimodal Elements and Existing Connections		15
5a	Measure - Bicycle and pedestrian elements of the project and connections		15
6	Consistency with Regional Plans		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/RailRoad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL	0	