



**Transportation Policy Body (TPB) Meeting Agenda**  
 Tuesday, May 10, 2022 at 3:00 pm  
<https://meet.goto.com/169415421>

Please call us at 316-779-1313 at least 48 hours in advance if you require special accommodations to participate in this meeting. We make every effort to meet reasonable requests.

## Meeting Agenda

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

	Page Numbers (in this packet)
<b>1. Welcome</b>	
<b>2. Regular Business</b>	
A. Approval of May 10, 2022 Agenda	Page 1
B. <a href="#">Approval of April 12, 2022 Meeting Minutes</a>	Pages 2 to 5
C. Director's Report	
i. <a href="#">Overview</a>	Page 6
ii. <a href="#">WAMPO Regional Economic Development</a>	Page 7
iii. <a href="#">2022 Bicycle/Pedestrian Count</a>	Page 8
<b>3. Public Comments</b>	Page 8
<b>4. New Business</b>	
A. <a href="#">Action: FFY2023-FFY2026 TIP Selected Projects</a> Ashley Bryers and Nick Flanders, WAMPO	Pages 9 to 31
B. <a href="#">Action: Federal Roadway Functional Classification Map</a> Nick Flanders, WAMPO	Pages 32 to 39
C. <a href="#">Update: US-54 East Kellogg Project</a> Raja Govindaswamy and Don Snyder, KDOT	Pages 40 to 48
D. <a href="#">Update: FFY2021-FFY2024 TIP Special Amendment and MTP Administrative Modification</a> Ashley Bryers and Nick Flanders, WAMPO	Page 49
E. <a href="#">Update: Active Transportation Committee</a> Alan Kailer, Chair of the Active Transportation Committee	
F. <a href="#">Discussion: Economic Development</a> Dan Squires, Derby	
<b>5. Committee &amp; Partnership/Updates</b>	
A. Executive Committee	
B. Committees: Active Transportation (Alan Kailer & Jack Brown); Safety & Health (Jack Brown)	
C. KDOT, Wichita Metro	
D. KDOT (Kansas Department of Transportation)	
E. FHWA (Federal Highway Administration)	
<b>6. Other Business</b>	
<b>7. Adjournment</b>	
<b>WAMPO Region Population Table and Map</b>	Pages 50 to 51
<b>WAMPO Acronym Glossary</b>	Page 52
<b>WAMPO TPB Roster</b>	Page 53
<b>WAMPO 2022 TPB Meetings</b>	Page 54

Chad Parasa, TPB Secretary  
May 3, 2022



**Meeting Summary**  
Transportation Policy Body (TPB) Meeting Summary  
Tuesday, April 12, 2022 @ 3:00 PM  
Hybrid Meeting

**Meeting Duration:** 52 minutes

**Members in Attendance:**

Becky Tuttle, TPB Vice Chair  
Maggie Ballard, Wichita  
Ron Colbert, Valley Center  
Bryan Frye, Wichita  
Tom Hein, KDOT  
Jack Hezlep, Derby  
Michael Hoheisel, Wichita  
Jim Howell, Sedgwick County

Tom Jones, Park City  
Russ Kessler, Haysville  
Sarah Lopez, Sedgwick County  
Pete Meitzner, Sedgwick County  
Warren Porter, Rose Hill  
Terry Somers, SCAC  
Kamme Sroufe, Kechi  
Anne Stephens, Bel Aire

Pat Stivers, Maize  
Troy Tabor, Andover  
Burt Ussey, Clearwater  
Dan Woydziak, Butler County

**Alt:**

Richard LaMunyon, Maize  
Tom Stolz, Sedgwick County

**Other Attendees:**

Ashley Bryers, WAMPO  
Cecelie Cochran, FHWA  
Nick Flanders, WAMPO  
Dora Gallo, WAMPO  
Jeremy Hill, Wichita State University  
Theresa House, WAMPO  
Alan Kailer, Bike Walk Wichita

Mark Kruep, WAMPO  
Matt Messina, KDOT  
ThaiBinh Ninh, Wichita  
Lynn Packer, Sedgwick County  
Chad Parasa, WAMPO  
Tia Raamot, MAPD

Kelly Rundell, Hite, Fanning &  
Honeyman LLP  
Jim Weber, Sedgwick County  
Andrew Wiens, South Central Kansas  
Transportation Coalition  
Kristen Zimmerman, PEC

**1. Vice Chairwoman Becky Tuttle<sup>1</sup> called the meeting to order at 3:00 PM.**

**2. Regular Business**

**A. Approval of April 12, 2022 Agenda**

**Discussion:** None

**Action:** Moved to approve the agenda as presented. Motion passed (20-0).

**Motion:** Vice Chairwoman Tuttle

**Second:** Brian Frye

**B. Approval of March 8, 2022 Minutes**

**Discussion:** None

**Action:** Moved to approve minutes. Motion passed (20-0).

**Motion:** Vice Chairwoman Tuttle

**Second:** Tom Jones

**C. TPB Chairman's Report**

**i. Overview**

**ii. WAMPO Regional Economic Development**

**iii. Travel Demand Model**

Ashley Bryers reported WAMPO has been updating the Travel Demand Model, and is currently coordinating with Kansas Department of Transportation (KDOT) staff regarding procurement procedures and timelines. WAMPO will continue reporting to TPB regarding this project.

**iv. Quarterly Activity Report – UPWP**

Chad Parasa presented the Unified Planning Work Program (UPWP) document. This document represents the planning activities WAMPO will undertake during the fiscal year, and the document

---

<sup>1</sup> Chairman David Dennis was not able to attend this meeting. Vice Chairwoman Becky Tuttle chaired the meeting.

being presented to TPB represents the activities and corresponding budget estimates for the first quarter of FY2022.

v. **FFY2023-FFY2026 TIP Development**

Ms. Bryers stated following the February 9, 2022-March 9, 2022 Call for Projects, requests for over 30 projects, worth over \$117 million, were received. The Project Selection Committee has been reviewing each request to identify which projects will be recommended for funding. Information regarding these recommended projects will be provided to TAC at its April 25, 2022 meeting, and TAC’s recommendation will be provided at TPB’s May 10, 2022 meeting.

vi. **MPO 101**

Ms. Bryers presented a short overview of the plans required of a Metropolitan Planning Organization (MPO) for improving transportation. She asked new members who would like to discuss or learn more about any or all of these plans to please contact her.

**3. Public Comment Opportunity – None**

**4. New Business**

A. **Action: FFY2021-FFY2024 Transportation Improvement Program (TIP) Amendment 6**

Ms. Bryers informed the TPB amendments can be made to a TIP when there are changes to projects between full TIP update cycles. Regularly scheduled TIP Amendments will be presented to the TPB in August 2022, October 2022, February 2023, April 2023 and August 2023. Because special amendments can be made on an as-needed basis, one special amendment is tentatively planned for a June 2022 TPB vote.

Nick Flanders reported on Amendment #6 to the FFY2021-FFY2024 TIP, noting the project submitted by the City of Maize – Academy Avenue Improvements from Maize road to Maize City Park - is only having an administrative adjustment, updating the Administrative Contact’s e-mail address and the Engineering contact, and does not require formal action. The remaining seven projects require formal action – two projects require significant modifications, and five are new projects. Information regarding these projects can be found on <https://www.wampo.org/transportation-improvement-program>.

The project submissions which require formal action are:

Project #	Project Name	Change	Type of Formal Action change
1	<b>Bridge #132 on US-54 in Sedgwick County (2022, 2027) (KDOT)</b>	Add new KDOT project to the TIP, \$1,396,464.00	New Project
2	<b>Bridge #305 on I-135 in Sedgwick County (2022, 2027) (KDOT)</b>	Add new KDOT project to the TIP, \$864,996.00	New Project
3	<b>Bridge #094 &amp; #095 on I-235 in Sedgwick County (2022, 2027) (KDOT)</b>	Add new KDOT project to the TIP, \$657,391.00	New Project
4	<b>K-42 in Sedgwick County (2020, 2023, 2025) (KDOT)</b>	Add Construction and Construction Engineering phases; add Conversion Payback year for KDOT-STBG Advance Construction spending already programmed; edit scope; update contact information; large increase (2,146%, \$12,877,200.00) in the cost estimate, from state and KDOT-STBG funds.	Significant Modification
5	<b>I-235, I-135, K-254 &amp; K-96 Interchange-</b>	Remove Advance Construction arrangement from NHPP funds used for Preliminary Engineering; change	Significant Modification

	<b>Gold Project-Wichita (2019, 2020, 2021, 2022) (KDOT)</b>	Construction Engineering funding to come entirely from state funds and not NHPP funds; edit scope; increase (17%, \$19,954,000.00) in the cost estimate, from state and NHPP funds.	
--	---	---	--

Projects #6 and #7 both relate to the same overall new project from KDOT, which has been divided between the two projects:

6	<b>Discovery Phase for US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022) (KDOT)</b>	Add new KDOT project to the TIP, requesting \$1,050,000.00 for discovery phase of project, to change that portion of US-54 to a separated graded freeway from its current surface level arrangement with regular intersections with cross-streets	New project
7	<b>US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022, 2028) (KDOT)</b>	Add new KDOT project to the TIP, requesting \$34,750,000 for preliminary engineering in 2022, with advance construction for payback year in 2028. The construction phase of this project has not yet been added to this project at this time.	New project

Mr. Flanders noted it is likely that Project #7 (US-54, E. Kellogg Ave, in Sedgwick/Butler Counties) will be amended in a Special Amendment planned for a June 2022 TPB vote. He also noted he sent a special Call for Projects to jurisdictions for projects they would like to have included in the Special Amendment to the FFY2021-FFY2024 TIP.

These eight projects have gone through a Public Comment period and no comments were received. All projects are also consistent with the Metropolitan Transportation Plan. In accordance with federal regulations, following Amendment #6, the TIP would remain fiscally constrained. The total financial impact of the Amendment of \$71,550,051 does not include any new WAMPO-suballocated funds.

Mr. Flanders noted the TAC recommended the TPB approve the amendment as proposed

**Action:** Motion to approve FFY2021-FFY2024 Transportation Improvement Plan (TIP) Amendment 6. (20-0).

**Motion:** Vice Chairwoman Tuttle

**Second:** Jack Hezlep

**B. Update: Federal Roadway Functional Classification Map**

Ms. Bryers reported that WAMPO’s federal roadway Functional Classification map reflects the volumes of people using the roadways and may change over time, with updates occasionally made to reflect current conditions.

Mr. Flanders stated some requests from WAMPO member jurisdiction for Functional Classification revisions are not yet reflected in the materials provided with the meeting agenda, as they have not yet been vetted by KDOT staff. A revised map and list of changes will be presented to the TAC at its April 25, 2022 meeting, and the TAC’s recommendation will be presented to the TPB for a vote on May 10, 2022.

**C. Update: Heartland Flyer Extension**

Andrew Wiens, South Central Kansas Transportation Coalition (SCKTC), reported on the status of the Heartland Flyer proposed extension. He noted that SCKTC, KDOT, cities, and counties have been involved in meetings to develop a list of regional infrastructure projects to help the region grow.

**D. Update: Economic Development**



Jeremy Hill, Wichita State University Center for Economic Development and Business Research (CEDBR), reported on the sectors that drive the regional economy at the three-digit level of North American Industry Classification System (NAICS) codes by total employment, and concentration of employment. The top economic driver in the Wichita region is transportation-equipment manufacturing, especially aerospace-related. Wichita has the third-highest concentration of wages in the transportation-equipment-manufacturing sector of all Metropolitan Statistical Areas (MSAs) in the United States. Mr. Hill also reported on the effects of the COVID-19 pandemic on the aerospace industry, as well as on rankings of how “healthy, wealthy, and wise” households in the region are, relative to the rest of Kansas.

## 5. Committee & Partnership Updates

### A. Executive Committee

Vice Chairwoman Tuttle reported that there was no March 2022 Executive Committee meeting. She reminded TPB members that Executive Committee meetings are open meetings, and anyone who would like to join a Committee meeting are welcome to contact Chad Parasa, Chairman Dennis, or Vice Chair Tuttle.

### B. Committees: Active Transportation Committee; Safety & Health Committee

Alan Kailer reported that the next Active Transportation Committee meeting will be held virtually on June 1, 2022, at 9:30 a.m. On the agenda are presentations by the cities of Wichita and Garden Plain regarding their active-transportation plans.

The next Safety & Health Committee meeting will be held on May 6, 2022, at 9:30 a.m.

### C. KDOT, Wichita Metro

Tom Hein reported that the second week of April is Work Zone Awareness Week, with a national campaign to remind people that work zones can be dangerous – both for drivers and for workers.

He also reported that the North Junction Gold Project is in its second year of a 3-year phase for two ramps feeding into southbound I-235. In September 2022, open bids will be taken for the next 3-year phase, for work on the K-96/I-135 junction.

Mr. Hein noted that more projects are being set for area highways, and he will update the TPB at the next meeting.

### D. KDOT

Matt Messina noted that there will be a Bipartisan Infrastructure Law (BIL) informational meeting from 9:00 AM to 11:00 AM on Thursday, April 14, 2022 and that there will later be a virtual meeting on the same topic. Both events are open to public, but require registration, which may be done at the following URL: <https://www.surveymonkey.com/r/KDOTBIL>.

### E. FHWA

Cecelie Cochran reported she will have updates to TPB at the next meeting.

## 6. Other Business

## 7. Meeting adjourned at 3:52 PM.

**The next regular meeting will be held on Tuesday, May 10, 2022 at 3:00 PM.**



## Background

Per the advice of WAMPO TPB Chair Commissioner Dennis, presentations are encouraged from regional member jurisdictions and regional partners on “How can WAMPO Region attain a Unified Vision in the Regional Economic Development”.

## “WAMPO Member Jurisdiction or Partner Agency on Economic Development”:

Presentation (15 minutes + or -) from City/Jurisdiction regarding the following topic “**Economic Development connecting with the Regional Economic Goals**”. The topic can be subdivided as follows:

1. Economic Indicators and Trends – Major Employers, Population, Housing, Jobs, ‘employment centers’
2. Local, Regional and State perspective on Economic Development
3. How can we contribute to future economic development growth

<b>SCHEDULE</b>		
<u>TPB MEETING DATE</u>	<u>WAMPO Member/partner Agency</u>	<u>Notes</u>
2022/02/08	<b>GWP (Andrew Nave)</b>	<a href="https://youtu.be/30iVKoWyYmU">https://youtu.be/30iVKoWyYmU</a>
2022/04/12	<b>WSU (Jeremy Hill)</b>	<a href="https://youtu.be/asTwsR6KdLk">https://youtu.be/asTwsR6KdLk</a>
2022/05/10	<b>Derby (Dan Squires)</b>	
2022/06/14	<b>Wichita (Kathy Sexton)</b>	
2022/07/12	<b>Park City (Sean Fox)</b>	
2022/08/09		
2022/09/13		
2022/10/11		
2022/11/08		

## Next Steps:

These presentations will be summarized by WAMPO staff and will be included in the development of Regional Metropolitan Transportation Plan (MTP).



# 2022 Annual Bicycle & Pedestrian Count Event

## Stay Tuned!

- Wednesday, September 21st from 10:00 am to Noon
- Wednesday, September 21st from 5:00 to 7:00 p.m.
- Thursday, September 22nd from 10:00 am to Noon
- Thursday, September 22nd from 5:00 to 7:00 p.m.
- Saturday, September 24th from Noon to 2:00 p.m



**BIKE RIDERS**

A black signpost with two directional signs. The top sign points right and says 'BIKE RIDERS'. The bottom sign points left and says 'PEDESTRIANS'. The signpost is set against a background of green rolling hills and a black road with white dashed lines. A white bicycle icon is on the road in the lower right.

**PEDESTRIANS**

We will be gathering data to show how valuable our regional bicycle and pedestrian resources are!

For more information  
[Dora.Gallo@wampo.org](mailto:Dora.Gallo@wampo.org)  
or call 316-779-1315



**Agenda Item 3**  
**Public Comment Opportunity**  
Commissioner David Dennis, TPB Chair

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

Comments are requested to be emailed to [wampo@wampo.org](mailto:wampo@wampo.org) at least one day prior to the meeting. Comments are limited to two (2) minutes per individual during the meeting.



**Agenda Item 4A: Action  
FFY2023-2026 TIP Selected Projects**

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

**Background:**

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

WAMPO conducted a Call for Projects for Federal Fiscal Year (FFY) 2025 and 2026 funds (and, if there is a surplus, FFY2023 and FFY2024 funds) February 9 – March 9, 2022.

**PSC Project Selections:**

1. The following four (4) FFY2024 projects are awarded 80% WAMPO-suballocated funding on qualifying project phases:

**Table 1: Submitted Projects to Give 80% Funding**

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Derby	Nelson Drive Realignment	Additional Funding	2024
Kechi	Oliver and Kechi Rd. Intersection	Additional Funding	2024
WAMPO	MTP 2050 Planning Assistance	New Project	2024
WAMPO	Safe Routes to School Planning Assistance	New Project	2024

2. Whatever amount of funding is available after the above four projects have received 80% WAMPO-suballocated funding is proportionally distributed among the following seven (7) projects, such that each project’s WAMPO-suballocated funding is equal to the same percentage of the cost of its qualifying phases:

**Table 2: Submitted Projects to Fund Proportionally from Funds Available After the Awarding to Other Projects of 80% WAMPO-Suballocated Funding**

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Haysville	Seneca & 63rd Street Bike Ped Pathway	New Project	2023
Wichita	Douglas, Seneca to Meridian	New Project	2024
Wichita	17th St N, I-135 to Hillside	New Project	2025
Wichita	Wichita Intelligent Transportation System - E 21st St N	New Project	2025
Butler Co.	SW Butler Rd Improvements from SW 170th St to SW 155th St	New Project	2025
Derby	Rock Road Corridor Improvements	New Project	2026
Sedgwick Co.	Maple Street Pathway	New Project	2026

3. In the event that additional funds become available after the adoption of the FFY2023-FFY2026 TIP, use of such funds will be prioritized as follows:



**Agenda Item 4A: Action**  
**FFY2023-2026 TIP Selected Projects**  
 Ashley Bryers, Transportation Planning Manager  
 Nick Flanders, Senior Transportation Planner

- a. First priority is increasing the funding levels on the seven projects in Table 2, up to 80% of the cost of their qualifying phases, starting with projects in the current FFY.
- b. Once all projects in Table 2 are funded at the highest level that they can be funded, if there are still funds available, the next funding priority will be this project:

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Bel Aire	45th St N, Oliver to Woodlawn	New Project	2026

- c. And the priority after that will be this project:

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Wichita	Redbud Path. Woodlawn to K-96	New Project	2026

*Note: For a more detailed explanation of the PSC’s project selections and additional information on the individual projects selected, please see Appendix B. For the set of projects that the PSC made its selections from, see Appendix C.*

**Options:**

- Approve the PSC’s project selections for WAMPO-suballocated funding in FFY2023-FFY2026, as proposed.
- Not approve the PSC’s project selections for WAMPO-suballocated funding in FFY2023-FFY2026.
- Approve the PSC’s project selections for WAMPO-suballocated funding in FFY2023-FFY2026, with specific changes.

**TAC Recommendation (4/25/2022):**

Approve the PSC’s project selections for WAMPO-suballocated funding in FFY2023-FFY2026, as proposed.

**Next Steps:**

- WAMPO staff are currently developing the FFY2023-FFY2026 TIP document that will reflect the projects selected by the TPB for WAMPO-suballocated funding. This document will be reviewed by state and federal officials, made available for a thirty-day Public Comment period, and presented for comments and questions at an Open House before being presented to the TAC and TPB for approval in summer/fall 2022.

**Attachment(s):**

- [Appendix A: Funds Available for Suballocation](#)
- [Appendix B: Detailed Explanation of PSC Project Selections and Tables and Maps of Selected Projects](#)
- [Appendix C: Submitted-Projects Breakdown, Table, and Map](#)





**Appendix A: Funds Available for Suballocation**

On April 4, 2022, WAMPO received a formal notice from the KDOT Bureau of Local Projects of the amounts of funding available for WAMPO to suballocate to projects in FFY2022, in accordance with the new federal Bipartisan Infrastructure Law. Table A1 compares these with the corresponding amounts for FFY2021 (when the FAST Act applied):

**Table A1: Annual Obligation Limitations from KDOT**

FFY	STBG	CMAQ	TA	Total
2021	\$8,701,161	\$1,898,911	\$689,136	<b>\$11,289,208</b>
2022	\$9,547,349	\$1,945,103	\$1,432,480	<b>\$12,924,932</b>
Diff.	\$846,188	\$46,192	\$743,344	<b>\$1,635,724</b>

The funds-available section the fiscal-constraint analysis for the FFY2023-FFY2026 TIP is planned to use the following assumptions:

- The FFY2022 funding levels (see Table A1) will hold constant for each FFY through FFY2026.
- Projects already programmed to receive WAMPO-suballocated funding in FFY2023 or later in the FFY2021-FFY2024 TIP will not see any reduction in funding in the FFY2023-FFY2026 TIP (with the exception of one project the sponsor agency for which has decided to cancel, and which had been programmed to receive \$2,279,212 in Transportation Alternatives (TA) funds in FFY2024). However, if an existing project is programmed to be funded through an Advance Construction (AC) arrangement, the reimbursement of funds by the federal government to the project sponsor may be either partially or fully moved to an earlier FFY.
- Although additional funds may become available after the adoption of the FFY2023-FFY2026 TIP, it is not assumed that they will.

As a rule of thumb, KDOT allows up to approximately \$1,000,000 to be carried over from one FFY to the next, though they reserve the right to make exceptions to this. As a result of additional funding available through the recently-enacted Bipartisan Infrastructure Law, the Coronavirus Response and Relief Supplemental Appropriations Act, and a large deobligation of funds from a past-year project, it is projected that FFY2022 will end with a surplus of significantly more than \$1,000,000, without sufficient opportunities available to use those extra funds by the end of FFY2022. Before the FFY2023-FFY2026 TIP is adopted, WAMPO staff anticipate receiving guidance on how much in suballocated funds may be carried over from FFY2022 to FFY2023, and hence made available for projects in the FFY2023-FFY2026 TIP. Two likely scenarios for this carry-over (which are not the only possible scenarios) are shown in Table A2:



**Agenda Item 4A: Action**  
**FFY2023-2026 TIP Selected Projects**  
 Ashley Bryers, Transportation Planning Manager  
 Nick Flanders, Senior Transportation Planner

**Table A2: FFY2022-to-FFY2023 Carryover Scenarios**

Scenario	STBG	CMAQ	TA	Total
Rule-of-Thumb Carry-Over Limit	\$2,035,193	(\$1,917,997)	\$882,804	\$1,000,000
Projected Full FFY2022 Year-End Balance (May Change)	\$4,643,210	(\$1,917,997)	\$882,804	\$3,608,017

If the above funding assumptions are applied to these scenarios, the funds available for distribution in FFY2023-FFY2026 are as shown in Tables A3 and A4 (as mentioned above, AC funds may be shifted between FFYs to adjust how much funding is available in each year):

**Table A3: Funds Available in FFY2023-FFY2026 if \$1,000,000 Carried Over from FFY2022**

FFY	STBG	CMAQ	TA	Total
2022	\$2,035,193	(\$1,917,997)	\$882,804	\$1,000,000
2023	\$463,082	\$862,968	\$1,432,480	\$2,758,529
2024	\$227,651	\$1,945,103	\$1,432,480	\$3,605,233
2025	\$1,921,513	\$1,945,103	\$1,432,480	\$5,299,095
2026	\$9,547,349	\$1,945,103	\$1,432,480	\$12,924,931
<b>Total</b>	<b>\$14,194,787</b>	<b>\$4,780,278</b>	<b>\$6,612,724</b>	<b>\$25,587,789</b>

**Table A4: Funds Available in FFY2023-FFY2026 if \$3,608,017 Carried Over from FFY2022**

FFY	STBG	CMAQ	TA	Total
2022	\$4,643,210	(\$1,917,997)	\$882,804	\$3,608,017
2023	\$463,082	\$862,968	\$1,432,480	\$2,758,529
2024	\$227,651	\$1,945,103	\$1,432,480	\$3,605,233
2025	\$1,921,513	\$1,945,103	\$1,432,480	\$5,299,095
2026	\$9,547,349	\$1,945,103	\$1,432,480	\$12,924,931
<b>Total</b>	<b>\$16,802,804</b>	<b>\$4,780,278</b>	<b>\$6,612,724</b>	<b>\$28,195,806</b>



**Appendix B: PSC Project Selections**

- The following four (4) FFY2024 projects are awarded 80% WAMPO-suballocated funding on qualifying project phases (two are projects that are already programmed to receive WAMPO-suballocated funding in the FFY2021-FFY2024 TIP and are being awarded additional funding):

**Table B1: Submitted Projects to Give 80% Funding**

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Derby	Nelson Drive Realignment	Additional Funding	2024
Kechi	Oliver and Kechi Rd. Intersection	Additional Funding	2024
WAMPO	MTP 2050 Planning Assistance	New Project	2024
WAMPO	Safe Routes to School Planning Assistance	New Project	2024

Which leaves the following amounts available for funding other projects:

**Table B2: Funds Available in FFY2023-FFY2026 if \$1,000,000 Carried Over from FFY2022, After Funding for Projects Selected for 80% WAMPO-Suballocated Funding Is Subtracted**

FFY	STBG	CMAQ	TA	Total
2022	\$2,035,193	(\$1,917,997)	\$882,804	\$1,000,000
2023	\$463,082	\$862,968	\$1,432,480	\$2,758,529
2024	(\$2,761,833)	\$1,945,103	\$1,232,480	\$415,749
2025	\$1,921,513	\$1,945,103	\$1,432,480	\$5,299,095
2026	\$9,547,349	\$1,945,103	\$1,432,480	\$12,924,931
<b>Total</b>	<b>\$11,205,303</b>	<b>\$4,780,278</b>	<b>\$6,412,724</b>	<b>\$22,398,305</b>

**Table B3: Funds Available in FFY2023-FFY2026 if \$3,608,017 Carried Over from FFY2022, After Funding for Projects Selected for 80% WAMPO-Suballocated Funding Is Subtracted**

FFY	STBG	CMAQ	TA	Total
2022	\$4,643,210	(\$1,917,997)	\$882,804	\$3,608,017
2023	\$463,082	\$862,968	\$1,432,480	\$2,758,529
2024	(\$2,761,833)	\$1,945,103	\$1,232,480	\$415,749
2025	\$1,921,513	\$1,945,103	\$1,432,480	\$5,299,095
2026	\$9,547,349	\$1,945,103	\$1,432,480	\$12,924,931
<b>Total</b>	<b>\$13,813,320</b>	<b>\$4,780,278</b>	<b>\$6,412,724</b>	<b>\$25,006,322</b>



**Agenda Item 4A: Action  
FFY2023-2026 TIP Selected Projects**

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

2. Whatever amount of funding is available after the above four projects have received 80% WAMPO-suballocated funding (whatever combination of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) funds it may consist of) is proportionally distributed among the following seven (7) projects (with STBG, CMAQ, or TA funding assigned to each project according to its scope and component activities), such that each project’s WAMPO-suballocated funding is equal to the same percentage of the cost of its qualifying phases (construction and construction engineering):

**Table B4: Submitted Projects to Fund Proportionally from Funds Available After the Awarding to Other Projects of 80% WAMPO-Suballocated Funding**

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Haysville	Seneca & 63rd Street Bike Ped Pathway	New Project	2023
Wichita	Douglas, Seneca to Meridian	New Project	2024
Wichita	17th St N, I-135 to Hillside	New Project	2025
Wichita	Wichita Intelligent Transportation System - E 21st St N	New Project	2025
Butler Co.	SW Butler Rd Improvements from SW 170th St to SW 155th St	New Project	2025
Derby	Rock Road Corridor Improvements	New Project	2026
Sedgwick Co.	Maple Street Pathway	New Project	2026

The costs of these seven projects relative to the available-funding scenarios presented in Tables B2 and B3 are such that, if either of those funding scenarios were to transpire, the percent WAMPO-suballocated funding on the qualifying phases of these seven projects would be as follows:

**Table B5: Initial Percent WAMPO-Suballocated Funding on Projects Funded at Less than 80%**

Scenario	% Funding Level
\$1,000,000 Carried Over from FFY2022 to FFY2023	69.3%
\$3,608,017 Carried Over from FFY2022 to FFY2023	77.4%

As noted in *Appendix A: Funds Available for Suballocation*, the final carryover amount from FFY2022 to FFY2023 may be a different amount than either of these, meaning the percent funding level for these seven projects would also be different.



**Agenda Item 4A: Action  
FFY2023-2026 TIP Selected Projects**

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

3. In the event that, after the approval of project-specific WAMPO-suballocated funding levels for the FFY2023-FFY2026 TIP, additional funding becomes available (e.g., from deobligations of funds on past-year projects or additional (or larger) funding pools being made available by the federal government), use of such funds will be prioritized as follows:
  - a. First priority is increasing the funding levels on the seven projects in Table B4, up to 80% of the cost of their qualifying project phases (construction and construction engineering).
    - i. If one or more of these seven projects is programmed to have its initial obligation in the same FFY as when the additional funds become available (but has not yet had its initial obligation), that/those project(s) are given priority over the rest of the seven. If more than one project fits this description, funding will be distributed to them proportionally, such that they will continue to have the same percentage WAMPO-suballocated funding as each other.
    - ii. If there are still funds available after all current-FFY projects (among the seven in Table B4) have been funded to the maximum level that they can be funded (i.e., either they have 80% WAMPO-suballocated funding or they have had their initial obligation), the remaining funds will be similarly made available to projects from Table B4 that are programmed to have their initial obligation in the following FFY. If all following-FFY projects from Table B4 reach their maximum funding levels, the process will be repeated for the next FFY, and so on.
  - b. Once all projects in Table B4 are funded at the highest level that they can be funded, if there are still funds available, the sponsor agency for the following project will be offered an opportunity to use the funds on the project in FFY2026 (up to 80% of the cost of the project’s qualifying phases (construction and construction engineering, but not the Concept Plan phase that they also requested funding for)), provided that they judge that the funds would constitute a sufficient level of federal funding for the project to be able to proceed:

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Bel Aire	45th St N, Oliver to Woodlawn	New Project	2026

- c. If the sponsor agency of the above project declines the funds that are offered to them or if they accept the funds but more funding is available than what would cover 80% of the cost of construction and construction engineering on the project, leaving a remainder that has not been awarded, a similar offer will be extended for this project:

Sponsor	Project Name	New TIP Project or Additional Funding	Initial-Obligation FFY
Wichita	Redbud Path. Woodlawn to K-96	New Project	2026

*Note: All projects selected by the PSC for funding or contingent funding are in the MTP and its Funding Menu. However, some of them are awarded more funding than what is listed for them in the MTP Funding Menu, meaning an MTP amendment will be required.*

**Projects Selected for 80% Funding**

WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed	Scorecard	Staff-Generated Score
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	Yes	Yes	Additional Funding	\$3,042,317	\$909,629	Road Reconstruction/Modernization	51.75
40-541	Derby	Nelson Drive Realignment	Yes	Yes	Additional Funding	\$8,498,914	\$1,759,855	Road Reconstruction/Modernization	38.25
P-23-01	WAMPO	MTP 2050 Planning Assistance	No	Yes	New TIP Project	\$400,000	\$320,000	N/A	N/A
P-23-03	WAMPO	Safe Routes to School Planning Assistance	No	Yes	New TIP Project	\$250,000	\$200,000	N/A	N/A

**New Projects Initially Selected for Up to 80% Funding**

WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed (NOT EQUAL TO INITIAL AWARDED AMOUNT)	Scorecard	Staff-Generated Score
40-511	Sedgwick Co.	Maple Street Pathway	Yes	Yes	New TIP Project	\$1,650,000	\$1,320,000	Multiuse Trails/Bicycle Facilities	56.50
40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	No	Yes	New TIP Project	\$1,373,819	\$1,099,055	Multiuse Trails/Bicycle Facilities	56.25
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	No	Yes	New TIP Project	\$11,683,800	\$9,347,040	Road Expansion	79.75
40-510	Wichita	17th St N, I-135 to Hillside	Yes	Yes	New TIP Project	\$3,000,000	\$2,400,000	Road Reconstruction/Modernization	73.50
40-517	Wichita	Douglas, Seneca to Meridian	No	Yes	New TIP Project	\$4,890,000	\$3,900,000	Road Reconstruction/Modernization	72.75
40-540	Derby	Rock Road Corridor Improvements	No	Yes	New TIP Project	\$4,890,000	\$3,912,000	Road Reconstruction/Modernization	64.50
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	Yes	Yes	New TIP Project	\$5,250,000	\$4,200,000	Traffic Management	69.00

**New Projects Prioritized for Funding if Extra Becomes Available**

WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed	Scorecard	Staff-Generated Score
40-522	Wichita	Redbud Path. Woodlawn to K-96	Yes	Yes	New TIP Project	\$5,000,000	\$4,000,000	Multiuse Trails/Bicycle Facilities	65.50
40-015	Bel Aire	45th St N, Oliver to Woodlawn (Construction/Construction Engineering Phases)	Yes	Yes	New TIP Project	\$13,640,000	\$10,912,000	Road Reconstruction/Modernization	63.50

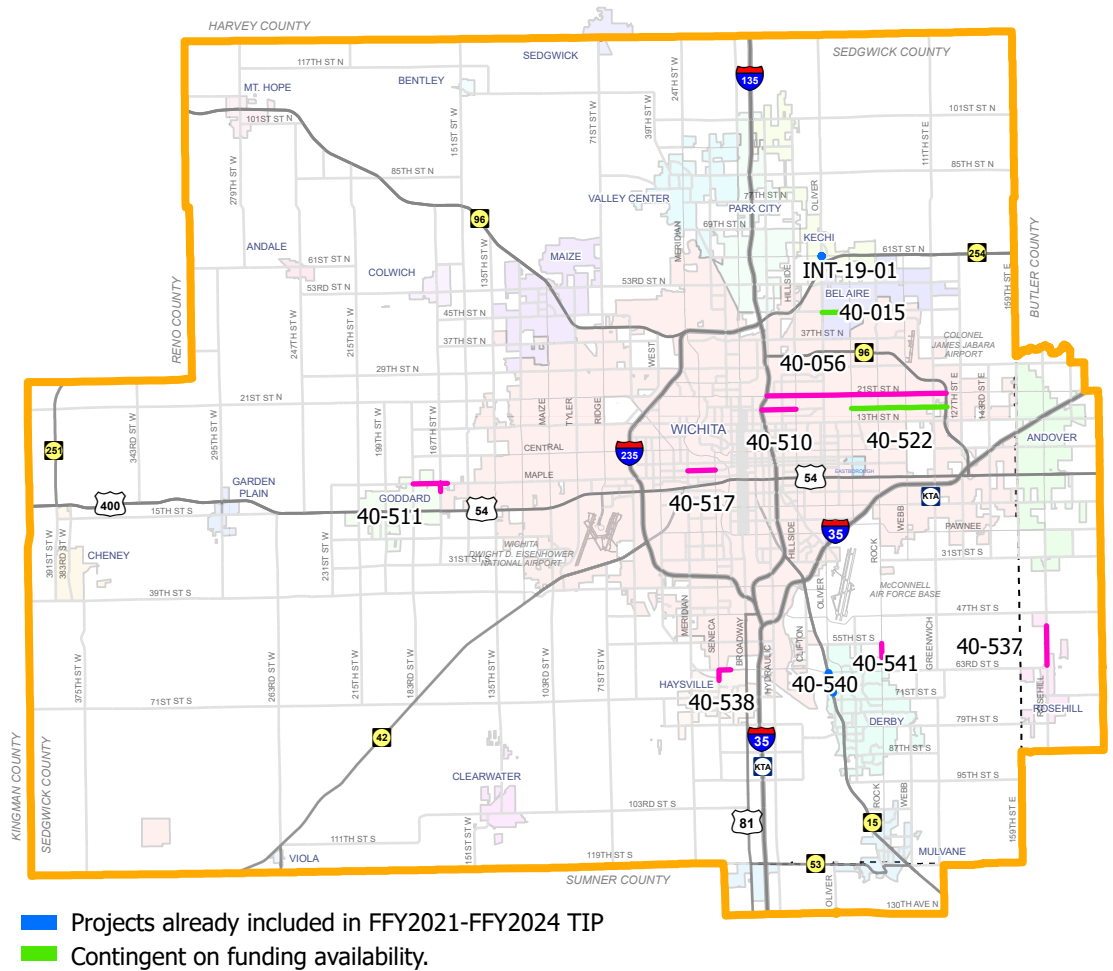




# Project Selection Committee Recommendations 2022

WAMPO ID	Lead Agency	Project Title
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St
40-015	City of Bel Aire	45th St N, Oliver to Woodlawn
40-541	City of Derby	Nelson Drive Realignment
40-540	City of Derby	Rock Road Corridor Improvements
40-538	City of Haysville	Seneca & 63rd Street Bike Ped Pathway
INT-19-01	City of Kechi	Oliver and Kechi Rd. Intersection
40-517	City of Wichita	Douglas, Seneca to Meridian
40-522	City of Wichita	Redbud Path. Woodlawn to K-96
40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N
40-510	City of Wichita	17th St N, I-135 to Hillside
40-511	County of Sedgwick	Maple Street Pathway
P-23-01 *	WAMPO	MTP 2050 Planning Assistance
P-23-03 *	WAMPO	Safe Routes to School Planning Assistance

\* Not Mappable

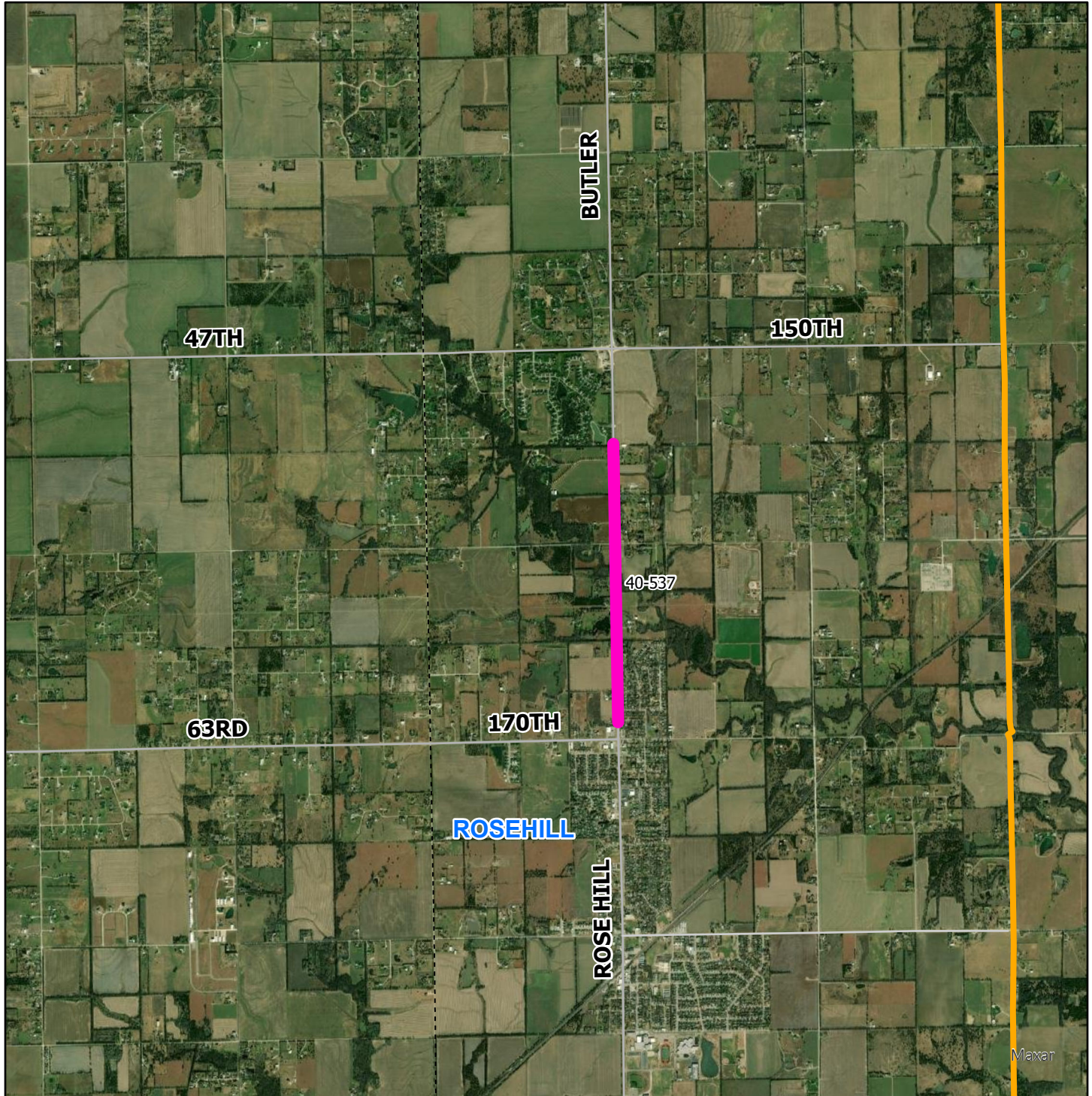


Source: FFY23 - FFY26 TIP Call for Projects  
 Produced by: WAMPO  
 Date Exported: 4/20/2022  
 Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

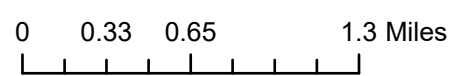


# SW Butler Rd Improvements from SW 170th St to SW 155th St

Lead Agency: Butler County  
WAMPO ID: 40-537



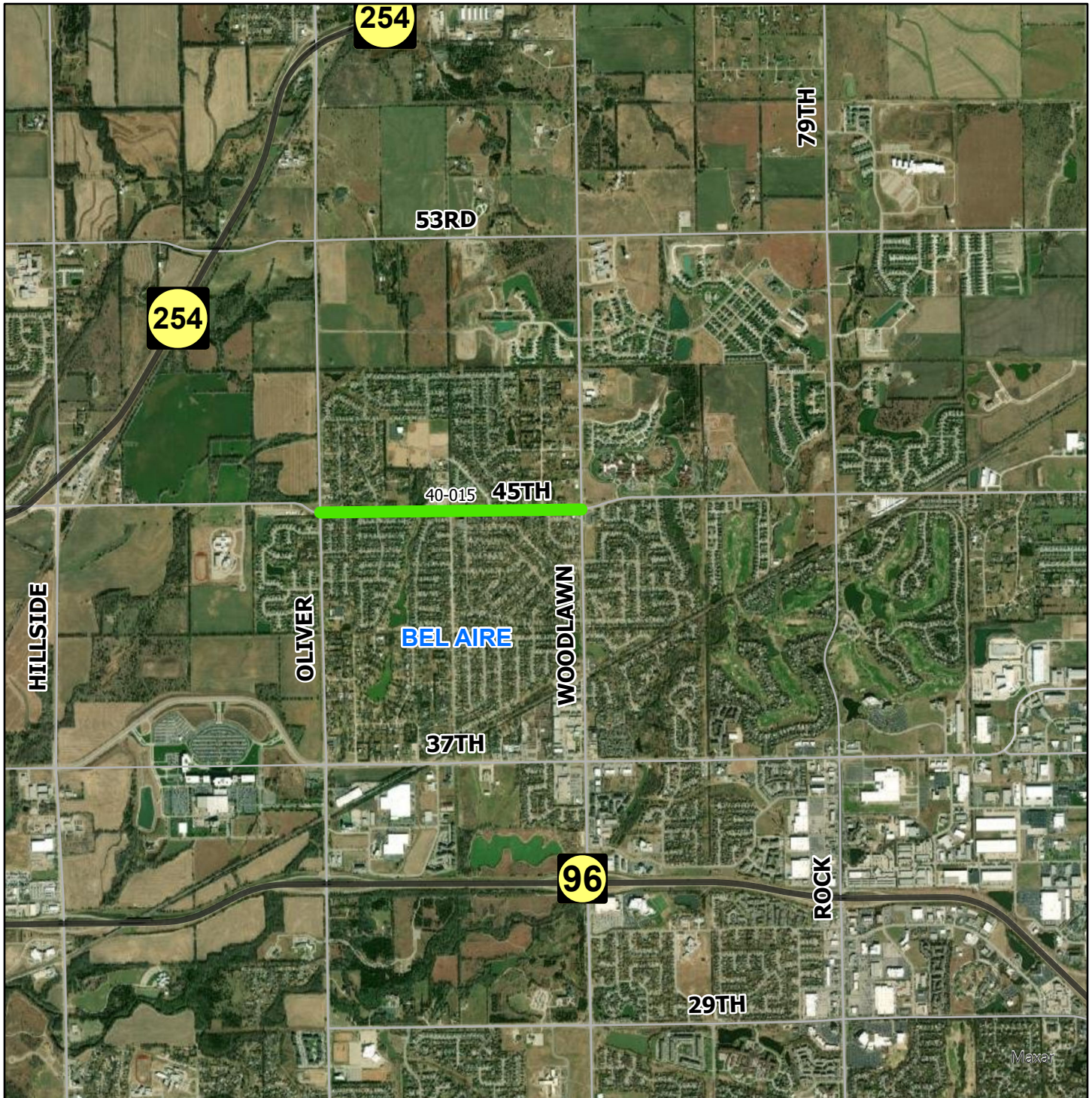
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



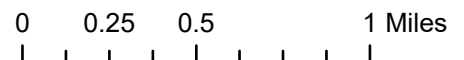


# 45th St N, Oliver to Woodlawn

Lead Agency: City of Bel Aire  
WAMPO ID: 40-015



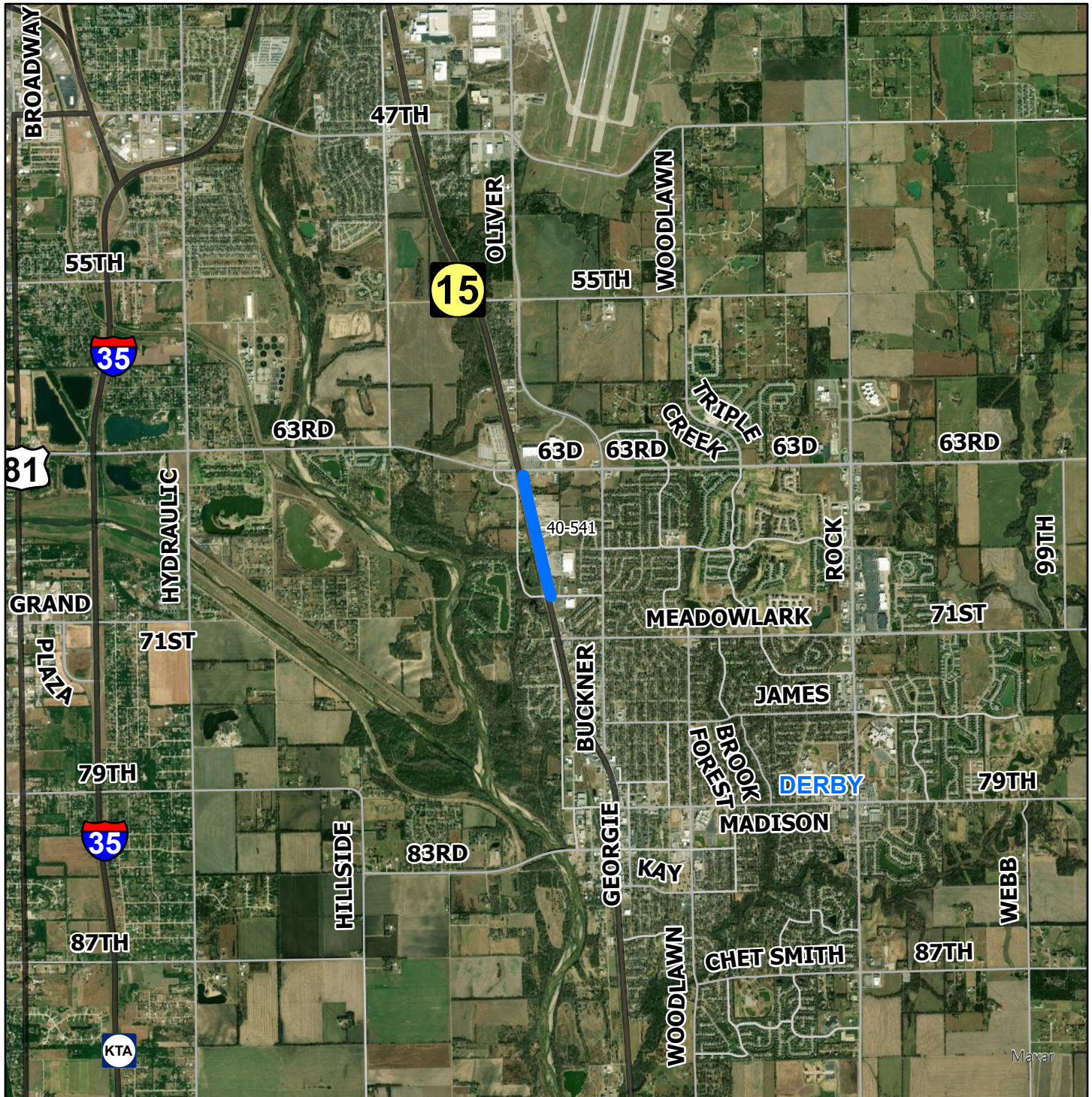
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



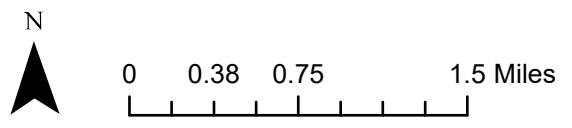


# Nelson Drive Realignment

Lead Agency: City of Derby  
 WAMPO ID: 40-541



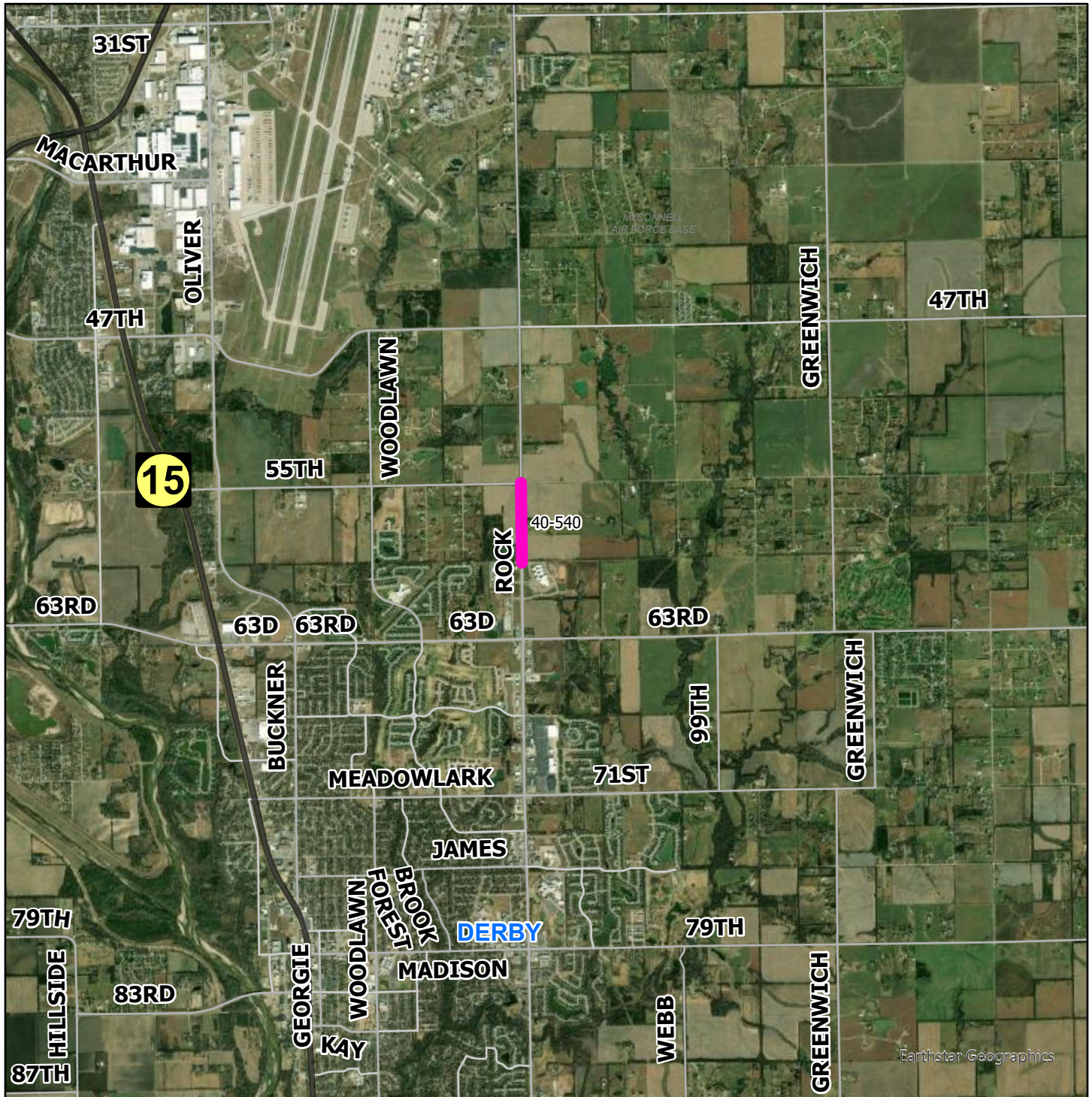
Source: FFY23 - FFY26 TIP Call for Projects  
 Produced by: WAMPO  
 Date Exported: 4/20/2022  
 Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



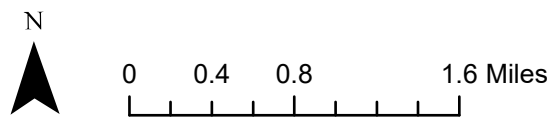


# Rock Road Corridor Improvements

Lead Agency: City of Derby  
 WAMPO ID: 40-540



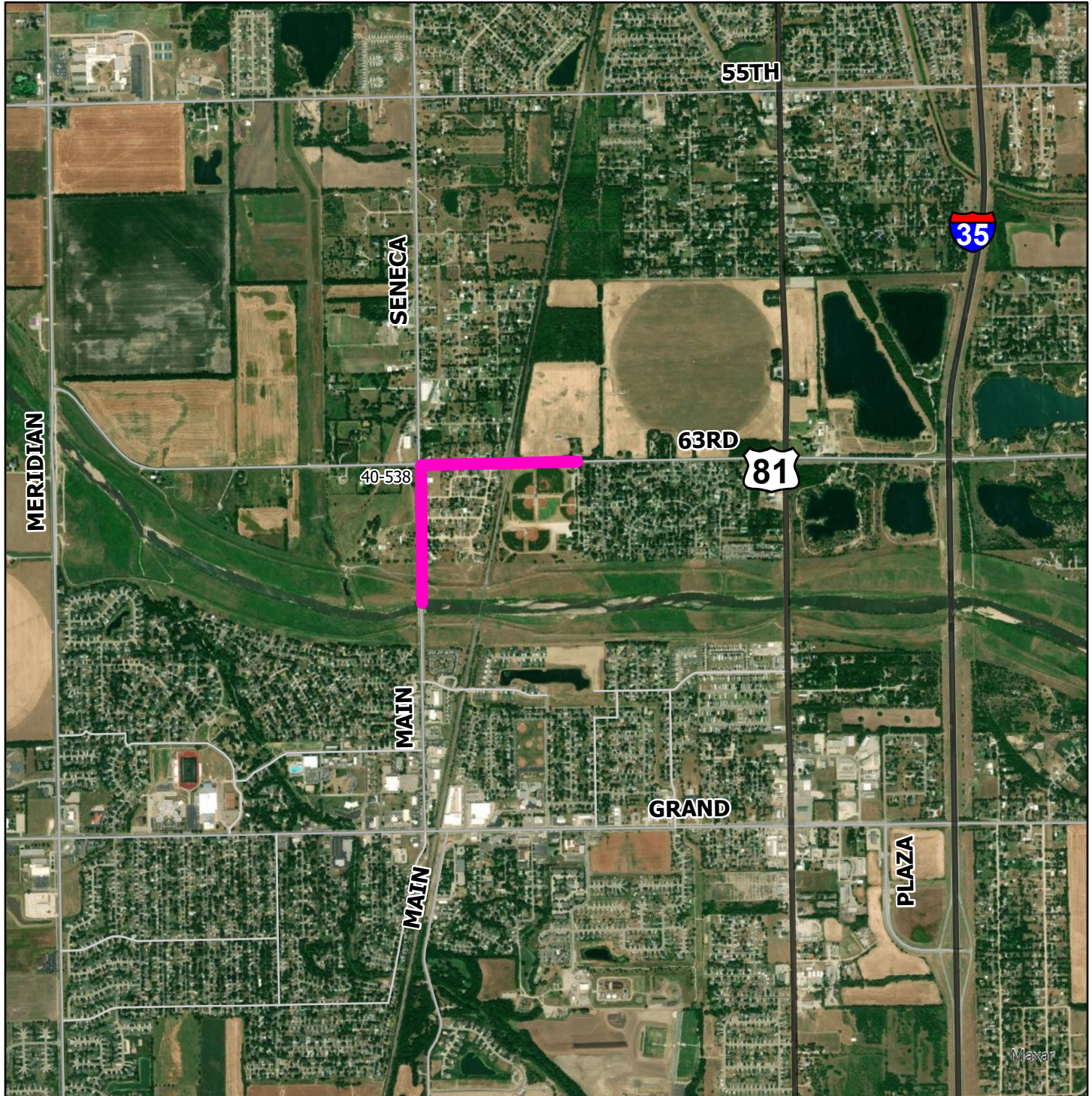
Source: FFY23 - FFY26 TIP Call for Projects  
 Produced by: WAMPO  
 Date Exported: 4/20/2022  
 Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\1  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



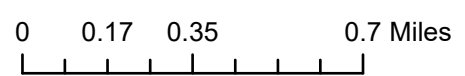


# Seneca & 63rd Street Bike Ped Pathway

Lead Agency: City of Haysville  
WAMPO ID: 40-538



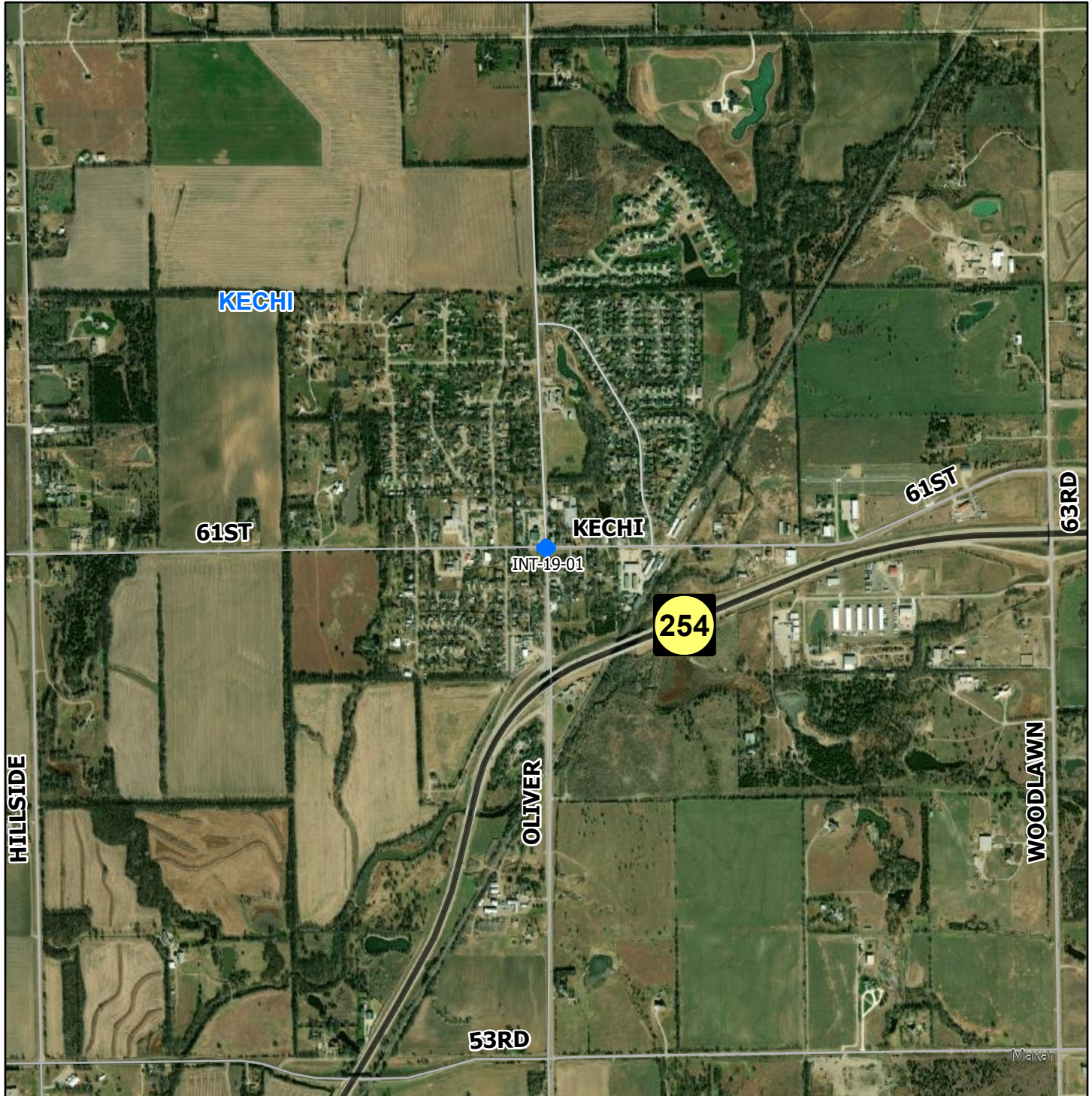
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



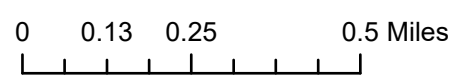


# Oliver and Kechi Rd. Intersection

Lead Agency: City of Kechi  
WAMPO ID: INT-19-01



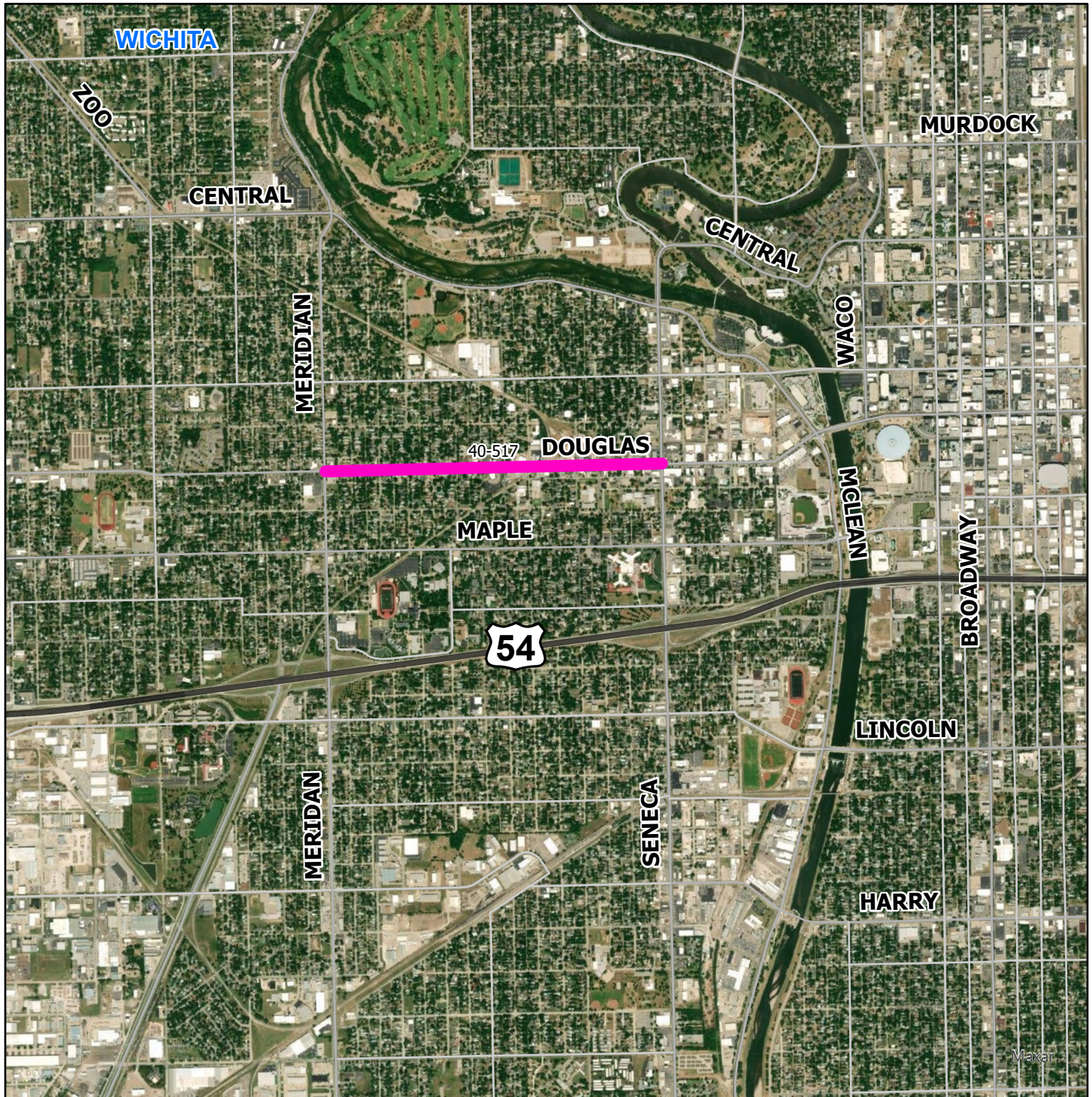
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



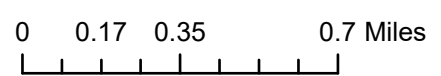


# Douglas, Seneca to Meridian

Lead Agency: City of Wichita  
WAMPO ID: 40-517



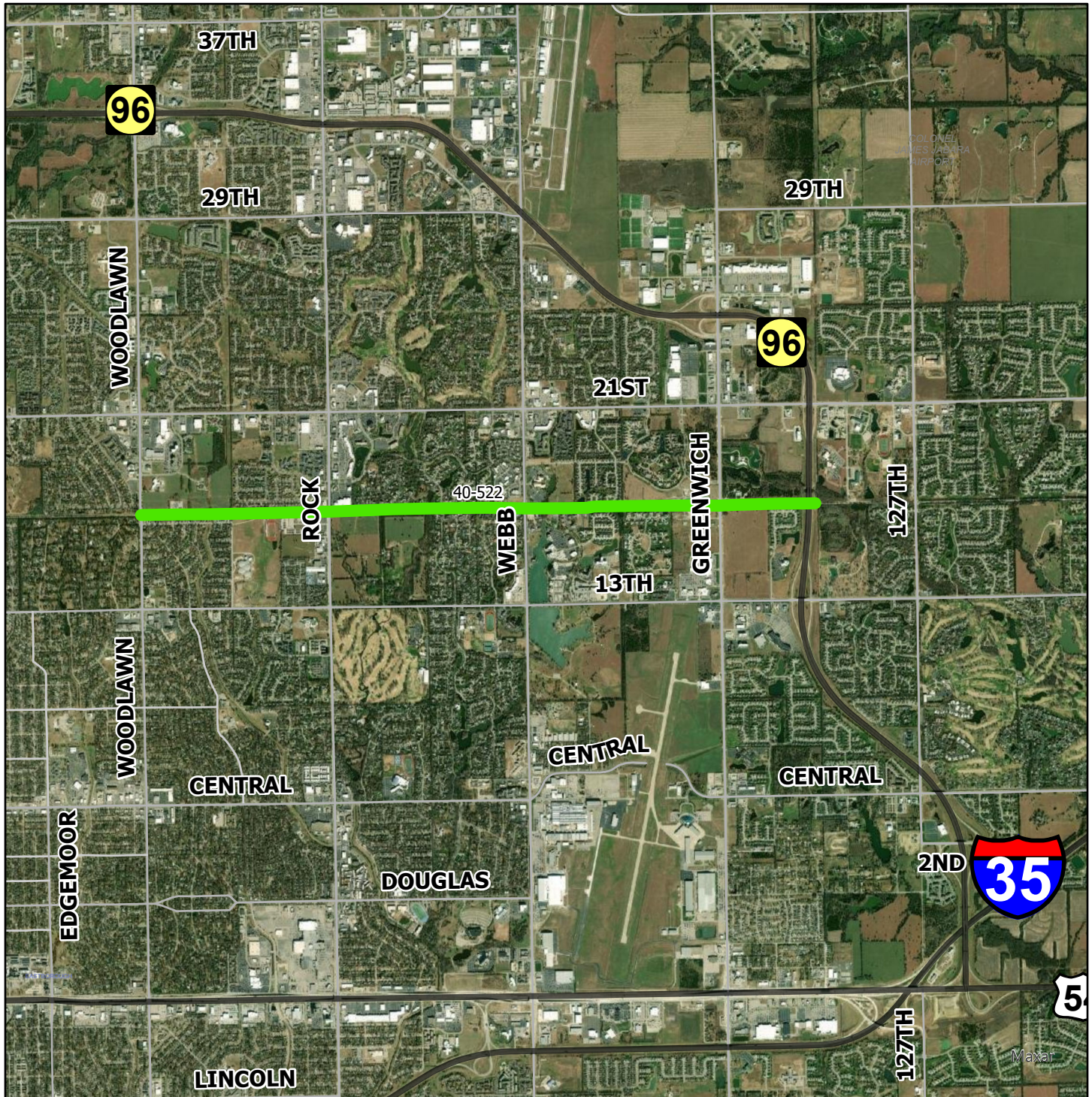
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



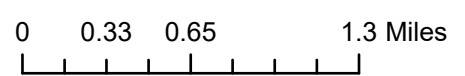


# Redbud Path. Woodlawn to K-96

Lead Agency: City of Wichita  
 WAMPO ID: 40-522



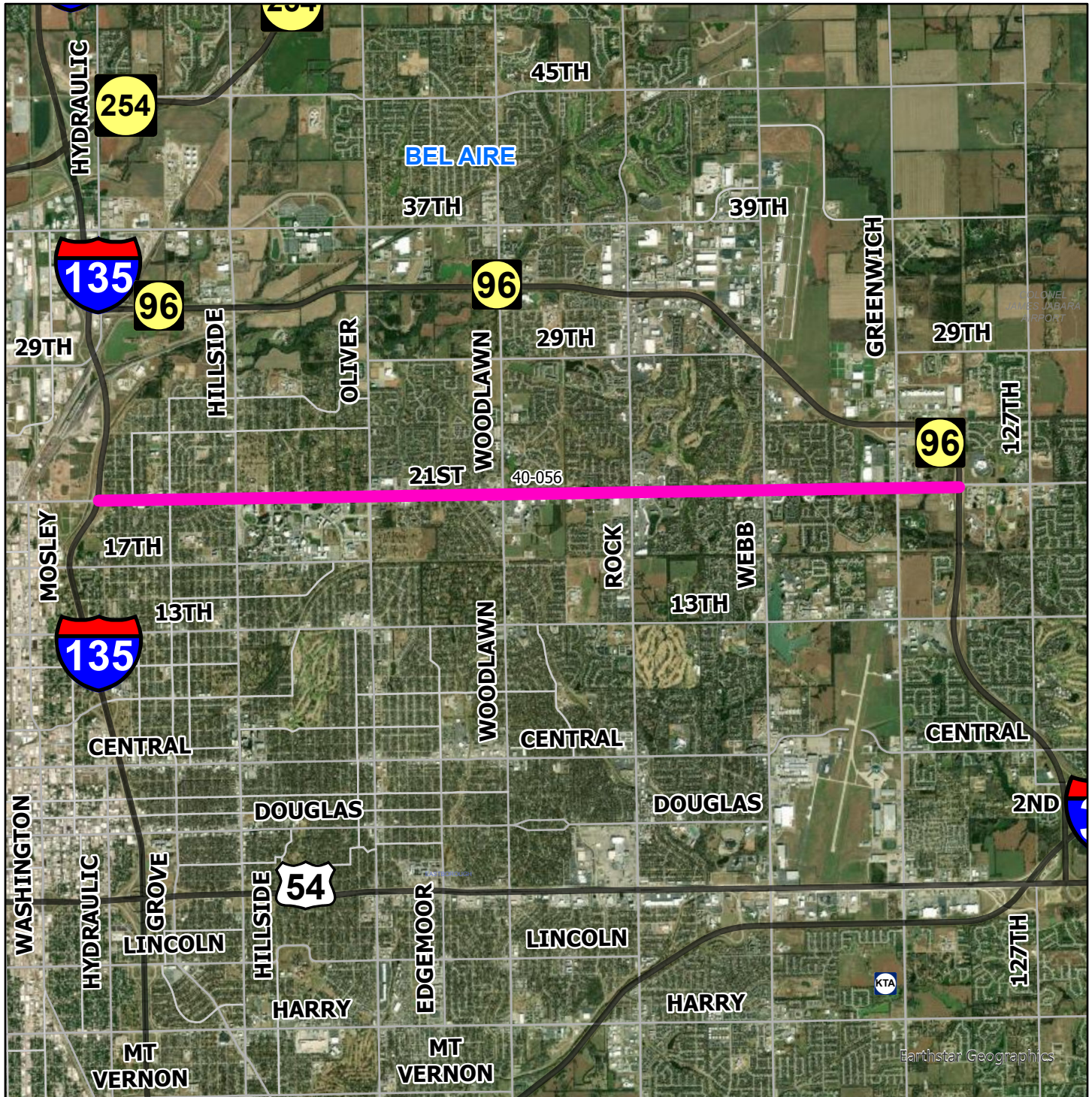
Source: FFY23 - FFY26 TIP Call for Projects  
 Produced by: WAMPO  
 Date Exported: 4/20/2022  
 Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





# Wichita Intelligent Transportation System - E 21st St N

Lead Agency: City of Wichita  
WAMPO ID: 40-056



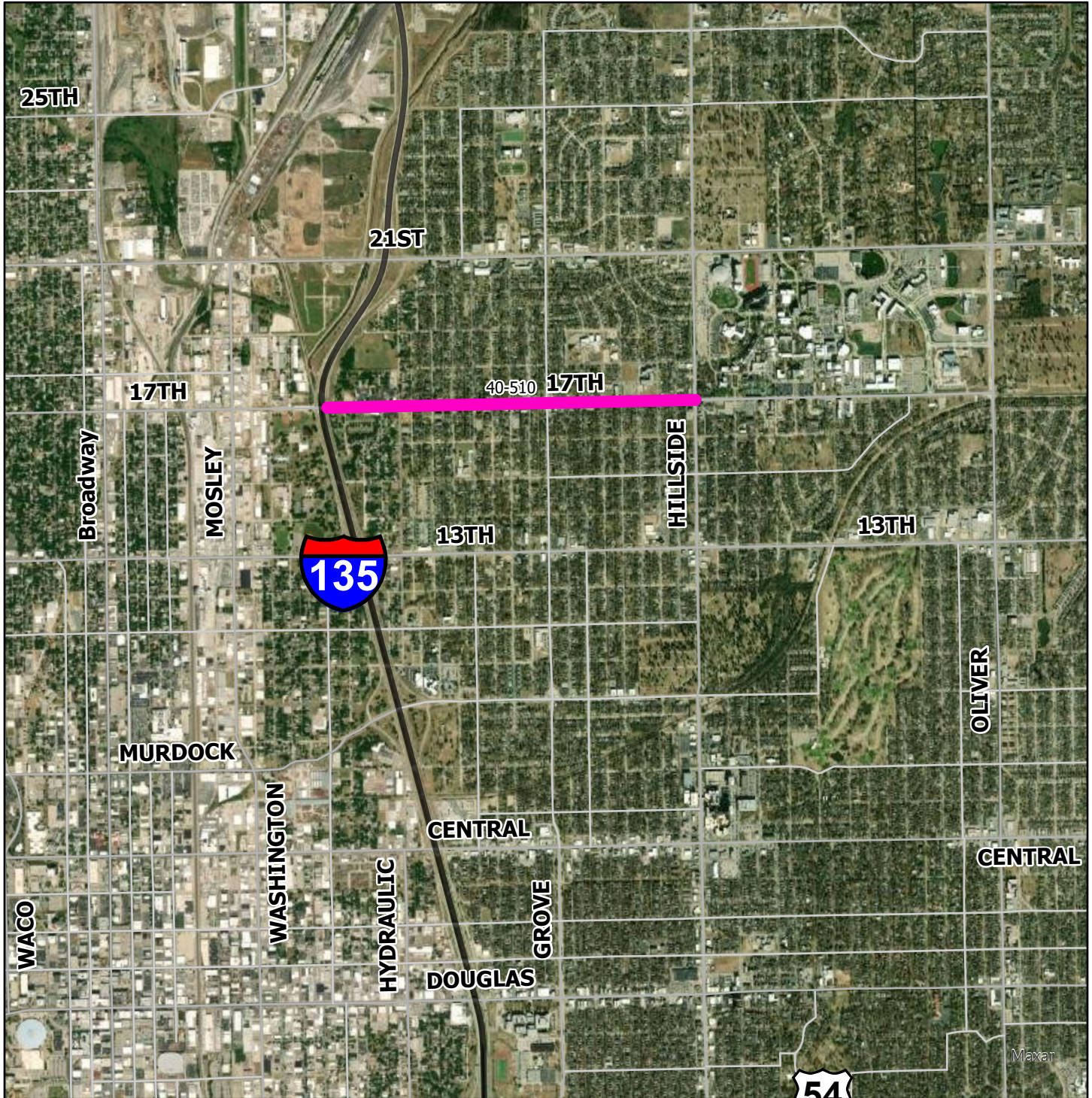
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



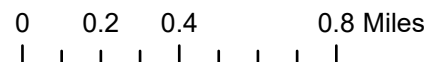


# 17th St N, I-135 to Hillside

Lead Agency: City of Wichita  
WAMPO ID: 40-510



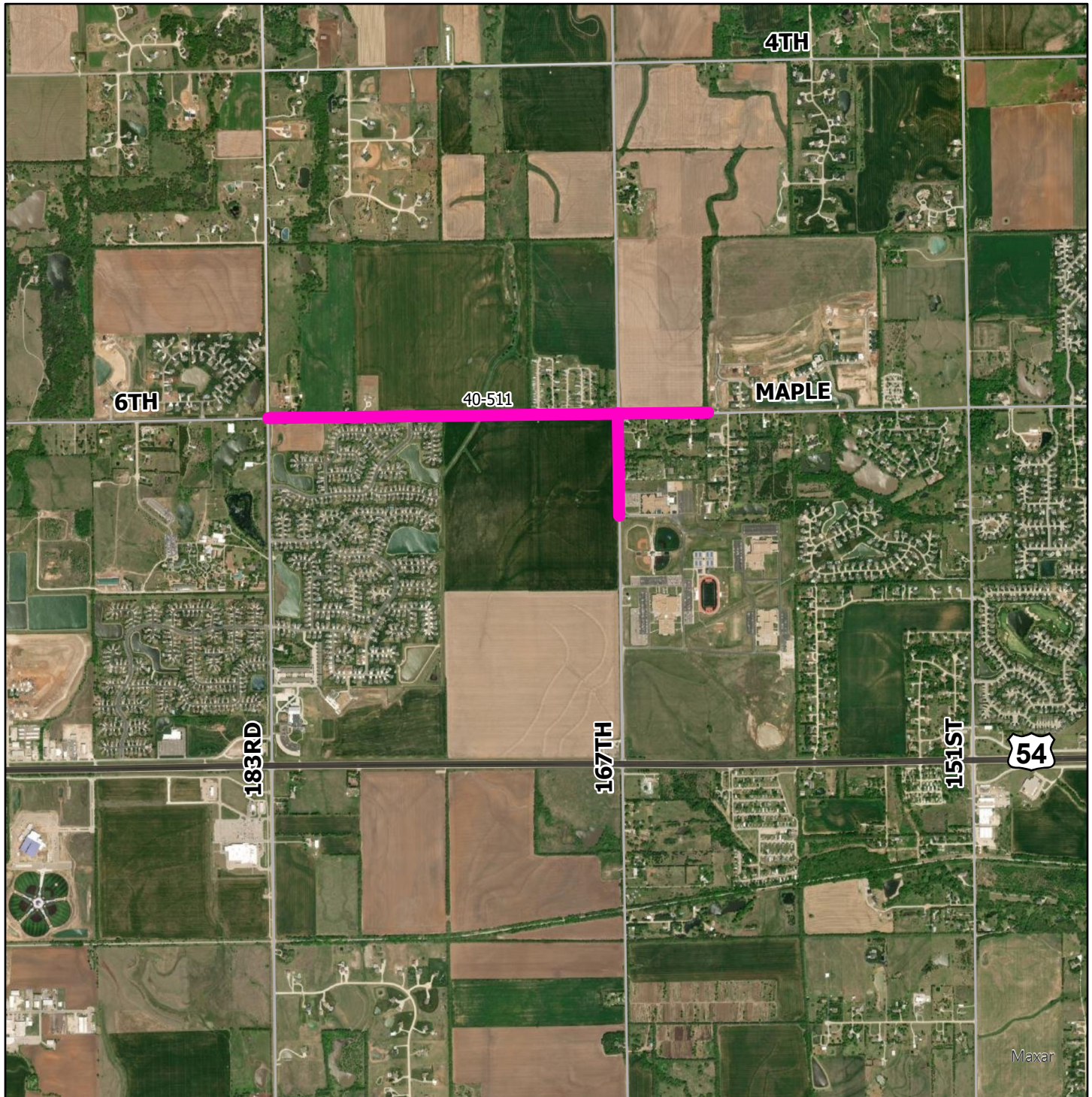
Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



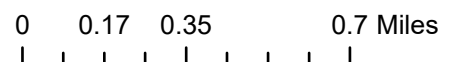


# Maple Street Pathway

Lead Agency: County of Sedgwick  
WAMPO ID: 40-511



Source: FFY23 - FFY26 TIP Call for Projects  
Produced by: WAMPO  
Date Exported: 4/20/2022  
Folder: \\EXTFS\wampo\$\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.







## **Agenda Item 4A: Action FFY2023-2026 TIP Selected Projects**

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

### **Appendix C: Submitted Projects**

WAMPO received 33 project submissions requesting new or increased WAMPO-suballocated funding. Of the 33:

- 2 already have suballocated funding awarded to them in the FFY2021-FFY2024 TIP (and are requesting an increase) and 31 do not.
- 21 are already in the MTP and 12 would need to be added to the MTP to be funded.
- 22 would require an MTP amendment to receive the full amount of funding requested (this includes the 12 that would need to be added to the MTP and 10 that are in the MTP but would need to either be added to the Funding Menu or have their Funding Menu amount increased) and 11 would not.
- 10 proposed to have construction/implementation in FFY2023-FFY2024 and 23 proposed to have it in FFY2025-FFY2026.
- The breakdown by submitting agency is:
  - 2 from Andover
  - 1 from Bel Aire
  - 1 from Butler County
  - 3 from Derby
  - 1 from Haysville
  - 1 from Kechi
  - 5 from Maize
  - 3 from Park City
  - 1 from Sedgwick County
  - 2 from Valley Center
  - 9 from Wichita Public Works
  - 1 from Wichita Transit
  - 3 from WAMPO

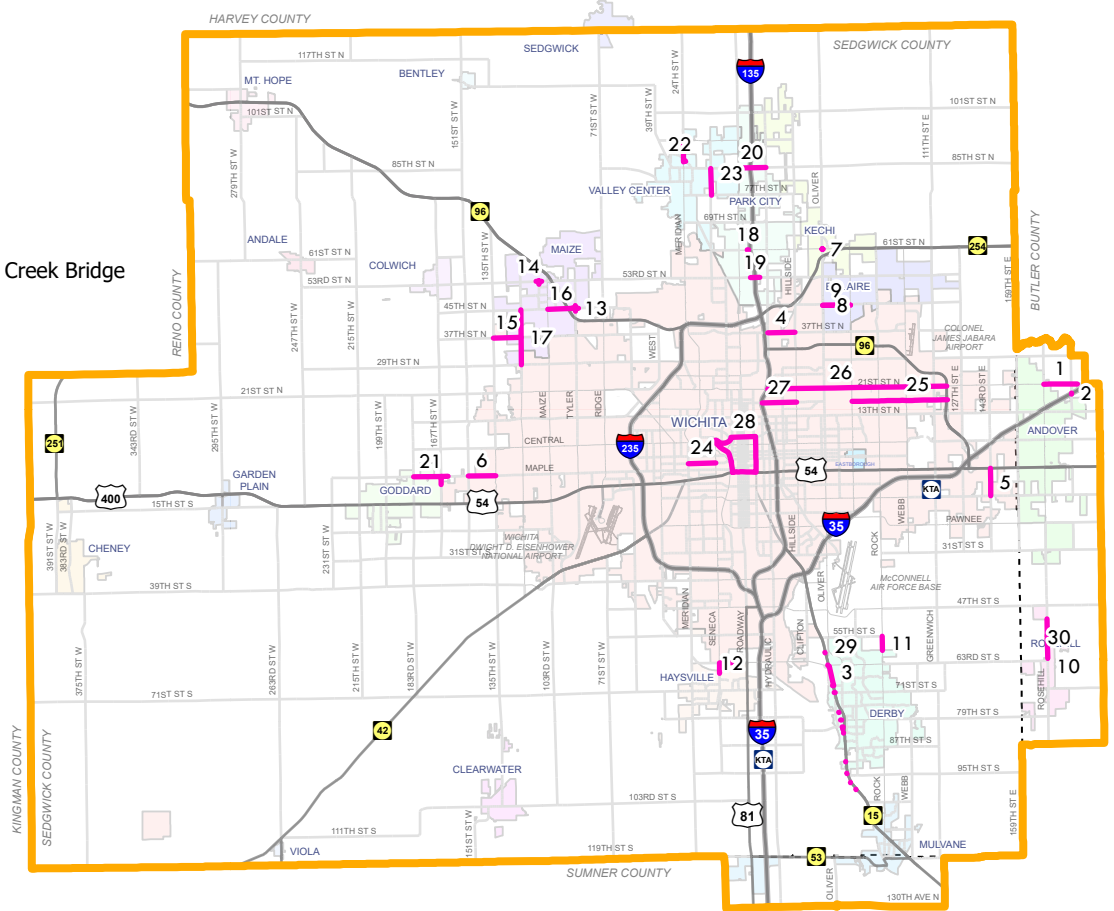
Projects Submitted for Funding Consideration

Map Number	WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed	Scorecard	Staff-Generated Score
2	40-012	Andover	Prairie Creek Rd bridge over KTA	No	Yes	New TIP Project	\$5,257,920	\$4,206,336	Bridge	66.00
25	40-522	Wichita	Redbud Path, Woodlawn to K-96	Yes	Yes	New TIP Project	\$5,000,000	\$4,000,000	Multiuse Trails/Bicycle Facilities	65.50
21	40-511	Sedgwick Co.	Maple Street Pathway	Yes	Yes	New TIP Project	\$1,650,000	\$1,320,000	Multiuse Trails/Bicycle Facilities	56.50
12	40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	No	Yes	New TIP Project	\$1,373,819	\$1,099,055	Multiuse Trails/Bicycle Facilities	56.25
10 & 30	40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	No	Yes	New TIP Project	\$11,683,800	\$9,347,040	Road Expansion	79.75
1	40-008	Andover	21st Street Improvements, from KTA Toll Booth to Andover Road	Yes	Yes	New TIP Project	\$9,273,011	\$7,418,408	Road Expansion	77.00
22	RX-23-01	Valley Center	Meridian Avenue Improvement Project from 7th Street to W 93rd Street N.	Yes	No	New TIP Project	\$9,000,000	\$7,200,000	Road Expansion	63.50
5	R-19-14	Wichita	143rd St. E., Kellogg-Harry	No	Yes	New TIP Project	\$4,950,000	\$3,960,000	Road Reconstruction/Modernization if 3-lane (likliest), Road Expansion if 5-lane	73.5 if 3-lane, 76 if 5-lane
27	40-510	Wichita	17th St N, I-135 to Hillside	Yes	Yes	New TIP Project	\$3,000,000	\$2,400,000	Road Reconstruction/Modernization	73.50
24	40-517	Wichita	Douglas, Seneca to Meridian	No	Yes	New TIP Project	\$4,890,000	\$3,900,000	Road Reconstruction/Modernization	72.75
6	R-19-15	Wichita	Maple, 135th Street W to 151st Street W	Yes	Yes	New TIP Project	\$4,125,000	\$3,300,000	Road Reconstruction/Modernization	71.25
13	RRM-23-02	Maize	45th Street and Tyler Road Intersection	Yes	No	New TIP Project	\$4,830,000	\$3,864,000	Road Reconstruction/Modernization	71.00
15	RRM-23-04	Maize	37th Street from 119th Street to 135th Street	Yes	No	New TIP Project	\$3,175,000	\$2,540,000	Road Reconstruction/Modernization	67.25
18	RRM-23-07	Park City	61st and I-135 Southbound Ramps Roundabout	Yes	No	New TIP Project	\$2,845,838	\$2,276,670	Road Reconstruction/Modernization	66.75
4	R-19-12	Wichita	37th St N., Hydraulic to Hillside	No	Yes	New TIP Project	\$5,000,000	\$4,000,000	Road Reconstruction/Modernization	66.25
17	RRM-23-06	Maize	119th Street from 29th Street to 45th Street	Yes	No	New TIP Project	\$11,520,000	\$9,216,000	Road Reconstruction/Modernization	65.50
11	40-540	Derby	Rock Road Corridor Improvements	No	Yes	New TIP Project	\$4,890,000	\$3,912,000	Road Reconstruction/Modernization	64.50
8	40-015	Bel Aire	45th St N, Oliver to Woodlawn (Concept Plan Phase)	No	Yes	New TIP Project	\$60,000	\$48,000	Road Reconstruction/Modernization	63.50
9	40-015	Bel Aire	45th St N, Oliver to Woodlawn (Construction/Construction Engineering Phases)	Yes	Yes	New TIP Project	\$13,640,000	\$10,912,000	Road Reconstruction/Modernization	63.50
20	RRM-23-09	Park City	85th Street and Broadway Roundabout	Yes	No	New TIP Project	\$808,946	\$359,532	Road Reconstruction/Modernization	63.00
16	RRM-23-05	Maize	45th Street from Maize Road to Tyler Road	Yes	No	New TIP Project	\$11,000,000	\$8,800,000	Road Reconstruction/Modernization	62.75
29	RRM-23-01	Derby	Derby Quiet Zone Improvements	Yes	No	New TIP Project	\$2,000,000	\$1,600,000	Road Reconstruction/Modernization	62.25
19	RRM-23-08	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)	Yes	No	New TIP Project	\$5,348,662	\$4,278,929	Road Reconstruction/Modernization	61.75
14	RRM-23-03	Maize	53rd Street and Park Avenue Intersection and Rail Crossing Closure	Yes	No	New TIP Project	\$333,000	\$266,400	Road Reconstruction/Modernization	59.50
23	RRM-23-10	Valley Center	Seneca Street: 77th Street North (Ford Street) to 85th Street North	Yes	No	New TIP Project	\$5,625,000	\$4,500,000	Road Reconstruction/Modernization	53.00
7	INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	Yes	Yes	Additional Funding	\$3,042,317	\$909,629	Road Reconstruction/Modernization	51.75
3	40-541	Derby	Nelson Drive Realignment	Yes	Yes	Additional Funding	\$8,498,914	\$1,759,855	Road Reconstruction/Modernization	38.25
28	40-526	Wichita	Wichita Intelligent Transportation System - Central Business District	No	Yes	New TIP Project	\$3,150,000	\$2,520,000	Traffic Management	89.50
26	40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	Yes	Yes	New TIP Project	\$5,250,000	\$4,200,000	Traffic Management	69.00
N/A	40-099	Wichita	Comprehensive Way Finding	Yes	Yes	New TIP Project	\$1,700,000	\$1,360,000	Traffic Management and/or Pedestrian Facilities (not great fit for any scorecard)	65.00
N/A	T-23-01	Wichita Transit	Paratransit Vehicle Replacement	Yes	Yes	New TIP Project	\$1,200,000	\$960,000	Transit	67.50
N/A	P-23-02	WAMPO	WAMPO Planning Walkable Places Program Round 2	No	Yes	New TIP Project	\$800,000	\$640,000	Either N/A or Pedestrian Facilities	N/A
N/A	P-23-01	WAMPO	MTP 2050 Planning Assistance	No	Yes	New TIP Project	\$400,000	\$320,000	N/A	N/A
N/A	P-23-03	WAMPO	Safe Routes to School Planning Assistance	No	Yes	New TIP Project	\$250,000	\$200,000	N/A	N/A

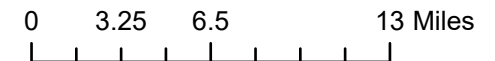


# Submitted to Project Selection Committee 2022

#	Project Title
1	21st Street Improvements, from KTA Toll Booth to Andover Road
2	Prairie Creek Rd bridge over KTA
3	Nelson Drive Realignment
4	37th St N., Hydraulic to Hillside
5	143rd St. E., Kellogg-Harry
6	Maple, 135th Street W to 151st Street W
7	Oliver and Kechi Rd. Intersection
8	45th St N, Oliver to Woodlawn (Concept Plan Phase)
9	45th St N, Oliver to Woodlawn (Construction/Construction Engineering Phases)
10	SW Butler Rd Improvements from SW 170th St to SW 155th St except Eightmile Creek Bridge
11	Rock Road Corridor Improvements
12	Seneca & 63rd Street Bike Ped Pathway
13	45th Street and Tyler Road Intersection
14	53rd Street and Park Avenue Intersection and Rail Crossing Closure
15	37th Street from 119th Street to 135th Street
16	45th Street from Maize Road to Tyler Road
17	119th Street from 29th Street to 45th Street
18	61st and I-135 Southbound Ramps Roundabout
19	53rd Street & I-135 Divergent Diamond Intersection (DDI)
20	85th Street and Broadway Roundabout
21	Maple Street Pathway
22	Meridian Avenue Improvement Project from 7th Street to W 93rd Street N.
23	Seneca Street: 77th Stret North (Ford Street) to 85th Street North
24	Douglas, Seneca to Meridian
25	Redbud Path. Woodlawn to K-96
26	Wichita Intelligent Transporation System - E 21st St N
27	17th St N, I-135 to Hillside
28	Wichita Intelligent Transporation System - Central Business District
29	Derby Quiet Zone Improvements
30	SW Butler Rd Improvement-Eightmile Creek Bridge and Rdwy Improvements



Source: FFY23 - FFY26 TIP Call for Projects  
 Produced by: WAMPO  
 Date Exported: 4/7/2022  
 Folder: T:\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
 The information shown on this map is compiled from various sources  
 made available to us which we believe to be reliable.





## **Agenda Item 4B: Action**

### **Federal Roadway Functional Classification Map**

Nick Flanders, Senior Transportation Planner

#### **Background:**

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

The classifications in the WAMPO region were most recently updated in 2019, after changes were primarily proposed in Butler County and in the City of Derby, to better align the classifications of certain roads to their actual functions. Since then, new residential and commercial development and changes to the road network in the WAMPO region have necessitated a few minor changes in the functional classification system, as well as the inclusion of the 95<sup>th</sup> Street South corridor where it is planned to cross the Arkansas River and the inclusion of the anticipated future alignment of the Northwest Bypass/Northwest Expressway, from northwest Wichita to Goddard. Over the last several months, WAMPO staff have solicited suggestions for changes in the classification system from member jurisdictions and reviewed the proposed changes with Kansas Department of Transportation (KDOT) staff. The jurisdictions suggesting the changes and KDOT are in agreement on each change shown in the attached maps and table.

#### **Options:**

- Approve the changes, as proposed.
- Not approve the proposed changes.
- Approve the proposed changes with specific modifications.

#### **TAC Recommendation (4/25/2022):**

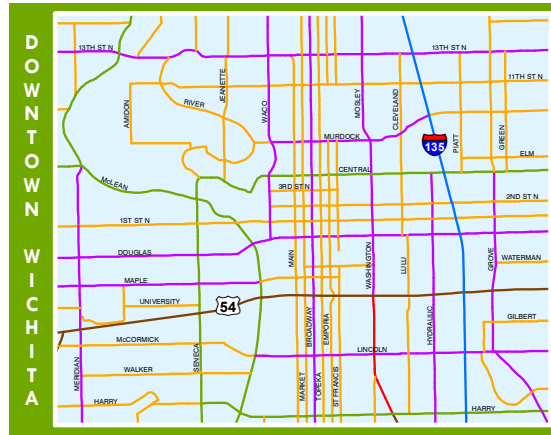
Approve the proposed changes to the federal functional classification system in the WAMPO region.

#### **Next Steps:**

- The FC map will be sent to the Kansas Department of Transportation (KDOT) for approval, then submitted to the Federal Highway Administration (FHWA) for approval.

#### **Attachment(s):**

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



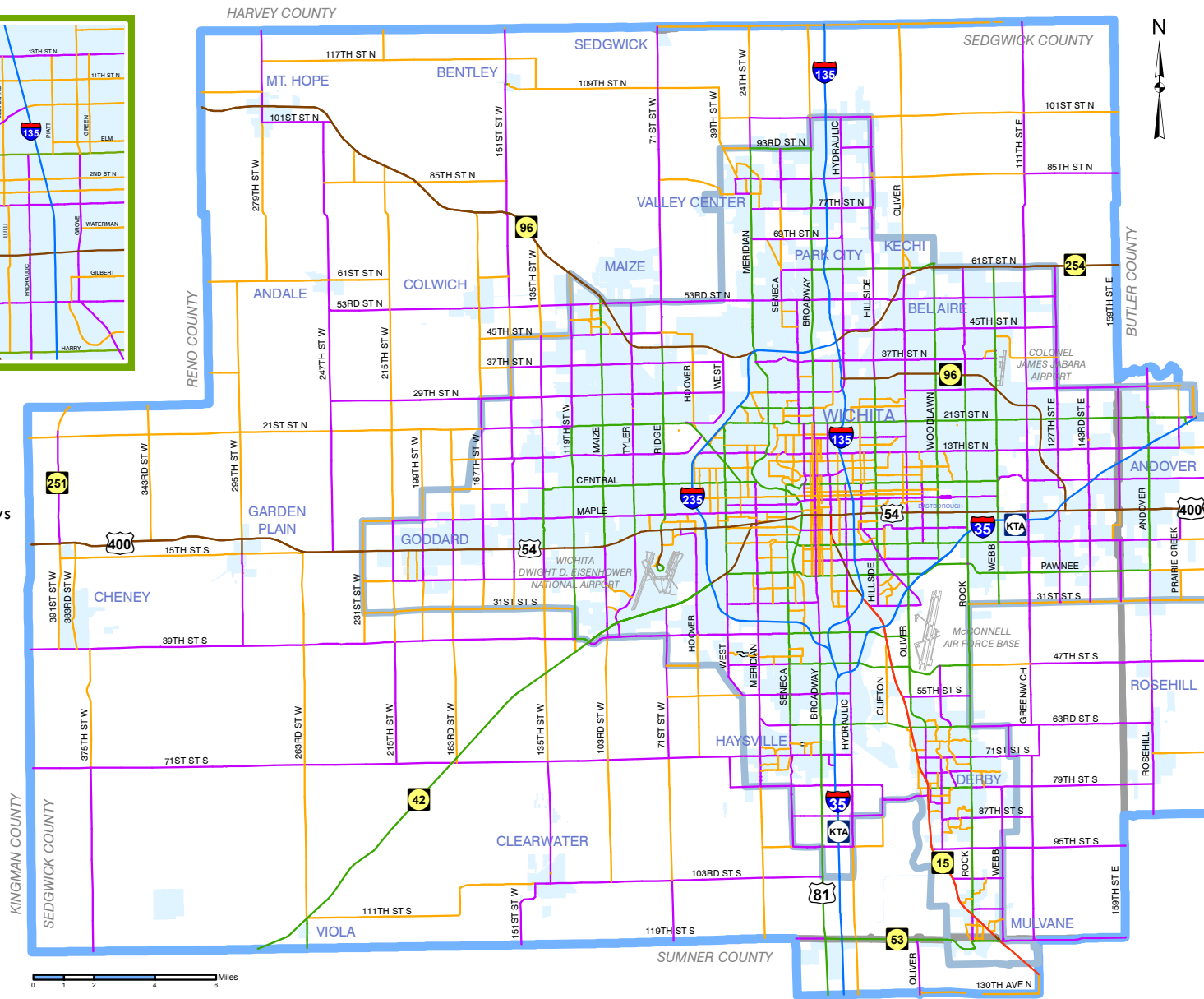
**Functional Classification**

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

**Plan Boundaries**

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

Approved by WAMPO  
TPB on May 14, 2019



**What is Functional Classification?**

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

**Functional Classification Systems**

**Arterial System**

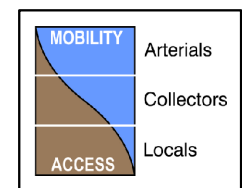
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes, the longest trips, serves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

**Collector System**

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

**Local System (Not shown on this map.)**

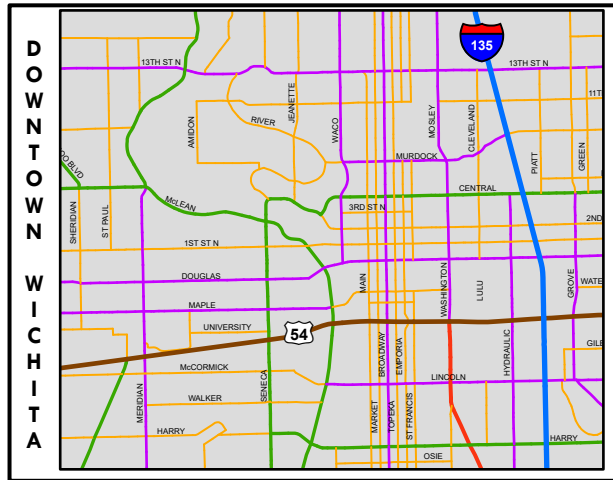
The local system is comprised of all roadways not on one of the higher systems. The purpose of this system is to provide access to land and the higher order systems.



# Federal Roadway Functional Classification Map







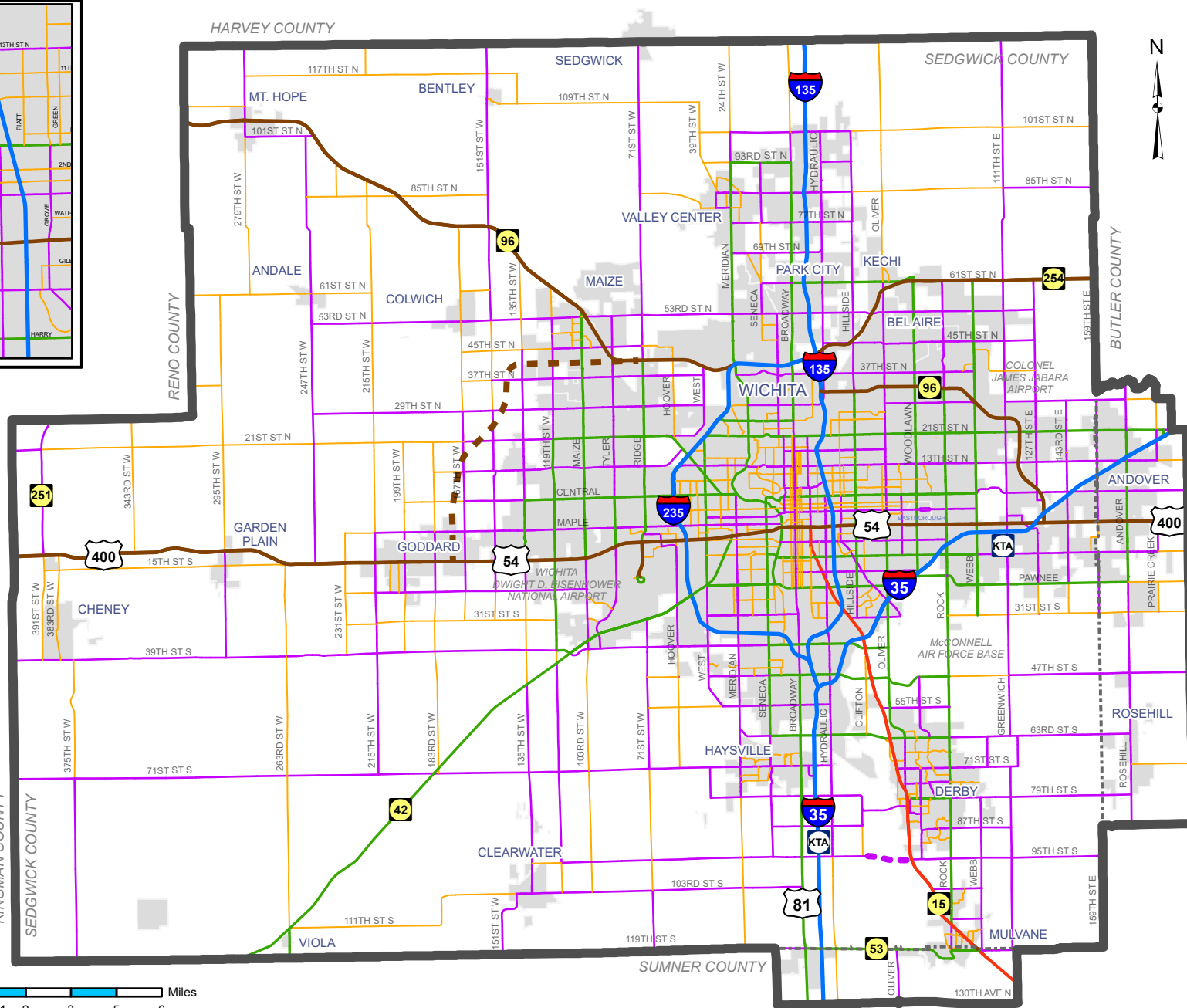
**Functional Classification**

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- - - Future roads (example)

**Plan Boundaries**

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries

Produced by: WAMPO  
 Date Exported: 4/18/2022  
 Folder: T:\Plans & Projects\Functional Classification\FunClassKDOT2021\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



**What is Functional Classification?**

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

**Functional Classification Systems**

**Arterial System**

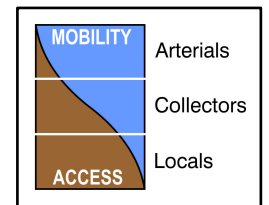
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes and longest trips, serves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

**Collector System**

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

**Local System (Not shown on this map.)**

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



# 2022 Proposed Federal Roadway Functional Classification Map

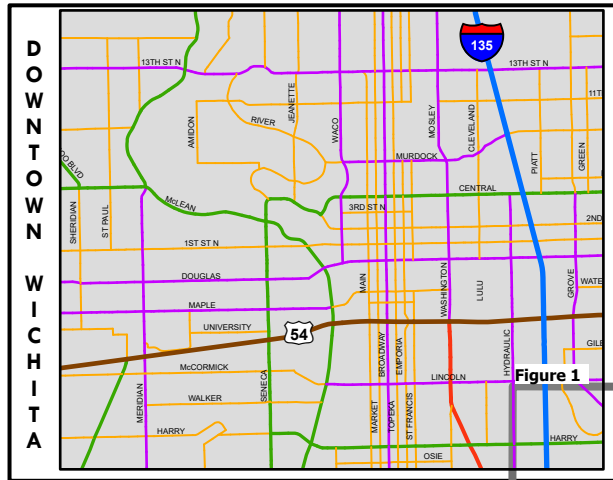


Figure 1

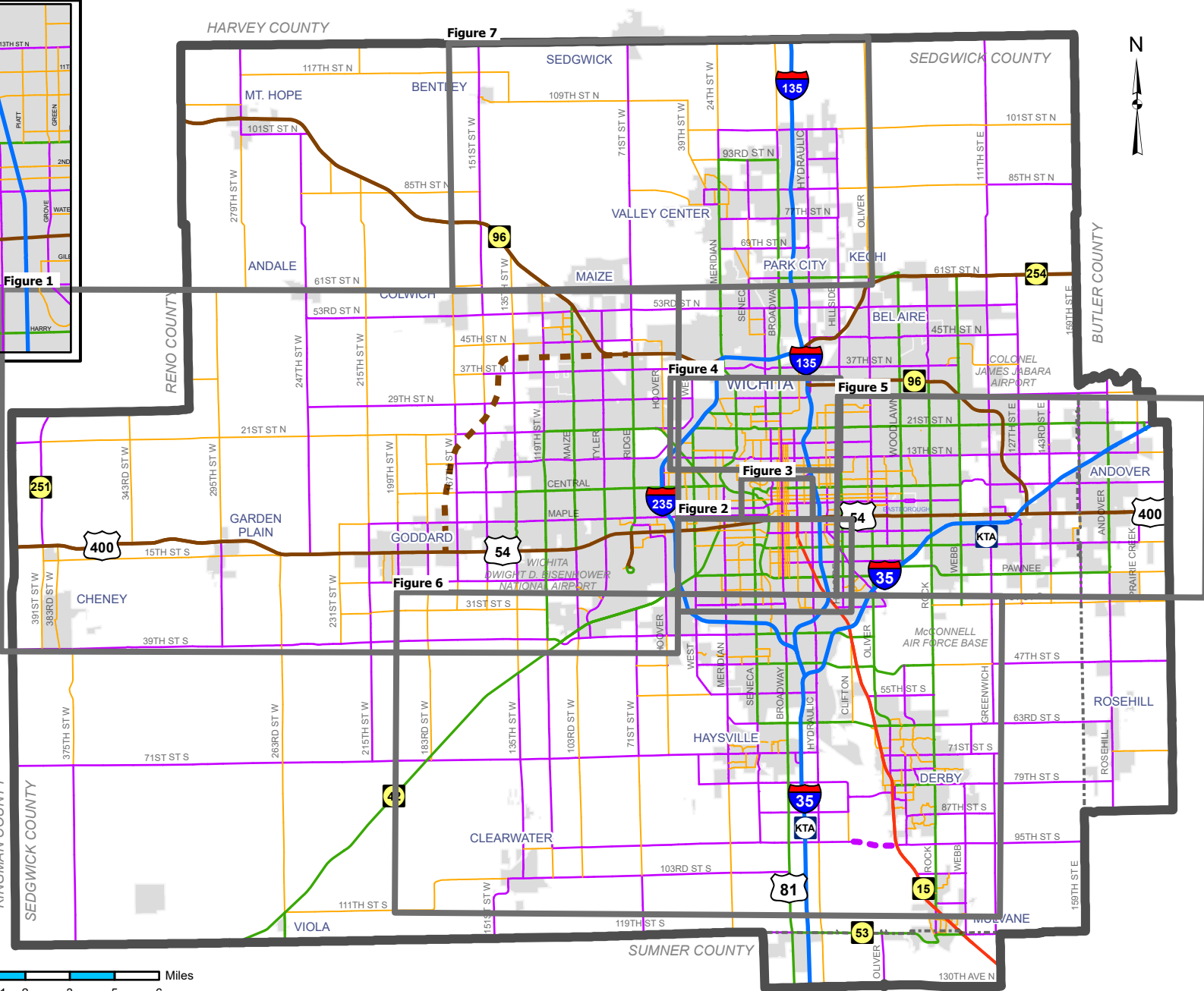


Figure 7

Figure 4

Figure 5

Figure 2

Figure 3

Figure 6

**Functional Classification**

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- - - Future roads (example)

**Plan Boundaries**

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries



**What is Functional Classification?**

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

**Functional Classification Systems**

**Arterial System**

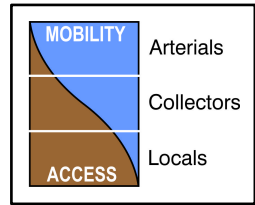
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes and longest trips, serves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

**Collector System**

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

**Local System (Not shown on this map.)**

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



Produced by: WAMPO  
 Date Exported: 4/18/2022  
 Folder: T:\Plans & Projects\Functional Classification\FunClassKDOT2021\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.







# 2022 Proposed Federal Roadway Functional Classification Map

Figure 1:

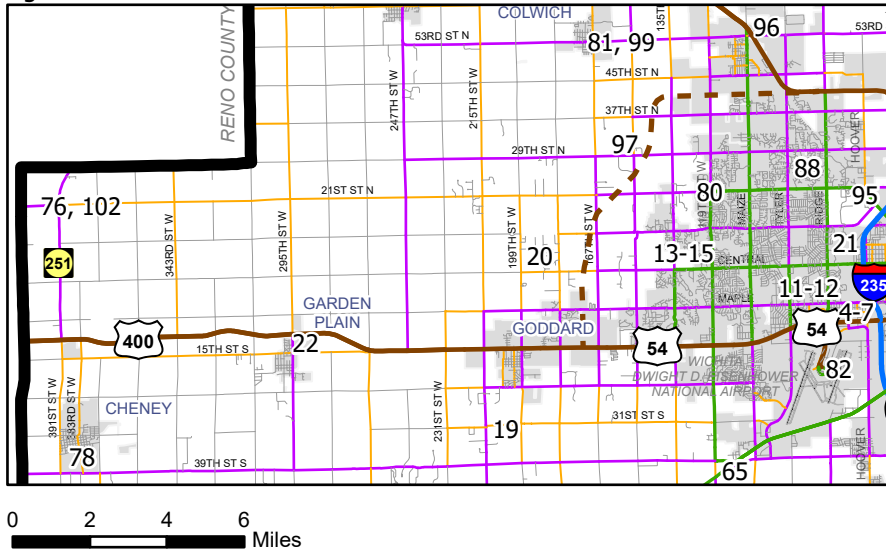


Figure 2:

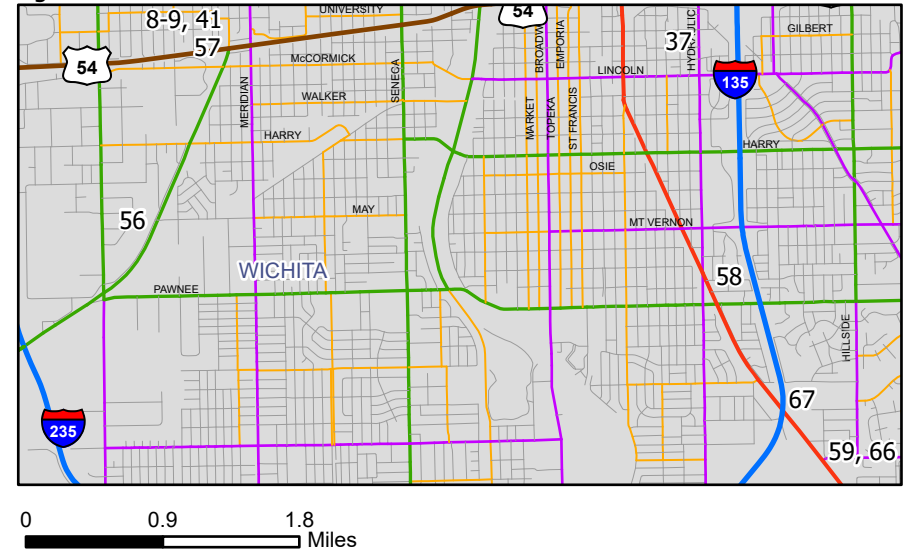


Figure 3:

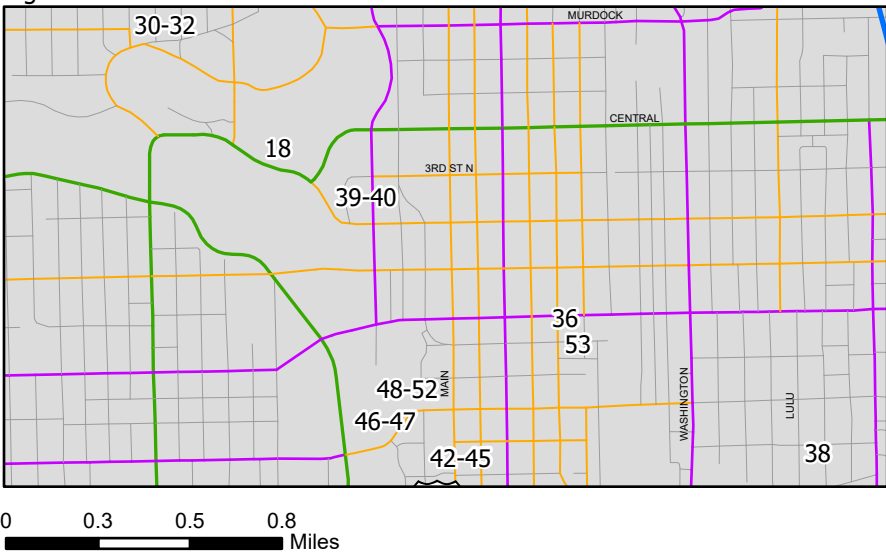
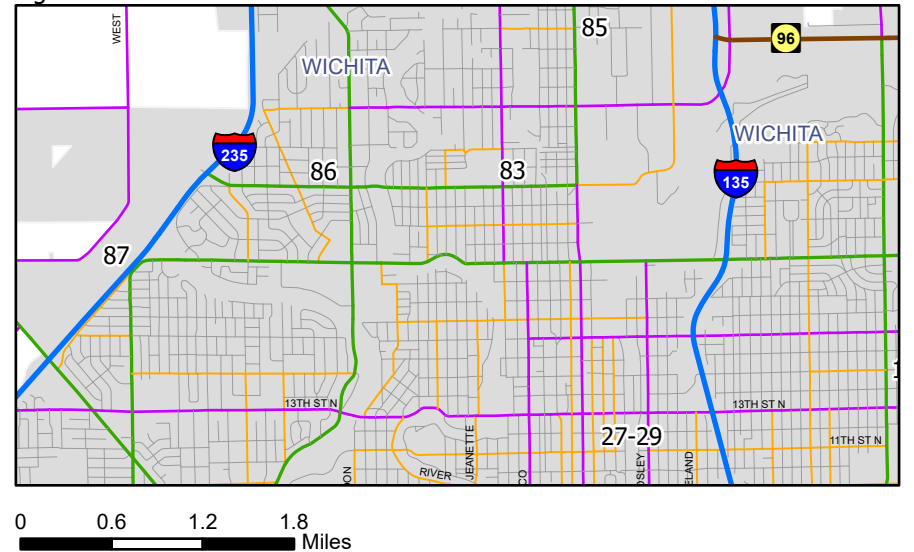


Figure 4:



Produced by: WAMPO  
Date Exported: 4/18/2022  
Folder: T:\Plans & Projects\Functional Classification\FunClassKDOT2021\  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





# 2022 Proposed Federal Roadway Functional Classification Map

Figure 5:

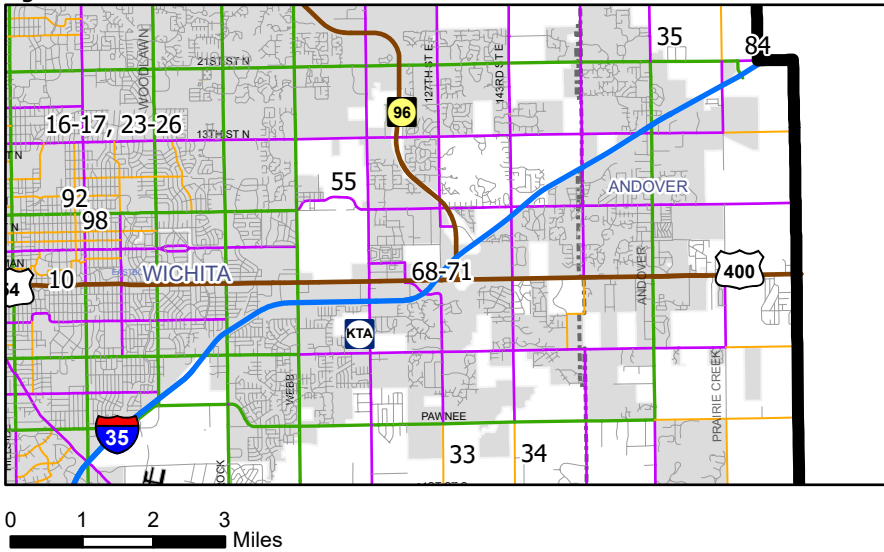


Figure 6:

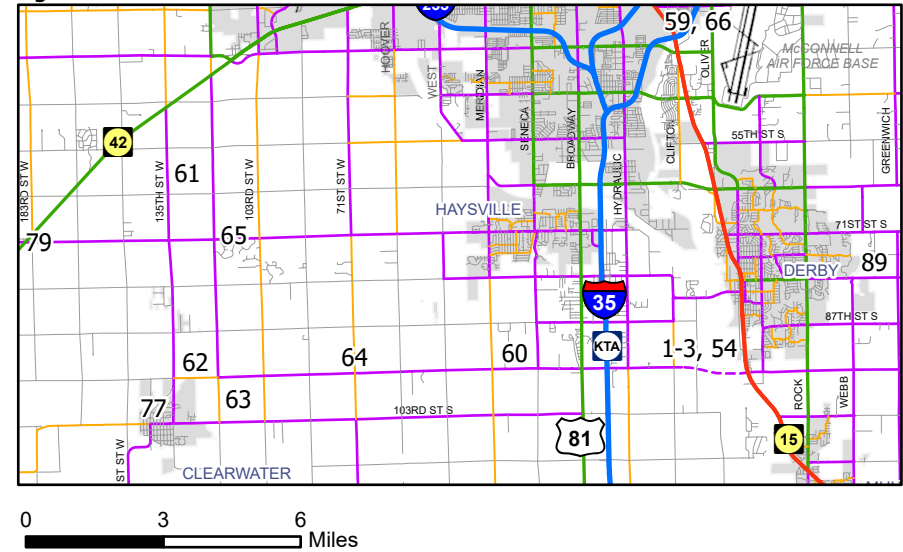
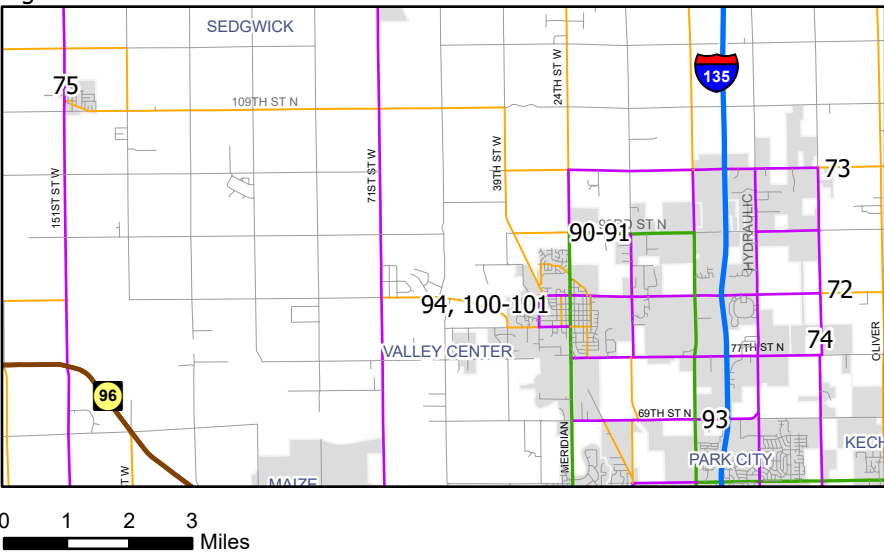


Figure 7:



Produced by: WAMPO  
Date Exported: 4/18/2022  
Folder: T:\Plans & Projects\Functional Classification\FunClassKDOT2021  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





# 2022 Proposed Federal Roadway Functional Classification Changes

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

Change Number	County	City	Street	From	To	Current FC	Proposed FC	Change Description	Distance (ft)
55	Sedgwick	Unincorporated	E Central Ave between Webb and Greenwich	Dead end	Dead End	-	5	Add missing segment	545.96
56	Sedgwick	Wichita	Southwest Blv	I-235	S Edward St	2	4	From Other Freeway/Expressway to minor arterial	12,847.43
57	Sedgwick	Wichita	S Edward St	Southwest Blv	W Kellogg Ave	2	4	From Other Freeway/Expressway to minor arterial	172.40
58	Sedgwick	Wichita	Southeast Blv	E Harry St	I-135	2	3	From Other Freeway/Expressway to other principal arterial	10,138.48
59	Sedgwick	Wichita	K-15	E 31 St S	I-135	-	-	Realignment	-
60	Sedgwick	Unincorporated	W 95th St S	S Seneca St	S Meridian Ave	6	5	From minor collector to major collector	5,295.88
61	Sedgwick	Unincorporated	S 135th St W	W 71st St S	K-42	6	5	From minor collector to major collector	15,318.91
62	Sedgwick	Unincorporated	W 95th St S	S 135th St W	S 119th St W	7	6	From local to minor collector	5,131.06
63	Sedgwick	Unincorporated	S 119th St W	W 95th St S	W 103rd St S	7	6	From local to minor collector	5,212.63
64	Sedgwick	Unincorporated	W 95th St S	S Meridian Ave	S 119th St W	7	5	From local to major collector	31,644.38
65	Sedgwick	Unincorporated	S 119th St W	W 95th St S	K-42	7	5	From local to major collector	35,284.23
66	Sedgwick	Unincorporated	Southeast Blv	Wichita City Limits	I-35	2	3	From Other Freeway/Expressway to other principal arterial	149.58
67	Sedgwick	Wichita	Southeast Blv	E Dunham St	I-135	7	-	Remove segment	1,421.10
68	Sedgwick	Wichita	S 127th St E	E Gilbert St	E Kellogg Dr	-	-	Realignment	-
69	Sedgwick	Wichita	E Kellogg Dr (frontage road)	S 127th St E	S Zelta St	-	5	Add segment	1,292.57
70	Sedgwick	Wichita	S Zelta St	E Kellogg Dr	E Waterman St	7	5	From local to major collector/ Realignment	1,485.72
71	Sedgwick	Wichita	E Waterman St	S Zelta St	S Greenwich Rd	7	5	From local to major collector	2,666.04
72	Sedgwick	Park City	N Hillside St	N. of 85th St.	S. of 85th St.	6	5	From minor collector to major collector	1,057.33
73	Sedgwick	Park City	N Hillside St	S. of 101st St.	101st St.	6	5	From minor collector to major collector	235.64
74	Sedgwick	Unincorporated	E 77th St N	N Hillside St	N Hillside St	6	5	From minor collector to major collector	177.21
75	Sedgwick	Bentley	W Main St	N 151st St W	S Davidson Ave	4	6	From minor arterial to minor collector	319.91
76	Sedgwick	Unincorporated	N 391st St W	Reno County Line	K-251	6	5	From minor collector to major collector	4,762.88
77	Sedgwick	Clearwater	N 4th Ave	Janet Ave	E Janet Ave	6	5	From minor collector to major collector	142.78
78	Sedgwick	Cheney	W Macarthur Rd S	S 383th St W	S Main St	6	5	From minor collector to major collector	395.88
79	Sedgwick	Unincorporated	W 71st St S	W. of K-42	E. of K-42	6	5	From minor collector to major collector	477.94
80	Sedgwick	Wichita	W 21st St N	W. of N Teal Brook St	N Teal Brook St	4	5	From minor arterial to major collector	47.92
81	Sedgwick	Colwich	W Chicago Ave	S Colorado Ave	S 5th St	6	5	From minor collector to major collector	37.12
82	Sedgwick	Wichita	Eisenhower Airport Pkwy (on loop at airport)	Eisenhower Airport Pkwy	Eisenhower Airport Pkwy	5	4	From major collector to minor arterial	33.85
83	Sedgwick	Wichita	W 25th St N	N Rosenthal Ave	N Jackson Ave	5	4	From major collector to minor arterial	55.81
84	Butler Co	Unincorporated	E 21st St	SW Mulberry Rd	E. of SW Mulberry Rd	6	5	From minor collector to major collector	35.17
85	Sedgwick	Wichita	N Broadway St	E 33rd St N	E 33rd St N	5	4	From major collector to minor arterial	49.95
86	Sedgwick	Wichita	W 25th St N	N Clarence St	N Clarence St	5	4	From major collector to minor arterial	21.15
87	Sedgwick	Wichita	W 21st St N	W Cornelison St	N West St	6	4	From minor collector to minor arterial	75.29
88	Sedgwick	Wichita	N Tyler Rd	W Northridge St	W Northridge St	6	5	From minor collector to major collector	56.69
89	Sedgwick	Unincorporated	E 79th St S	E. of S Webb Rd	W. of S Greenwich Rd	4	5	From minor arterial to major collector	43.07
90	Sedgwick	Unincorporated	W 93rd St N	N Meridian St	E. of N Meridian St	6	4	From minor collector to minor arterial	47.12
91	Sedgwick	Unincorporated	N Meridian St	N. of W 93rd St N	W 93rd St N	6	5	From minor collector to major collector	9.08
92	Sedgwick	Wichita	E Central Ave	N Pershing St	N Pershing St	6	4	From minor collector to minor arterial	28.94
93	Sedgwick	Park City	N Broadway St	E 69th St N	S. of E 69th St N	5	4	From major collector to minor arterial	19.43
94	Sedgwick	Valley Center	W 5th St	N Birch St	N Birch St	6	5	From minor collector to major collector	25.16
95	Sedgwick	Unincorporated	N Northshore Blvd	Horseshoe Dr	N Vics Lake Dr	6	7	From minor collector to local	81.84
96	Sedgwick	Maize	N Maize Rd	K-96	S. of K-96	6	4	From minor collector to minor arterial	65.19
97	Sedgwick	Multiple	Northwest Expressway	K-96	US-54	-	2	Add road as urban freeway/expressway	59,277.79
98	Sedgwick	Wichita	N Pershing St	E Central Ave	E 3rd St N	6	6	Realignment	-
99	Sedgwick	Colwich	W Chicago Ave	4th St	S 3rd St	6	5	From minor collector to major collector	63.83
100	Sedgwick	Valley Center	N Birch St	W 5th St	Albert St	7	7	Realignment	-
101	Sedgwick	Valley Center	N West St	N. of W 3rd St	W 3rd St	6	5	From minor collector to major collector	57.84
102	Sedgwick	Unincorporated	W 21st St N	Kingman County Line	K-251	6	5	From minor collector to major collector	4,944.77



**Agenda Item 4C: Update**  
**US-54 East Kellogg Project**  
Raja Govindaswamy, KDOT  
Don Snyder, KDOT

Raja Govindaswamy, KDOT Project Manager, and Don Snyder, KDOT Wichita Metro Office, will provide an update on the East Kellogg project. This project will continue the Kellogg Road improvements east, modernizing East Kellogg from K-96 to 159th Street in Wichita and Andover. The modernization is part of Kansas' IKE (Eisenhower Legacy Transportation) program – a 10-year, \$10 billion program focused on preserving, modernizing and expanding Kansas' transportation system.

The project webpage shows a project schedule – <https://eastkellogg.ksdotike.org>.

## US 54/EAST KELLOGG EXPANSION - PROJECT BACKGROUND AND DESCRIPTION

### Project Location

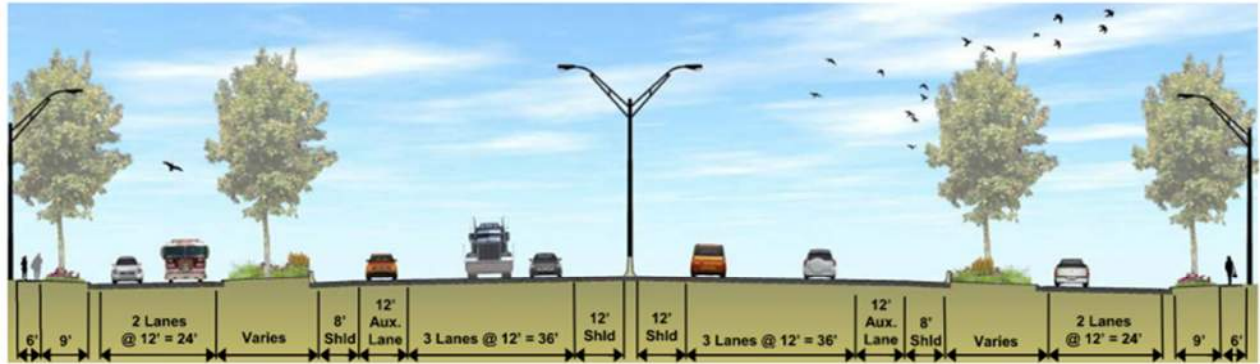
US 54/US 400 or “East Kellogg Avenue”, referred to as the “US 54/East Kellogg” corridor for this study, connects the communities of Wichita in Sedgwick County and Andover in Butler County, Kansas. The study limits begin east of the intersection of US 54 and I-35 in east Wichita and extend to 0.5 miles east of Prairie Creek Road in Andover, for an overall length of approximately 4.25 miles. Major intersecting roads within the study area include from west to east: K-96, 143<sup>rd</sup> Street East/Springdale Drive, 159<sup>th</sup> Street East/SW County Line Road, Onewood Drive, Andover Road, Yorktown Road, and Prairie Creek Road. See the attached **Study Area Map**.

### Description of the Proposed Project

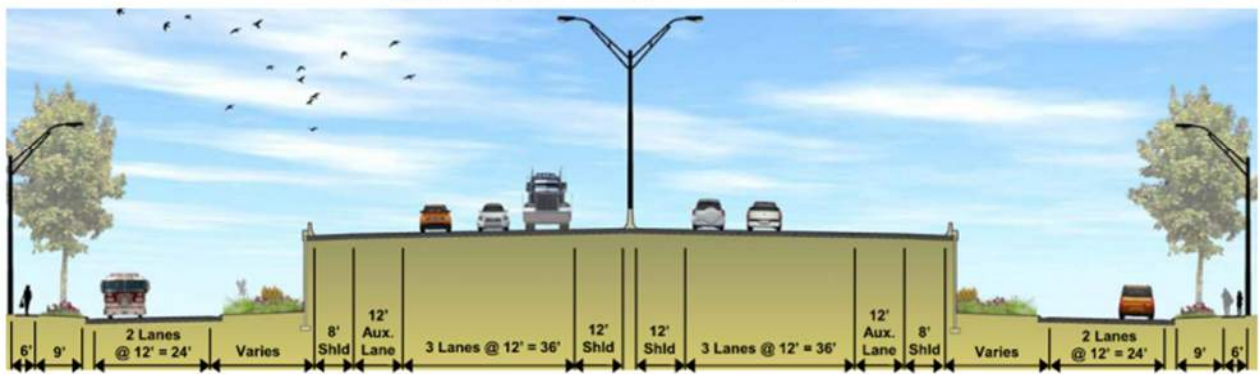
The proposed project would upgrade US 54/East Kellogg Avenue between I-35 and Prairie Creek Road from a 4-lane divided urban expressway with two travel lanes in each direction, a grassed median, right- and left-turn lanes at major signalized at-grade intersections; to a 6-lane divided, access-controlled freeway with 2-lane one-way frontage roads on each side. Grade-separated interchanges would be built at K-96, 143<sup>rd</sup> Street, 159<sup>th</sup> Street, Andover Road, and Prairie Creek Road. Overpasses or underpasses would connect Onewood Drive and Yorktown Road to the frontage roads. As illustrated in **Figure 1**, the freeway would carry three 12-foot-wide travel lanes in each direction with 12-foot-wide outside shoulders and 12-foot-wide inside shoulders separated by a concrete barrier. The frontage roads on each side of the freeway mainlanes would be comprised of two 12-foot-wide travel lanes with curb and gutter. No bicycle or pedestrian accommodations would be included along the freeway, but 6-foot-wide sidewalks are proposed on the outside of the frontage roads. The existing urban expressway occupies a right-of-way (ROW) width ranging from approximately 170 feet to 230 feet. The proposed freeway would require a ROW ranging in width from 300 feet to 375 feet.



Figure 1: Proposed Freeway Typical Section



Typical at-grade freeway and frontage roads.



Typical elevated freeway with at-grade frontage roads.

Source: Design Concept Report, East Kellogg Improvements from 127<sup>th</sup> Street to 159<sup>th</sup> Street; City of Wichita, January 2010

Note: Typical sections are intended to be conceptual at this time. As the project continues to develop, the typical sections will be refined.

**US 54/East Kellogg Avenue Need and Purpose:**

- **US 54/East Kellogg initial needs statement** – The proposed action is needed because current and future population growth and increased travel demand is forecasted to exceed current highway capacity within the study area leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region.
  - *Provide capacity to accommodate forecasted population growth and travel demand*
  - *Improve mobility and route continuity*
  - *Improve operational and safety performance within the corridor*
- Deliver project efficiently and within
- **US 54/East Kellogg initial purpose statement** – The purpose of the proposed action is to provide a cost-effective, environmentally-sustainable, and safe transportation facility that improves mobility and connectivity to support current and forecasted increases in travel demand.
- **US 54/East Kellogg project goals:**
  - *Improve trip reliability*
  - *Support economic growth in the region*
  - *Minimize duration of construction impacts to the area*
  - *Deliver project efficiently and within budget*



## Project History – How Did We Get Here?

In 2008, the City of Wichita began preliminary design of a new freeway segment along US 54 from the end of the existing freeway at Cypress Street and extending east to Greenwich Road. The project included reconstruction of the Kansas Turnpike Authority (KTA) Exit 50 access along US 54 but did not reconstruct the Exit 50 toll plaza, but instead, included a direct system-to-system access at Exit 50. Construction was initiated in 2008 from Greenwich Road to 127<sup>th</sup> Street East including a new interchange at Greenwich Road and a grade-separated structure at the Zelta interchange, both projects were completed by 2010.

In 2011, the City of Andover, KDOT, and the Wichita Area Metropolitan Planning Organization (WAMPO) prepared a US 54 Corridor Study to identify possible solutions to address increased traffic from the growth occurring in Sedgwick County and the City of Wichita as well as Butler County and the City of Andover. The locally preferred alternative would provide full interchanges at 159<sup>th</sup> Street, Andover Road, and Prairie Creek Road. The City of Wichita prepared ROW plans for US 54 from 127<sup>th</sup> Street East to 159<sup>th</sup> Street; and in 2011, KDOT obtained environmental clearance for improvement of that stretch of US 54/East Kellogg under a Categorical Exclusion. Due to a lack of funding, the improvements were not constructed.

Figure 2: US 54/East Kellogg Locally Preferred Alternative from 2011



Source: *Design Concept Report, East Kellogg Improvements, 127<sup>th</sup> Street to 159<sup>th</sup> Street*, City of Wichita; January 2010

With the proposed expansion of US 54 and current and forecasted growth in east Wichita, in 2014, KTA began studying movements between US 54 and K-96 at the west end of the US 54/East Kellogg corridor. KTA has developed several concepts to provide improve connectivity between US 54/US 400, K-96 and I-35 and to support their plan to convert KTAs toll collection system to accommodate cashless tolling. At this time, the proposed US 54/East Kellogg Expansion project will focus on the KDOT system roadway improvements (e.g., US 54/US 400 and the K-96 interchange crossing over I-35). Future system-to-system improvements to better connect US 54/US 400 and K-96 to I-35 may be studied at a later date.

### Initial Alternatives Under Consideration

Based on the previous studies completed by the cities of Wichita and Andover, Sedgwick and Butler Counties, and further refinement by KDOT, an ultimate concept for the US 54/East Kellogg Expansion has been developed as illustrated below (**Figure 3**) and on the attached **Study Area Map**. The EA will evaluate the effects on the human and natural environment of implementation of Phase 1 and Phase 2 of the project as indicated by the Black and Orange linework.

- Phase 1 – Construct the freeway improvements from I-35 to 159<sup>th</sup> Street and the K-96 interchange
- Phase 2 – Construct the freeway improvements from east of 159<sup>th</sup> Street to east of Prairie Creek Road

The blue box in **Figure 3** indicates the approximate limits of the US 54/East Kellogg improvement project previously cleared by KDOT in 2011.

Figure 3: US 54/East Kellogg Expansion Project Phases



Design options may be developed for the K-96 interchange as well as the interchanges at 143<sup>rd</sup> Street, 159<sup>th</sup> Street, Andover, Road, and Prairie Creek Road. In addition to a Build Alternative with possible options for the configuration of interchanges at these locations, the EA will also assess the impacts of the No-Build Alternative.

### Methodology and Level of Detail for the Evaluation of Alternatives

The matrix presented in **Table 1** provides an overview of the methodology and level of detail proposed to evaluate the build and No-Build Alternatives in the EA. The EA is intended to provide an apples-to-apples comparison of the alternatives considered, including the No-Build Alternative even though the No-Build Alternative would not satisfy the identified needs and purpose.

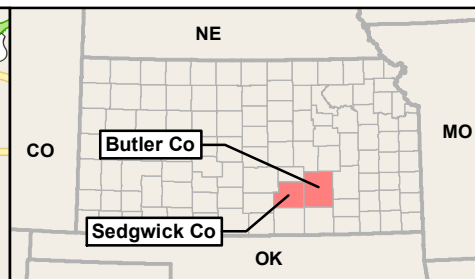
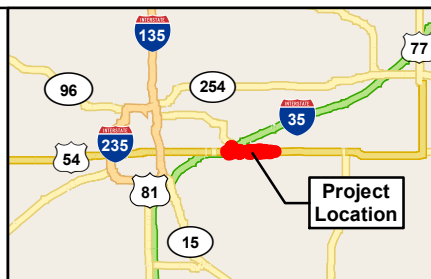
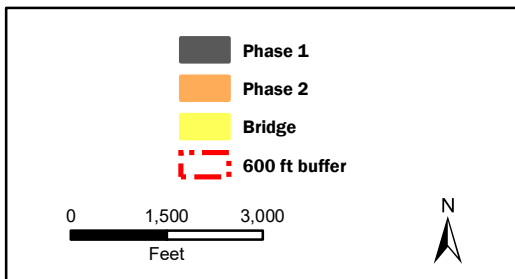
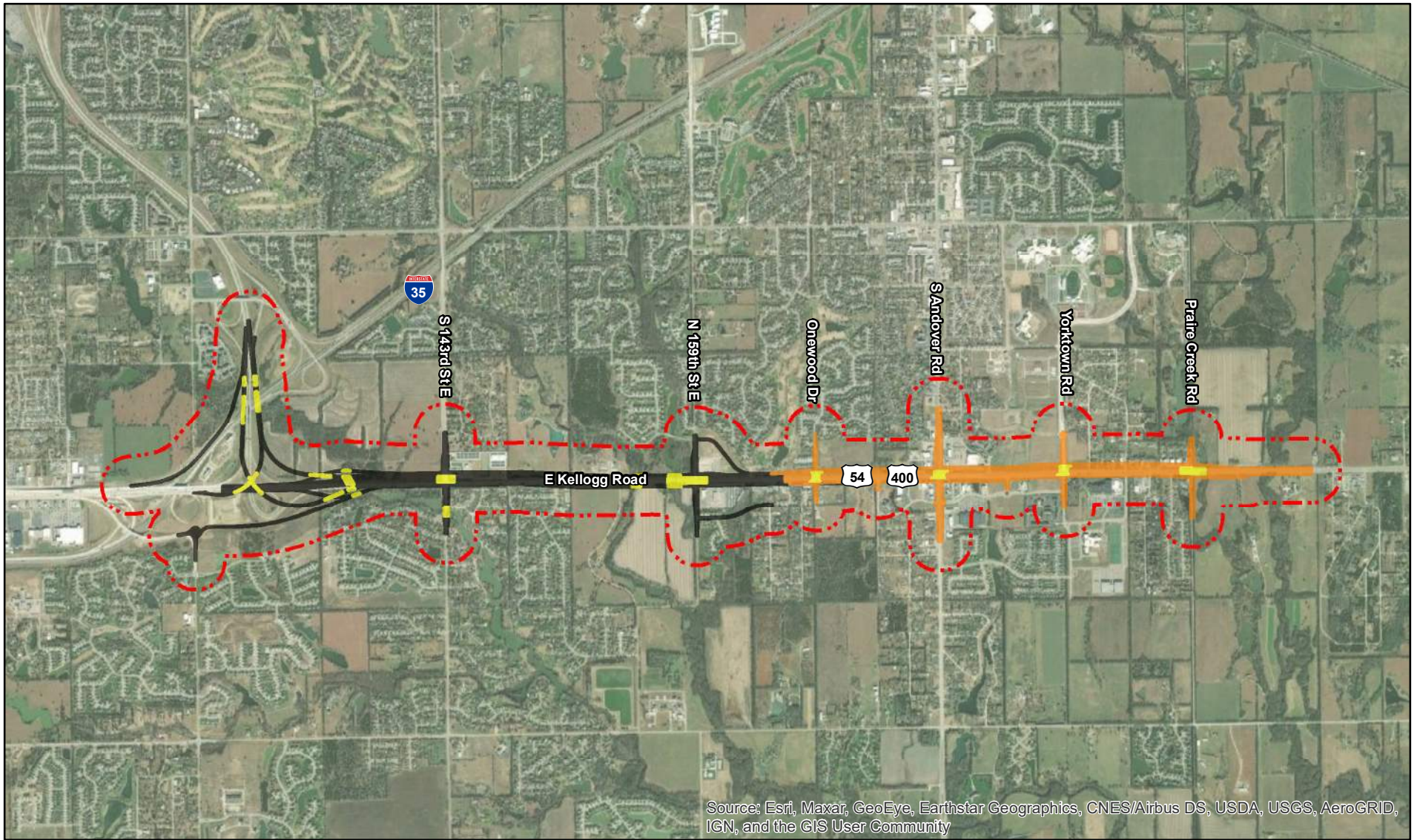
As agencies with jurisdiction by law, special expertise, or general interest in the study process or project, we request your input on the applicable categories, anticipated changes in regulations or guidance that may affect the study, and your support along with opportunities to accelerate the review schedule.

Table 1: Methodology and Level of Detail to Evaluate Alternatives

Evaluation Factor	Measure or Criteria and Level of Detail	
	Build Alternative	No-Build Alternative
<b>Purpose &amp; Need</b>		
Provide capacity to accommodate forecasted population growth and travel demand	Improvement in level of service (LOS) current year and design year, decrease in travel time and delay	
Improve mobility and route continuity		
Improve operational and safety performance	Decrease in number of crashes, update to current design standards	
<b>Engineering</b>		
Major utility conflicts	number, type, cost to relocate, associated timeframe for coordination	
Bridges	number of bridges and length of each span	
Retaining walls	total length, aesthetic treatments	
New ROW required	acres of new ROW required	
Total Project Costs	millions of dollars (design, construction, ROW, utilities)	
<b>Environmental Consequences</b>		
Land Use	acres within project footprint by land use category; changes that may occur; consistency with applicable plans	
Acquisitions and Displacements	number and type (i.e., residential, business) of acquisitions and displacements; identify if minority or low-income	
Farmland	acres of prime farmland and farmlands of statewide importance within project footprint that would be converted to non-agricultural use	
Demographics and Environmental Justice	potential for disproportionately high and adverse effects on minority and/or low-income populations within the study area; potential effects on disabled, elderly, or other protected populations	
Neighborhoods and Community Facilities	number and type of community facilities within/adjacent to the project footprint; effects on community facility access; effects on community cohesion; effects of the project on access to surrounding areas by emergency services	
Public Parklands and Recreation Areas	number and type (i.e., public parklands subject to Section 4(f) of the USDOT Act or other recreation area) within project footprint; identify if subject to Section 6(f); existing/proposed trails/multi-use paths	
Transportation	number of vehicle-miles travelled; number, type (i.e., bike/ped) and linear feet of bike and pedestrian facilities within project footprint; effects on bike/ped facility access; effects on existing/planned transit service	
Historic Properties and Archaeological and Cultural Resources	number of NRHP-listed and NRHP-eligible properties, archaeological or cultural resource sites (cemeteries, recorded sites, high probability areas) that have the potential to be adversely affected	
Wetlands and Waters of the United States	acres of wetlands within footprint by type based on NWI mapping and field delineations where property access is obtained (emergent, scrub-shrub,	

Evaluation Factor	Measure or Criteria and Level of Detail	
	Build Alternative	No-Build Alternative
	forested) and jurisdictional status; number of stream and river crossings and linear feet within footprint by type (ephemeral, intermittent, perennial) and jurisdictional status; potential permitting and mitigation requirements	
Surface Waters and Water Quality	crossings of impaired waters and proximity of impaired assessment units to the corridor (within 5 linear miles of water, watershed, or drains to)	
Floodplains	acres of 100-yr floodplains and floodways within footprint	
Critical Habitat and Threatened & Endangered Species	potential effects on threatened & endangered species and SINC species, Federal/State status; acres of vegetation and habitat types within footprint; species and habitat affected, habitat fragmentation, movement corridors	
Visual and Aesthetics	changes in visual character, sight lines (grade separations), signage, lighting; effects on important views/viewsheds in the project area	
Noise	location and number of sensitive noise receptors that experience an increase in traffic noise levels that approach or exceed the FHWA NAC or that will substantially exceed existing noise levels; evaluate need for abatement where applicable	
Air Quality	(Y/N): Do anticipated emissions from future predicted traffic volumes require need for conformity analysis, CO analysis, MSAT, or CMP?	
Hazardous Materials	number of potential hazardous materials sites and level of risk (low, moderate, high) within project footprint or proximity to footprint	
Utilities	number and type of utilities that may need to be related to construct the proposed improvements	
Construction	qualitative overview of construction-related effects	
Secondary Effects (i.e., induced growth)	location and number of parcels within a defined area of influence (AOI) that may be subject to development/redevelopment induced by the proposed project	
Cumulative Effects	effects of this project (direct + indirect) in combination with effects of other reasonably foreseeable current and future actions within the study area	





**EAST KELLOGG** Kansas  
Department of Transportation

**US 54/EAST KELLOGG  
EXPANSION EA**

**STUDY AREA**

4/14/2022



**Agenda Item 4D: Update  
FFY2021-FFY2024 TIP Special Amendment  
and MTP Administrative Modification**

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

WAMPO received a request from KDOT staff to amend the FFY2021-FFY2024 Transportation Improvement Program (TIP) earlier than the next scheduled amendment, so that certain projects may be accurately reflected in the TIP prior to their expected obligation dates. Subsequently, the administrative contacts for other TIP projects were informed of the upcoming Special Amendment, to provide an opportunity to make changes to their projects at the same time. This Special Amendment is coming between the sixth and seventh scheduled amendments for this TIP. The FFY2021-FFY2024 TIP took effect on October 1, 2020.

The KDOT project that was the original impetus for this TIP Special Amendment is intended to be started slightly earlier than was expected when the current WAMPO Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE 2040*, was adopted in June 2020. In light of this, KDOT staff requested that WAMPO also perform an Administrative Modification to the MTP to change the time band associated with the project (which does not affect the MTP's fiscal constraint or the Environmental Justice analysis). Such an MTP Administrative Modification is not required to be submitted for a public-comment period, but it does require approval by the TPB; it will be presented for approval in tandem with the related TIP Special Amendment, so that the TIP will remain consistent with the MTP.

### Next Steps:

- A 30-day Public Comment period for the TIP Special Amendment opened on April 23, 2022 and will run through May 22, 2022.
- The MTP Administrative Modification and the TIP Special Amendment will be presented to the Technical Advisory Committee (TAC) for its recommendation at the meeting on May 23, 2022.
- The TAC's recommendations on the MTP Administrative Modification and the TIP Special Amendment will be presented at the Transportation Policy Body (TPB) meeting on June 14, 2022.
- The approved TIP Special 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 July 2022.



## WAMPO-REGION POPULATION TRENDS, 1900-2020

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

\*Unincorporated portion inside of 2021 WAMPO boundary

\*\*Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

### Populations of Entire Counties

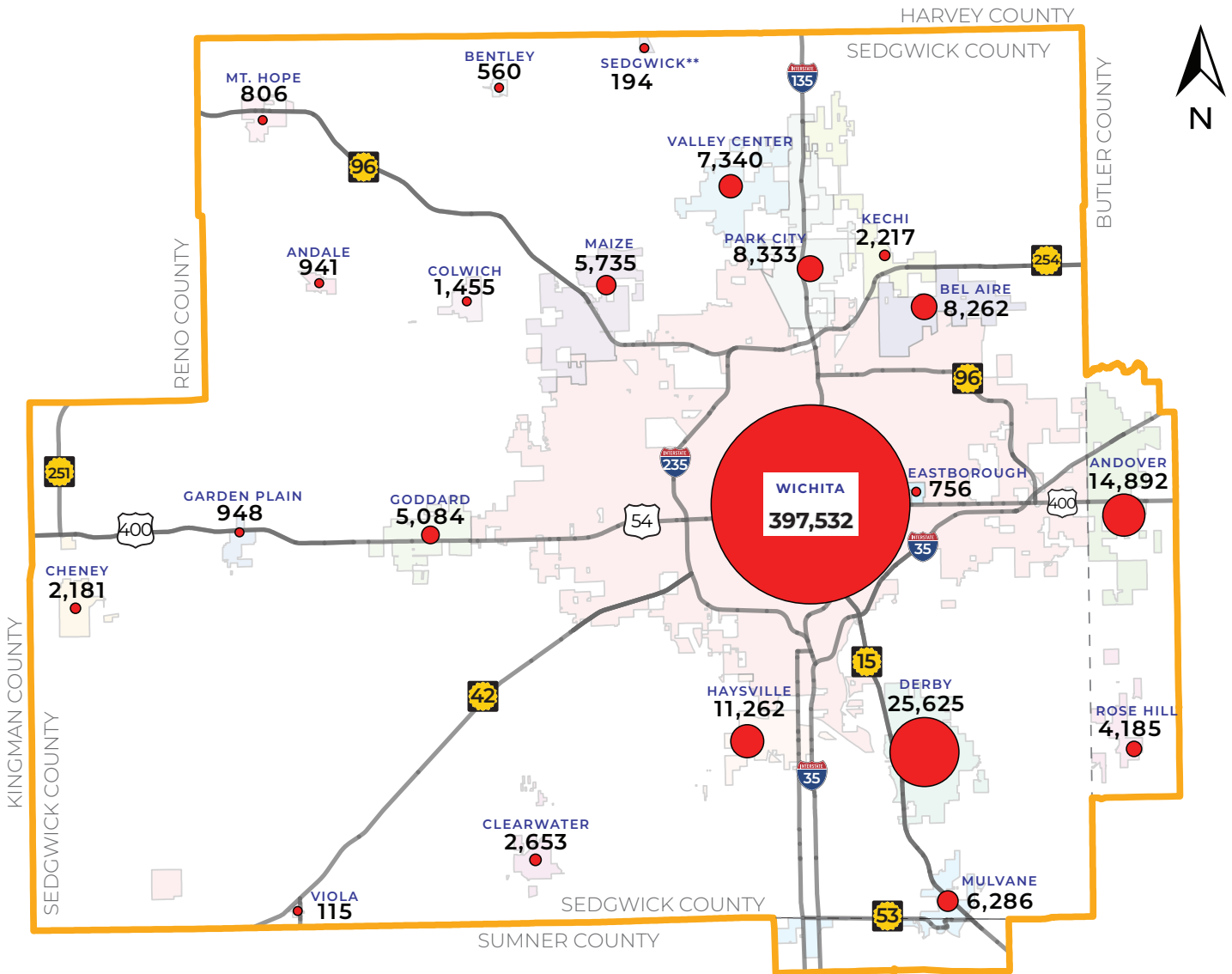
Population	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Sedgwick County	44,037	73,095	92,234	136,330	143,311	222,290	343,231	350,694	366,531	403,662	452,869	498,365	523,824
Butler County	23,363	23,059	43,842	35,904	32,013	31,001	38,395	38,658	44,782	50,580	59,482	65,880	67,380
Sumner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

Source: 1900-2020 US Decennial Censuses





# WAMPO REGION 2020 POPULATION



**WAMPO Region Total Population: 547,230**

**Unincorporated Population: 39,868**

\*\*Portion of population within WAMPO boundary

Source: 2020 US Decennial Census



## WAMPO Transportation Acronym Glossary

Terms	Definition	Terms	Definition
<b>AADT</b>	Annual Average Daily Traffic	<b>MPO</b>	Metropolitan Planning Organization
<b><u>AASHTO</u></b>	American Association of State Highway and Transportation Officials	<b>MSA</b>	Metropolitan Statistical Area
<b>ADA</b>	Americans with Disabilities Act	<b>MTP</b>	Metropolitan Transportation Plan (same as LRTP)
<b>ALOP</b>	Annual List of Obligated Projects	<b>NAAQS</b>	National Ambient Air Quality Standards
<b><u>AMPO</u></b>	Association of Metropolitan Planning Organizations	<b>NEPA</b>	National Environmental Policy Act
<b><u>APA</u></b>	American Planning Association	<b>NHS</b>	National Highway System
<b><u>ASCE</u></b>	American Society of Civil Engineers	<b><u>NHTSA</u></b>	National Highway Traffic Safety Administration
<b>ATC</b>	Active Transportation Committee	<b>PE</b>	Preliminary Engineering
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>PM</b>	Performance Measure
<b>CMP</b>	Congestion Management Process	<b>PPP</b>	Public Participation Plan
<b>CPG</b>	Consolidated Planning Grant	<b>PSC</b>	Project Selection Committee
<b>CRRSAA</b>	Coronavirus Response and Relief Supplemental Appropriations Act	<b>REAP</b>	Regional Economic Area Partnership
<b>CUFC</b>	Critical Urban Freight Corridor	<b>RFP</b>	Request for Proposals
<b>DBE</b>	Disadvantaged Business Enterprise	<b>ROW</b>	Right of Way
<b><u>DOT</u></b>	Department of Transportation	<b>RPSP</b>	Regional Pathways System Plan
<b>EIS</b>	Environmental Impact Statement	<b><u>SCAC</u></b>	Sedgwick County Association of Cities
<b>EJ</b>	Environmental Justice	<b>SOV</b>	Single Occupancy Vehicle
<b><u>EPA</u></b>	Environmental Protection Agency	<b>SRTS</b>	Safe Routes to School
<b>FC</b>	Functional Classification	<b>STBG</b>	Surface Transportation Block Grant (previously Surface Transportation Program - "STP")
<b>FFY</b>	Federal Fiscal Year (October 01 - September 31)	<b>STIP</b>	Statewide Transportation Improvement Program
<b><u>FHWA</u></b>	Federal Highway Administration	<b>TA</b>	Transportation Alternatives
<b><u>FTA</u></b>	Federal Transit Administration	<b>TAB</b>	Transit Advisory Board
<b>GIS</b>	Geographic Information System	<b>TAC</b>	Technical Advisory Committee
<b>HIP</b>	Highway Infrastructure Program	<b>TAM</b>	Transit Asset Management
<b>HOV</b>	High Occupancy Vehicle	<b>TAZ</b>	Traffic Analysis Zone
<b>HSIP</b>	Highway Safety Improvement Program	<b>TDM</b>	Travel Demand Model
<b><u>IKE</u></b>	Kansas Eisenhower Legacy Program (KDOT Program)	<b>TIP</b>	Transportation Improvement Program
<b><u>ITE</u></b>	Institute of Transportation Engineers	<b>TMA</b>	Transportation Management Area
<b>ITS</b>	Intelligent Transportation System	<b>TPB</b>	Transportation Policy Body
<b><u>KDOT</u></b>	Kansas Department of Transportation	<b><u>TRB</u></b>	Transportation Research Board
<b>LEP</b>	Limited English Proficiency	<b>UAB</b>	Urbanized Area Boundary
<b>LOS</b>	Level of Service	<b>UPWP</b>	Unified Planning Work Program
<b>LRTP</b>	Long Range Transportation Plan (same as MTP)	<b>VMT</b>	Vehicle Miles Traveled
<b><u>MAPC</u></b>	Wichita-Sedgwick County Metropolitan Area Planning Commission	<b><u>WAMPO</u></b>	Wichita Area Metropolitan Planning Organization
<b><u>MAPD</u></b>	Wichita-Sedgwick County Metropolitan Area Planning Department	<b><u>WSCAAB</u></b>	Wichita-Sedgwick County Access Advisory Board
<b>MPA</b>	Metropolitan Planning Area		

**2022 TPB Representatives and Contact Information**

VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
City of Andover	*Troy Tabor, alt. Jennifer McCausland	ttabor@andoverks.com	jmccausland@andoverks.com
City of Bel Aire	Jim Benage, alt. Anne Stephens	jbenage@belaireks.gov	astephens@belaireks.gov
Butler County	*Dan Woydziak, <b>Ex Officio, Past Chair</b>	dwoydzia@bucoks.com	
City of Clearwater	*Burt Ussery, <b>TAC Chair</b> , alt. Justin Shore	busser@clearwaterks.org	jshore@clearwaterks.org
City of Derby	*Jack Hezlep, alt. Dan Squires	jhezlep@gmail.com	dansquires@derbyweb.com
City of Goddard	Hunter Larkin, alt. Micah Scoggan	larkin@goddardks.gov	mscoggan@goddardks.gov
City of Haysville	Russ Kessler alt. William Black	rkessler@haysville-ks.com	wblack@haysville-ks.com
Kansas Department of Transportation	Mike Moriarty, alt. Cory Davis	michael.moriarty@ks.gov	cory.davis@ks.gov
Kansas Department of Transportation	Brent Terstriep alt. Tom Hein	brent.terstriep@ks.gov	tom.hein@ks.gov
City of Kechi	Ashley Velaquez, alt. Kamme Sroufe	avelazquez@kechiks.gov	ksroufe@kechiks.gov
City of Maize	Pat Stivers, alt. Richard LaMunyon	pstivers@cityofmaize.org	rlamunyon@cityofmaize.org
City of Mulvane	Nancy Faber-Mottola, alt. Joel Pile	nmottola@mulvane.us	jpile@mulvane.us
City of Park City	Tom Jones, alt. Ben Saucedo	tjones@parkcityks.com	bsaucedo@parkcityks.com
City of Rose Hill	Gary Weaver, alt. Warren Porter	gweaver@cityofrosehill.com	wporter@cityofrosehill.com
Sedgwick County Association of Cities (SCAC)	Terry Somers, alt. Vacant	tssomers1@gmail.com	
Sedgwick County	*David Dennis, <b>TPB Chair</b>	david.dennis@sedgwick.gov	
Sedgwick County	Jim Howell, alt. Tom Stolz	jim.howell@sedgwick.gov	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner, alt. Tim Kaufman	pete.meitzner@sedgwick.gov	tkaufman@segwick.gov
Sedgwick County	Sarah Lopez, alt. Tania Cole	sarah.lopez@sedgwick.gov	tania.cole@sedgwick.gov
City of Valley Center	Ronald Colbert, alt. Brent Clark	frdmeagl@aol.com	bclark@valleycenterks.org
City of Wichita	Maggie Ballard, alt. Vacant	MBallard@wichita.gov	
City of Wichita	Michael Hoheisel, alt. Robert Layton	MHHoheisel@wichita.gov	rlayton@wichita.gov
City of Wichita	Bryan Frye, alt. Brandon Johnson	bfrye@wichita.gov	bjohnson@wichita.gov
City of Wichita	*Becky Tuttle, <b>TPB Vice Chair</b>	btuttle@wichita.gov	
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
Federal Highway Administration	Rick Backlund, alt. Cecelie Cochran	richard.backlund@dot.gov	cecelie.cochran@dot.gov
Federal Tranist Association	Eva Steinman, alt. Daniel Nguyen	eva.steinman@dot.gov	daniel.nguyen@dot.gov
KDOT	Matt Messina	Matthew.Messina@ks.gov	
KDOT	Kristi Wilson	kristi.d.wilson@ks.gov	
Sedgwick County - Public Works	Lynn Packer	Lynn.Packer@Sedgwick.Gov	
City of Wichita	Tia Raamot	traamot@wichita.gov	
WAMPO Representative	Chad Parasa	chad.parasa@wampo.org	
WAMPO Representative	Ashley Bryers	Ashley.Bryers@wampo.org	
WAMPO Representative	Nicholas Flanders	Nicholas.Flanders@wampo.org	
WAMPO Representative	Mark Kruep	Mark.Kruep@wampo.org	

\*denotes Executive Committee Members

Rev. 03/03/2022

## 2022 WAMPO Meeting Schedules



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

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