

Transportation Advisory Committee (TAC) meeting notice

Monday, May 18, 2020 at 10:00 am

ONLINE LINK: <https://global.gotomeeting.com/join/549919533>

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

Meeting Agenda

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

1. Welcome

2. Regular Business

- A. Approval of May 18, 2020 Agenda
- B. [Approval of April 27, 2020 Minutes](#)
- C. Director's Report
 - i. Metropolitan Transportation Plan (MTP) Update
 - ii. Transportation Improvement Program (TIP) Update
 - iii. [Bicycle Pedestrian Count](#)
 - iv. APBP Webinar:
 - [May 20th at 2:00 PM – 2020 Vision Through an Equity Lens](#)
 - [June 17th at 2:00 PM – Measuring the Pedestrian Environment](#)

3. Public Comments

- A. [Alan Kailer, Bike Walk Wichita](#)

4. New Business

- A. [Action: Metropolitan Transportation Plan \(MTP\) REIMAGINED Document Recommendation](#)
Chris Upchurch, Principal Planner, WAMPO
- B. [Action: 2019-2022 Transportation Improvement Program \(TIP\) Amendment #6](#)
Kristen Zimmerman, Senior Planner, WAMPO
- C. [Action: 2021-2024 Transportation Improvement Program \(TIP\)](#)
Kristen Zimmerman, Senior Planner, WAMPO

5. Committee Reports/Updates

6. Other Business

7. Adjournment

Chad Parasa, TAC Secretary

May 11, 2020



Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary

Monday, April 27, 2020

Online via GoToMeeting

Meeting Duration: 1 hour and 25 minutes

Members in Attendance:

Alejandro Arias, Air Quality
Annette Graham, CDT #9
Chad Parasa, WAMPO
Don Snyder, KDOT
Elizabeth Ablah, Public Health
Gary Janzen, City of Wichita
Jack Brown, Regional Pathways

Jim Weber, Sedgwick County
Jolene Graham, Economist
Laura Rainwater, REAP
Les Mangus, Butler/Sumner
Mary Hunt, Land Use
Mike Armour, City of Wichita
Paul Foundoukis, FHWA

Raven Alexander, Transit
Rene Hart, KDOT
Ronald Colbert, SCAC
Shawn Mellies, Wichita
Troy Tabor, TAC Chair
Zach McHatton, SCAC

Other Attendees:

Kristen Zimmerman, WAMPO
Tricia Thomas, WAMPO
Chris Upchurch, WAMPO
Patricia Sykes, WAMPO
James Wagner, City of Wichita
Simon Sun, HDR

Alan Kailer, Bike Walk Wichita
Jacob Borchers, WSP
Lonny Wright
Brad Shores
Karyn Page, Freight Committee
Jeff Lackey, TranSystems

Brett Letkowski, TranSystems
Greg Allison, MKEC
Tom Hein, KDOT
Matt Messina, KDOT

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

2. Regular Business

A. Approval of April 27, 2020 Agenda

Discussion: None

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

Motion: M. Armour

Second: L. Mangus

B. Approval of March 23, 2020 Minutes

Discussion: None

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

Motion: J. Weber

Second: J. Graham

C. Director's Report

- i. **Metropolitan Transportation Plan (MTP) Update** – Chad let the board know that Chris would be reporting on the REIMAGINED document and appendices later in the meeting.
- ii. **Transportation Improvement Program (TIP) Update** – Chad mentioned that the development of the TIP is on schedule. The TAC and TPB are tentatively scheduled to take action on the final document in May or June and Kristen will cover this in more detail later in the meeting.
- iii. **APBP Webinar** – C. Parasa let the board know that the upcoming webinar: 2020 Vision Through the Lens of Equity would be available after May 20th to all who request it from Bethany.
- iv. **Professional Development Survey** – WAMPO invited members of the committee to visit www.publicinput.com/Q561 to fill out a professional development survey. The intent of this Survey is to Explore professional development opportunities, or provide valuable information, to our member communities and community stakeholders.
- v. **BUILD Grant Application** - WAMPO region's major regional priorities identified "North Junction" transportation project as highest priority. The Major Regional Priorities list represents the potential

transportation investments that WAMPO has decided are most important to the future of the region. The list allows WAMPO to speak with one voice when competing for funding at the state and federal level and lends a regional seal of approval to grant applications. The list sends a message to potential partners and funding agencies that these projects truly are the most important to the WAMPO region and function as a persuasive tool to help unlock the much larger funding opportunities that will be required to construct projects on this scale. North Junction being the highest priority for our region, WAMPO is supportive of BUILD grant application that City of Wichita is taking initiative. Your letter of support for this grant application would be helpful. If you have questions, and to submit your letter of support, please contact: Mike Armour at MArmour@wichita.gov or (316) 268-4598.

- vi. **Planning Walkable Places (PWP) Update** – An update of the PWP still in progress includes the Rose Hill Pedestrian Plan, Wichita Parking and Multi-Modal Plan, Wichita Downtown Streets Conceptual Design, and Wichita Transit Accessibility Study.

3. **Public Comment Opportunity** – Alan Kailer of Bike Walk Wichita thanked the WAMPO staff, the TAC and the TPB for their support of pedestrian related projects in the Wichita area, and he urged them to continue this support. BWW strongly supports these types of projects as they directly and efficiently enhance quality of place, attract talent, and improve safety and health. These types of projects are some of the cheapest and most efficient ways to accomplish the stated goals of WAMPO and its constituent communities.

We have said for a long time that communities that encourage biking and walking are stronger socially and economically, healthier and safer, and now we are seeing this demonstrated in the current crisis. One of the effects of the stay-at-home order is that we have seen a dramatic increase in people biking and walking outdoors.

- Socially, one result of this is that all of us have met or been reacquainted with neighbors that we did not have the time to meet before. Because of the increase in walking and biking, our ties with neighbors have been strengthened.
- From a health standpoint, because many of us have been out walking and biking more than what we made time for earlier, we are mentally and physically healthier.
- And economically, we have seen that locally owned restaurants, stores and businesses provide many economic and social benefits to the community, but at the same time it's clear that those businesses are fragile and need support from the community so that they continue to provide those benefits. When people walk and bike more, they are more likely to use and shop at the local businesses in their neighborhoods, providing critical support to those local businesses.
- It is this increased sense of community and these health and economic benefits that Bike Walk Wichita promotes by encouraging a greater focus on walkable, bikeable places. These benefits are also the goal of the Vision and Outcome statement that WAMPO has adopted and the Planning Walkable Places projects that you have approved.

Alan again thanked the committee for the funding of walkable places and active transportation and encouraged them to continue that focus and emphasize projects that encourage walkable places and active transportation.

4. New Business Items

A. Update: 2021-2024 Transportation Improvement Program (TIP), Kristen Zimmerman, Senior Planner, WAMPO

Discussion: The Transportation Improvement Program (TIP) is an on-going program of priority, agreed-upon projects, programs, and initiatives that the greater Wichita region has committed to take place in

the near future. The projects in the TIP help to implement WAMPO's long-range transportation plan, Reimagined MOVE 2040, which defines the vision for the region's transportation system.

The TIP programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects. It includes all WAMPO funded projects, as well as other projects that are managed by, or awarded by, KDOT or Wichita Transit when federal transportation funding is used on these projects, or if they are regionally significant projects in our region. Federally funded projects are required to be included in the TIP in order to access the federal funding.

The TIP is an on-going program, and the current TIP covers projects that are expected to take place during Federal Fiscal Years 2019 thru 2022. It was updated this year to cover federal fiscal years 2021 - 2024.

Next steps include:

- May 1 - 31: Final draft document and projects (on Project Tracker) will be open for public comment and review period
- May 12: Update to Transportation Policy Body (TPB)
- May 18: TAC action final 2021 – 2024 TIP document
- June 9: TPB action on final 2021 – 2024 TIP document
- September: The approved TIP will 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).
- October 1: The 2021 – 2024 TIP will go in effect.

G. Janzen noted that the Project Type Breakout between Total TIP and WAMPO Funded were different and asked what items in the TIP end up being funded. K. Zimmerman explained that the Total TIP represents all projects taking place in the region regardless of funding (including KDOT, preservation, local government funding, etc.).

G. Janzen then asked for clarification regarding the difference between the projects listed in the TIP vs. the MTP. K. Zimmerman noted that the MTP covers many more projects because the date range is 2020-2040 and consists of over \$3.3B in funding. This TIP only covers about \$480M and will help start to implement some of the MTP projects within the next 4 years.

G. Janzen followed up by asking about the process from the larger MTP to determining what is included on the TIP. K. Zimmerman explained that there are two separate processes. If they were in the current TIP (planned for 2021-2022) they automatically rolled over.

G. Janzen commented that he is curious how other MPO funding is allotted with big cities and suburban areas. The Funding Award graph shows that Wichita only received 25% of the funding, however they have 75% of the population. G. Janzen made it clear that he wasn't complaining, he's just seen this trending for a long time now, and would like to discuss if the committee feels comfortable with this, when they can all get back together in person.

Upchurch commented that Wichita reflects a bigger portion of the new projects in the 2023-2024 portion of the TIP. Currently the City of Wichita does not have many projects in the TIP because they received more funding in 2016-2018. T. Tabor added that Wichita and Sedgwick County have more representation than any other city. The board looks at the entire MPO as an equitable entity. The

percentage of population is something that is considered while determining funding, however if population was the only consideration, Wichita would end up with 99% of the projects.

G. Janzen agreed that population should not be the only factor considered, however, in looking at other MPO's in Kansas and around the country, these kinds of numbers are unheard of. Everyone in the WAMPO region does a great job of working together, however long-term it would be important to address this issue more thoroughly and figure out how the money should really be allocated.

B. Update: REIMAGINED MOVE 2040 Document and Appendices, Chris Upchurch, Principal Planner, WAMPO

Discussion: C. Upchurch gave a brief update of the REIMAGINED MOVE 2040 and thanked everyone for their feedback. The core document will be out for public comment in early May, followed by additional draft appendices, and revised versions of the already reviewed appendices.

This two-year process is coming to a close, as the TAC will be asked to make their final recommendation of the document in May, followed by adoption by the TPB in June.

C. Action: Safety Performance Measure Targets, Chris Upchurch, Principal Planner, WAMPO

Discussion: Every year, WAMPO is required to set targets for the safety related performance measures promulgated by the U.S. Department of Transportation based on the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The five MAP-21 safety performance measures are:

1. Number of fatalities
2. Fatality rate
3. Number of serious injuries
4. Serious injury rate
5. Number of non-motorized fatalities and serious injuries

Note that all of these performance measures are calculated using the average of the most recent five years. For the federal performance measures, we are required to set targets for 2020, so the measure will be calculated using the average of the years 2016-2020. We currently have data from 2008 through 2018 to assist in setting our targets. This means we already have actual data for three of the five years we are setting target for, leaving only two years unknown.

The recommended targets given below were generated using a combination of the long-term trends and the already available data for 2016-2018.

1. *Number of Fatalities* – Like most parts of the country, Wichita saw a significant decline in fatalities during the great recession. Our fatalities bottomed out in 2011 and the number of fatalities has risen consistently every year since. The rate of increase has only accelerated in recent years. Our 2014-2018 target for this measure was no more than 54 fatalities per year. We had an average of 58.6 fatalities per year during this period, exceeding the target. The 2015-2019 target is for no more than 59 fatalities per year. We will likely exceed this target as well.

Based on the trend in the five-year averages from 2008-2012 to 2014-2018, we would expect an average of 59.3 fatalities per year in the 2016-2020 period. However, due to the uptick in the last few years the three-year average for 2016-2018 is already 63.3 fatalities per year. If

we look only at the four most recent 5-year periods (2011-2015, 2012-2016, 2013-2017, and 2014-2018), then we would expect 66.2 fatalities per year. The recommended target for this performance measure is an average of no more than 66 fatalities per year in 2016-2020.

2. *Fatality Rate* – Fatalities have been increasing faster than the number of miles travelled in the WAMPO region since 2011-2015. WAMPO's 2014-2018 target for this measure was no more than 1.13 fatalities per 100 million vehicle-miles travelled per year. During that period we had 1.22 fatalities per 100 million vehicle-miles travelled per year, exceeding the target. The target for the 2015-2019 period is 1.22 fatalities per 100 million vehicle-miles travelled. We are quite likely to exceed that target as well.

Based on long-term trend, we would expect an average of 1.17 fatalities per 100 million vehicle-miles travelled per year from 2016-2020. Due to the increase over the past few years the 2016-2018 three-year average is 1.18. If we look at the trend based on the last four time periods (2011-2015 to 2014-2018) the trend indicates 1.35 fatalities per year per 100 million vehicle miles traveled for 2014-2018. The recommended target for this performance measure is an average of no more than 1.35 fatalities per 100 million vehicle miles traveled per year in 2016-2020.

3. *Number of Serious Injuries* – In contrast to fatalities, serious injuries in the WAMPO region have consistently been declining in recent years. This can probably be attributed to better safety technology in vehicles and advances in medical care. WAMPO's target for 2014-2018 was no more than 138 fatalities per year. However, the rate of the decline in serious injuries as decreased slightly, leading us to slightly exceed our target with an average of 146.8 serious injuries per year from 2014-2018. Our target for 2015-2019 is no more than 123 serious injuries per year.

If the trend continues, we would expect an average of just 113.1 serious injuries per year in the 2016-2020 period. The three-year average for 2016-2018 is 142.6 fatalities per year. The recommended target for this performance measure is to keep the target at an average of no more than 123 serious injuries per year in 2016-2020 (the same as our target for the previous period).

4. *Serious Injury Rate* – Accounting for the growth in the number of miles driven in the WAMPO region accentuates the decline in serious injuries. WAMPO's target for 2014-2018 was no more than 2.85 serious injuries per 100 million vehicle-miles travelled per year. However, the rate of the decline in serious injuries as decreased slightly, leading us to slightly exceed our target with an average of 3.07 serious injuries per 100 million vehicle-miles travelled per year. Our target for 2015-2019 is no more than 2.4 serious injuries per 100 million vehicle-miles travelled per year.

If the trend continues, we would expect an average of just 2.14 serious injuries per 100 million vehicle-miles travelled per year in the 2016-2020 period. The recommended target for this performance measure is to keep the target at an average of no more than 2.4 serious injuries per 100 million vehicle-miles travelled per year from 2016-2020.

5. *Number of non-Motorized Fatalities and Serious Injuries* – Non-motorized fatalities and serious injuries in the WAMPO region declined during to the recession. Unlike fatalities these rates remained low for several more years, bottoming out in 2010-2014. From there they rebounded in 2011-2015 and 2012-2016 before leveling off between 27.9 and 29 in more recent years.

WAMPO set our initial targets for this measure during the period when non-motorized fatalities and serious injuries were increasing, leading us to set the target in line with that trend at no more than 35 per year from 2014-2018 and 2015-2019. Actual non-motorized fatalities and serious injuries from 2014-2018 averaged 28.2 per year, well below the target. Given the recent leveling off, the recommended target for 2016-2020 is no more than 29 per year.

Action: Moved to recommend the TPB adopt the 2020 MAP-21 Safety Performance Measure Targets as proposed. Motion passed (20-0).

Motion: J. Weber

Second: J. Graham

- 5. Committee and Partnership Status Reports and Updates** – Karyn Page gave an update on the Freight Committee progress. She let the TAC know that the Freight Committee’s focus is on the needs of moving goods throughout the region, as opposed to passenger movement. This leads to several discussions regarding economic development. The committee has been dormant for about 18 months, but is back in action, meeting monthly to address needs.

A couple years ago, the Freight Committee really focused on the use of technology and how technology can be used in freight movement, efficiency, and revenue impact. K. Page asked the TAC to provide input regarding the needs of freight movement or issues they see that need to be addressed, and asked the TAC to recommend private committees or other members of the community that should be included as part of the Freight Committee.

- 6. Other Business** – None.

- 7. Meeting was adjourned at 11:25 AM**

Next Meeting will be held May 18, 2020 at 10:00 AM via GoToMeeting:

<https://global.gotomeeting.com/join/549919533>



2020 Annual Bicycle & Pedestrian Count Event

VOLUNTEERS NEEDED

September 24 & 26, 2020

Help us gather data to show how valuable our regional bicycle and pedestrian resources are!

2020 Volunteer Opportunities
Thursday, September 24th from 5:00 to 7:00 p.m.
Saturday, September 26th from Noon to 2:00 p.m.



Register at
<http://www.wampo.org/bicycle-pedestrian>

For more information
email tricia.thomas@wampo.org
or call 316-779-1318





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

May Webinar Announcement

WAMPO is committed to supporting the health and safety of our members, employees, and the community.

As community concern increases about the spread of the Coronavirus (COVID-19), WAMPO will be working to adopt the recommended workplace guidance from the Centers for Disease Control and Prevention (CDC).

This guidance encourages businesses and organizations to practice good hygiene and to implement the use of remote meeting and conferencing options.

WAMPO plans to continue hosting this **FREE** 2020 professional development series **REMOTELY** for the time being. A link containing a recording of the scheduled **May 20th** presentation on **2020 Vision Through the Lens of Equity** will be shared via email for all those who request it.

Each series installment covers topics related to planning, design, construction, maintenance, and policy for bicycle and pedestrian oriented programs.

Upcoming Webinar Topics...

- **June 17** - Measuring the Pedestrian Environment
- **July 15** - Victim Blaming in Crash Reporting
- **August 19** - Transit Station Connectivity
- **September 16** - Pedestrian Crossing Guidance
- **October 21** - Human-Centered Bikeways

PLEASE NOTE: All webinars recordings will be emailed 1-2 business days following the live webinar event until further notice.

For technical assistance or to request a link of the recording please click on the link to the right or email: bethany.phelps@wampo.org

Send me the link!



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

June Webinar Announcement

WAMPO is committed to supporting the health and safety of our members, employees, and the community.

As community concern increases about the spread of the Coronavirus (COVID-19), WAMPO will be working to adopt the recommended workplace guidance from the Centers for Disease Control and Prevention (CDC).

This guidance encourages businesses and organizations to practice good hygiene and to implement the use of remote meeting and conferencing options.

WAMPO plans to continue hosting this **FREE** 2020 professional development series **REMOTELY** for the time being. A link containing a recording of the scheduled **June 17th** presentation on **Taking Steps to Measure the Pedestrian Environment** will be shared via email for all those who request it.

Each series installment covers topics related to planning, design, construction, maintenance, and policy for bicycle and pedestrian oriented programs.

Upcoming Webinar Topics...

- **July 15** - Victim Blaming in Crash Reporting
- **August 19** - Transit Station Connectivity
- **September 16** - Pedestrian Crossing Guidance
- **October 21** - Human-Centered Bikeways
- **November 18** - Night-time Street Safety

PLEASE NOTE: All webinar recordings will be emailed 1-2 business days following the live webinar event until further notice.

For technical assistance or to request a link of the recording please click on the link to the right or email: wampo@wampo.org

[Send me the link!](#)

WWW.WAMPO.ORG | 316-779-1313 | 271 W 3rd St. Ste. 208, Wichita, KS 67202



Agenda Item 3: Public Comment

Alan Kailer, Bike Walk Wichita

May 4, 2020

Dear Chad,

As I mentioned in my remarks to the Transportation Advisory Committee last week, I have prepared a letter from Bike Walk Wichita acknowledging and commending the staff, the Transportation Policy Board and the Transportation Advisory Committee of WAMPO for their support of bicycle and pedestrian-related projects in the Wichita area, which I have now attached to this message.

I would particularly like to thank you and your staff for your willingness to address our questions and provide requested information. The funding provided through WAMPO and the various issues you deal with are extremely complex and all of you have helped us greatly in our understanding. Thank you.

Would it be possible to distribute the attached letter to the Transportation Policy Board and the Transportation Advisory Committee in advance of their next meetings?

I would also like to make a comment at the Transportation Policy Board meeting next week similar to my remarks at the Transportation Advisory Committee last week.

Please let me know if you have any questions or if there is anything else I can do.

Thank you,

Alan

Alan Kailer

E: alan@bikewalkwichita.org

P: 214-208-0267

bikewalkwichita.org

Bike Walk Wichita's Mission is to transform Wichita into a more livable, accessible, connected city by making biking and walking safe, equitable, and appealing.

Attachments:

- [BWW Letter to WAMPO](#)



May 4, 2020

Wichita Area Metropolitan Planning Organization
Via Email c/o Chad Parasa, Director

Ladies and Gentlemen:

I am writing on behalf of Bike Walk Wichita, Inc. [BWW]. BWW is a 501(c)(3) non-profit organization formed in 2010 to improve and increase biking and walking in the Wichita area. BWW's mission is "to transform Wichita into a more livable, accessible, connected city by making biking and walking safe, equitable, and appealing." BWW has over 5,500 supporters and hundreds of active volunteers.

BWW would like to take this opportunity to acknowledge and commend the staff, the Transportation Policy Board and the Transportation Advisory Committee of WAMPO for their support of bicycle and pedestrian-related projects in the Wichita area.

These projects have taken at least three forms:

- Road/bridge projects that include bicycle and pedestrian components.
- Bike and pedestrian pathways and bridges
- Planning Walkable Places funding

Road and Bridge Projects. We appreciate that WAMPO continues to support bicycle and pedestrian elements on road and bridge projects. It is important for the safety of all road users that people walking and on bicycles are able to be safe wherever they are and that they have safe routes to work, school and various resources. Everyone is a pedestrian at some point in the day and many people have to or prefer to use a bicycle for basic transportation needs. By including funding for pedestrian and bicycle elements in many road and bridge projects, WAMPO is making life safer, healthier and easier for people walking and riding bikes.

Bike and Pedestrian Pathways and Bridges. Although it is necessary to include bicycle and pedestrian facilities in connection with roadways to assure the safety of people who are using them for walking and biking, dedicated walking and biking pathways provide an even safer and more pleasant alternative, both for recreation and for transportation. The WAMPO area is continuing to expand and connect its pathway network and Bike Walk Wichita continues to

work with WAMPO in identifying the most essential improvements to that network. We appreciate that WAMPO considers these projects a priority.

Planning Walkable Places Funding. Finally, although it has involved a relatively small amount of funding to date, we are most enthusiastic about WAMPO's focus on "walkable places". We believe this emphasis has the greatest potential for positively impacting the Wichita area's economics, attraction and retention of talent, health and safety.

For example, last fall, WAMPO adopted a Vision and Outcome Statement to guide the selection of projects in the future. To remind you, that Vision Statement includes five criteria, most of which emphasize the need to increase the opportunities for active transportation such as biking and walking:

- *Safety and Health:* Under which the stated vision is to decrease the need for individual vehicle use, resulting in more walking and improved community health.
- *Integrated Multimodal Transportation Network:* Where the vision is to encourage the use of transit and active transportation, reducing the need for individual vehicle use.
- *Expanding the Economy Through Mobility:* To preserve and maintain existing infrastructure, with targeted improvements to address identified bottle-necks.
- *Advance Equity and Acknowledge Diversity:* To give particular attention to minority and low income populated areas.
- *Expanding the Economy Through Quality of Place to Attract and Retain Talent:* To create transportation infrastructure that serves highly walkable, transit-friendly land uses.

In addition, since 2017, WAMPO has funded 20 projects under the Planning Walkable Places Program, to enhance community identity and quality of place, support efforts to enhance economic vitality, attract talent and improve safety and health.

We strongly support these types of projects, which directly and efficiently enhance quality of place, attract talent and improve safety and health. These types of projects are some of the cheapest and most efficient ways to accomplish the stated goals of WAMPO and its constituent communities. We would encourage WAMPO to focus even more on these types of projects.

Bike Walk Wichita believes that communities that encourage biking and walking are stronger socially and economically, healthier and safer. We have seen this demonstrated in the current COVID-19 crisis. One of the effects of the stay-at-home order is that we have seen a dramatic increase in people biking and walking outdoors.

- Socially, one result of this is that all of us have met or been reacquainted with neighbors that we did not have the time to meet before. Because of the increase in walking and biking, our ties with neighbors have been strengthened.
- From a health standpoint, because many of us have been out walking and biking more than what we made time for earlier, we are mentally and physically healthier.

May 4, 2020

3

Wichita Area Metropolitan Planning Organization

Via Email c/o Chad Parasa, Director

- Economically, we have seen that locally owned restaurants, stores and businesses provide many economic and social benefits to the community, but at the same time it is clear that those businesses are fragile and need support from the community so that they continue to provide those benefits. When people walk and bike more, they are more likely to use and shop at the local businesses in their neighborhoods, providing critical support to those local businesses.
- It is this increased sense of community and these health and economic benefits that Bike Walk Wichita promotes by encouraging a greater focus on walkable, bikeable places. These benefits are also the goal of WAMPO's Vision and Outcome statement and the Planning Walkable Places program.

We thank WAMPO for its funding of bicycle and pedestrian projects and particularly for its focus on walkable places and active transportation and encourage you to see the need to continue that focus and to emphasize the funding of projects that encourage walkable places and active transportation.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan Kailer', written in a cursive style.

Alan Kailer, President
Bike Walk Wichita
Bikewalkwichita.org



Background

For more than two years, WAMPO has been working on an update to our Metropolitan Transportation Plan (MTP). The process of updating our MTP is finally coming to a close. The core MTP document, Reimagined MOVE 2040, is out for review by members of this committee, stakeholder groups, and members of the public.

Staff have worked hard to make the MTP document shorter and more readable, including lots of graphics and moving some of the technical and regulatory content to an extensive series of appendices. I hope that this will make the new MTP a document that is actually useful to the public, rather than only being of interest to our state and federal regulators.

We would like to ask two things of the policy body: First that you review the MTP document and provide any feedback. Second, get the word out. Please pass this on to your jurisdictions and to other stakeholder groups. We want to get it out there as broadly as possible.

Options

- Recommend the TPB adopt REIMAGINED MOVE 2040 as presented.
- Recommend the TPB adopt REIMAGINED MOVE 2040 with specific changes.
- Do not recommend the TPB adopt REIMAGINED MOVE 2040.

Attachments:

- [REIMAGINED MOVE 2040 Core Document Draft](#)

REIMAGINED MOVE 2040

Metropolitan Transportation Plan

May 2020



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WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Led by a 25-member Transportation Policy Body, the Wichita Area Metropolitan Planning Organization (WAMPO) provides a regional forum for transportation coordination and planning among local governments, the state of Kansas, federal agencies, and the general public in the Wichita metropolitan area.

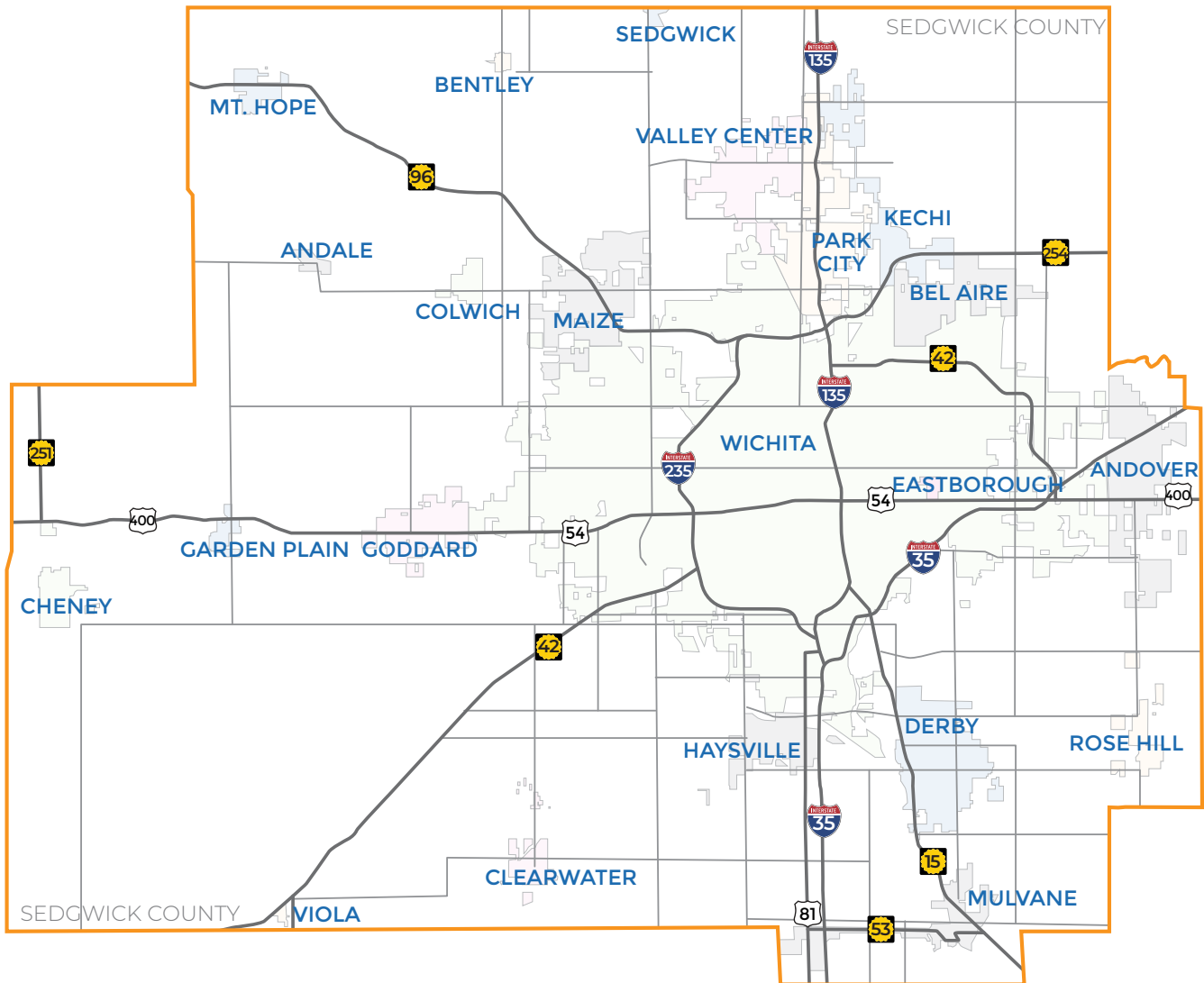
WAMPO Vision

Develop an integrated regional transportation network to safely and efficiently move people and goods to intended destinations, and align investments to the region's economic and transportation goals.

WAMPO Mission

Lead independent agency coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities.

By engaging member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.



Map 1. WAMPO Area

The WAMPO area includes 22 cities and 3 counties in south-central Kansas.



METROPOLITAN TRANSPORTATION PLAN

The WAMPO long-range Metropolitan Transportation Plan (MTP), also known as the *REIMAGINED MOVE 2040* Plan, sets the vision and strategy for all regional transportation decision-making for the next 20 years. Updated every five years, the plan includes a **multimodal** list of priority transportation projects and strategies that fit within the region's anticipated funding capacity. Discussion of Federal MTP requirements may be found in the **Planning Factors Appendix**.

Multimodal [*muhl-tee-mohd-l*] adjective

Planning for and integrating all modes of travel within the plan, including bicycles, pedestrians, public transit riders, vehicles, and freight movement.

Plan Vision

WAMPO's robust public engagement, trend and data analysis, scenario planning, and review of other major regional initiatives laid the groundwork for the plan's vision. Resulting data and information confirmed the *REIMAGINED MOVE 2040* Plan update could serve as a catalyst to support broader societal goals to grow regional economy and improve quality of place and talent retention.

With a focus on the transportation system, an overarching theme of the *REIMAGINED MOVE 2040* Plan update responds to the question, "who are we planning for?" Responding to the challenges of today to best position the region for the future of transportation is at the core of the *REIMAGINED* plan.



To build a safe transportation system that increases quality of place and supports the economy of the Wichita region and south-central Kansas.

In addition to this, WAMPO has factored in ten Federal Planning Factors (23 CFR § 450.306) for consideration and implementation in projects and strategies as highlighted below:



Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency



Increase the **safety** of the transportation system for motorized and non-motorized users



Increase the **security** of the transportation system for motorized and non-motorized users



Increase **accessibility** and **mobility** of people and freight



Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns



Enhance the integration and **connectivity** of the transportation system, **across and between modes**, for people and freight



Promote efficient **system management** and **operation**



Emphasize the **preservation** of the existing transportation system



Improve the **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation



Enhance **travel** and **tourism**

Public Outreach & Engagement

Throughout the development of the *REIMAGINED MOVE 2040* plan, WAMPO recognized that opportunities for meaningful public participation were key to developing a sense of community and ownership among participants. Implementation of a three-phased engagement strategy focused on activities designed to seek out public input, not just wait for it.

The three major phases of engagement included a community-wide scenario planning initiative, vision and goal setting, and the identification of transportation system perceptions, needs, and wants.

A variety of outreach methods were employed to reach key stakeholders and the general public. These methods included a mixture of in-person meetings, videos, surveys and interactive geographic visualizations. Check out the **Public Engagement Appendix** for more information on the engagement activities and findings.

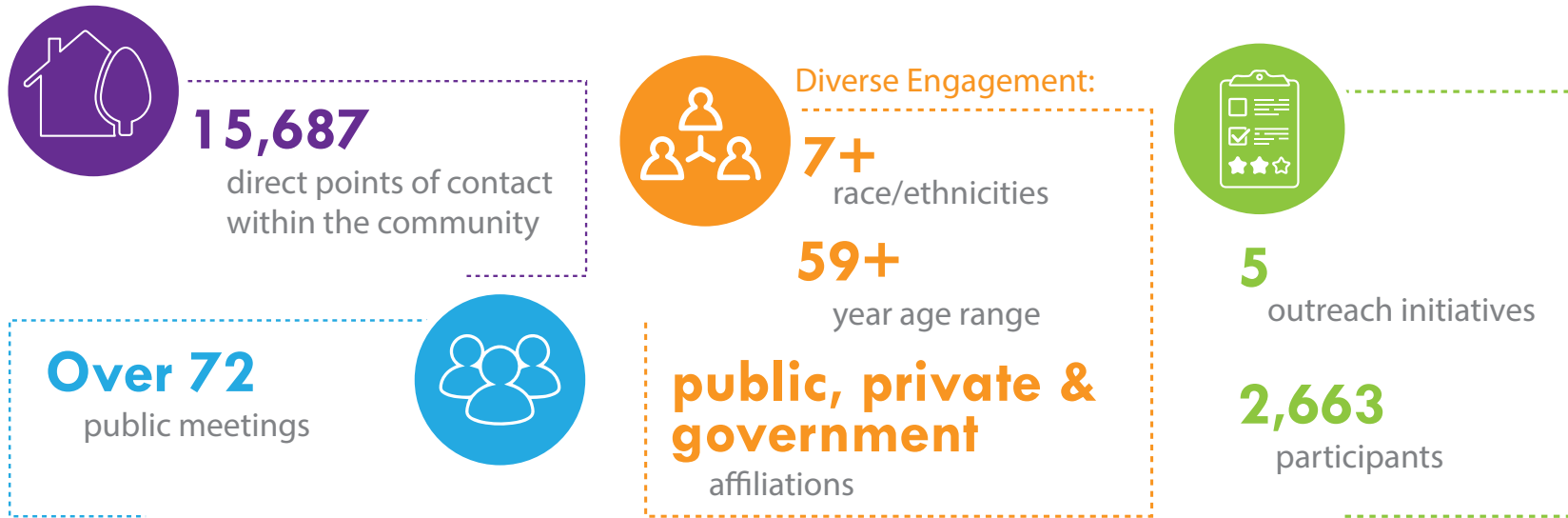


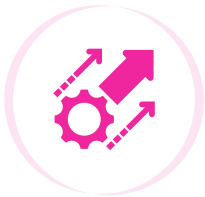
Figure 1. Public Engagement at a Glance



Performance-Based Planning

Over the past decade Federal transportation authorizations and policy require state Departments of Transportation and MPOs like WAMPO to report a series of transportation system performance measures. Performance measures are implemented to achieve outcome-based approaches for reaching regional, state, and national transportation goals.

Safety, congestion, and the condition of transportation infrastructure are key in informing the *REIMAGINED MOVE 2040* Plan. The following performance highlights characterize the regional transportation system.



INFRASTRUCTURE CONDITION

The condition of regional transportation infrastructure is in decline. Of available data, WAMPO has found that:

- As of 2018, the Kansas Department of Transportation (KDOT) set pavement condition performance targets lower than current conditions, indicating pavement conditions are anticipated to worsen.
- The City of Wichita implemented an asset management program that incorporates system investment strategies to manage the anticipated decline of pavement conditions within their jurisdiction.
- Accordingly, pavement condition has become an important criteria area used when developing the *REIMAGINED MOVE 2040* funding menu.
- Nearly half of the projects listed on the WAMPO funding menu, detailed later on in this document, are road projects in poor condition or expected to become poor without intervention.
- For more detail on the *REIMAGINED MOVE 2040* projects and/or performance measures check out the associated appendices at the end of this document.



CONGESTION

In contrast to safety, congestion is not an immense problem in the region. The average afternoon commute trip experiences just 26 seconds of delay! Even with limited future capacity investments, this level of delay is not expected to significantly increase. As a result, planning around new capacity has not been prioritized.



SAFETY

The number of fatalities in the WAMPO region has increased over the past decade, rising from 45 per year (2008 to 2013) to 53 per year (2013 to 2017). This notable increase has led to a greater emphasis on safety in *REIMAGINED MOVE 2040*.

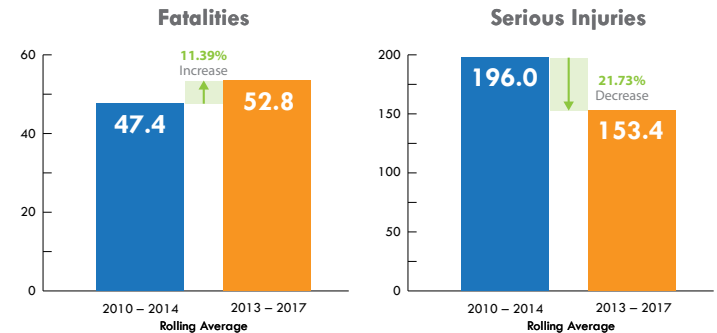


Figure 2. Fatalities and Serious Injuries

Accordingly, pavement condition has become an important criteria area used when developing the *REIMAGINED MOVE 2040* funding menu. Nearly half of the projects listed on the *WAMPO Funding Menu*, referenced on page 22, are road projects in poor condition or expected to become poor without intervention. For more detail on the *REIMAGINED MOVE 2040* projects and/or performance measures check out the associated appendices at the end of this document.

WAMPO's Funding Menu are projects and programs eligible for federal funding in the future through WAMPO's sub-allocated funding program

WAMPO uses a performance-based planning process that measures performance based on goals and data to inform future multi-modal transportation planning. Performance is measured in a variety of areas and ways, some of which are federally mandated while others are developed based on locally defined goals. For more detail on the WAMPO measurements, see the **Performance Measure Appendix** located at the end of this document.

Plan Focus Areas

Through many months of coordination, outreach, and engagement with stakeholders, partners, and the public, WAMPO identified five key focus areas for the Plan. More information on this is available in the **Public Engagement Appendix**.

Click the play buttons to watch the videos!



Check out the full video series [here](#) to learn more about each of the MTP focus areas!

Plan development, projects and strategies are focused on these focus areas. Additionally, each plan focus area supports state and national goals, along with the regional transportation vision. As part of the Plan update, WAMPO developed the *REIMAGINED MOVE 2040* video series highlighting these focus areas. The series illustrates transportation system challenges faced today and challenge the viewer to reimagine the preferred system of the future.



SAFETY & HEALTH

Addressing increases in roadway fatalities is a major regional focus area. Addressing this trend, paired with increased demand for technology, alternative transportation modes, and demands for improved public health and environment can change the future of transportation.



MOBILITY & ECONOMY

An efficient, reliable system to transport workers, move goods, visitors, and residents is essential to grow the economy regionally and globally. When woven together, elements of mobility and the economy are powerful mechanisms for a region to achieve broader community goals.



EQUITY & DIVERSITY

A strong and connected regional transportation system increases accessibility to jobs, medical care, recreation, and other destinations -- regardless of age, race, economic status, or ability.



THE MULTIMODAL NETWORK

A connected transportation network allows people and goods to travel safely, efficiently, and comfortably by the mode chosen, including on foot, bicycle, or transit. Increasing demands from freight traffic and people who do not or cannot drive may change the landscape of the future transportation system.



QUALITY OF PLACE & TALENT

The quality of a place can be defined by the physical characteristics of a community, specifically the way it is planned, designed, developed, and maintained. All of these affect the quality of life for people who are living, working, and visiting the community now and in the future.



REGIONAL SNAPSHOT

The WAMPO region is home to 525,457 people. As the largest metropolitan area entirely within the state of Kansas, the WAMPO region is responsible for 18% of Kansas's Gross Domestic Product (GDP), which is the second-highest GDP by county in the state.

Growth in the WAMPO region is slow, with population growth estimates forecasted to be less than 1% per year. As the largest city in Kansas, the City of Wichita is the regional center of business, education, healthcare, and entertainment.

Home to 70% of the WAMPO regional population, the City of Wichita is situated in the heart of 11 adjacent suburban cities. The remainder of the WAMPO region is comprised of mostly rural areas, including a collection of small towns located in Sedgwick and western Butler counties.

With more than 750,000 people living within 50 miles of Wichita, like most metropolitan areas, Wichita and the surrounding communities have a diverse mix of households.



Over **a third** of the current population live in low-income households

Figure 3. Low-Income Households

The below demographic trends predict a “graying of the region” as more residents are choosing to age in place, rather than relocating to the Sun Belt to retire as the previous generation did.



15% are classified as “seniors” over the age 64

Figure 4. Senior Citizen Population



Trends indicate that by 2039 more than **20%** of the population will be seniors

Figure 5. Predicted 2039 Senior Citizen Population

At the other end of the spectrum, local trends are indicating that young and working-age adults, particularly those with college degrees, are leaving the Wichita region in pursuit of better employment and quality of place opportunities.

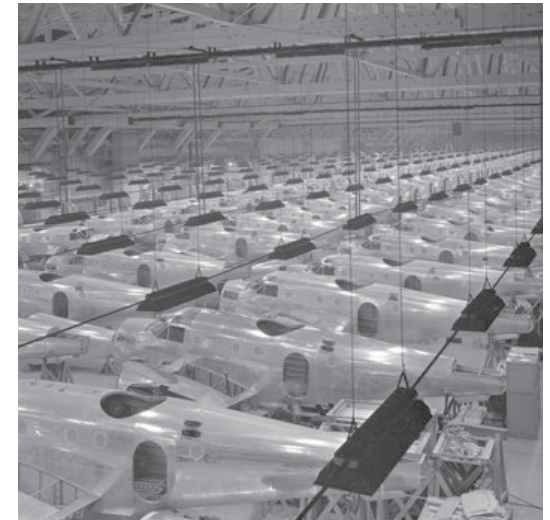
In 2016, then President of Wichita State University, John Bardo, shared that Wichita's number one export behind aviation is the young educated workforce.

It is predicted that, of those young people who remain, many are choosing to wait longer to marry and have children. The net effect of this is an anticipated increase in single-person and childless households.

Industry

Known as the “Air Capital” of the world, the Wichita metropolitan area economy relies heavily on the aviation industry.

With an unemployment rate of 4.1%, the top 20 major Wichita employers include aviation companies such as Spirit Aerosystems, Textron Aviation (Beechcraft, Cessna, Hawker), and Bombardier Learjet. Other major industries include education, government, health care, agriculture, and oil and gas.



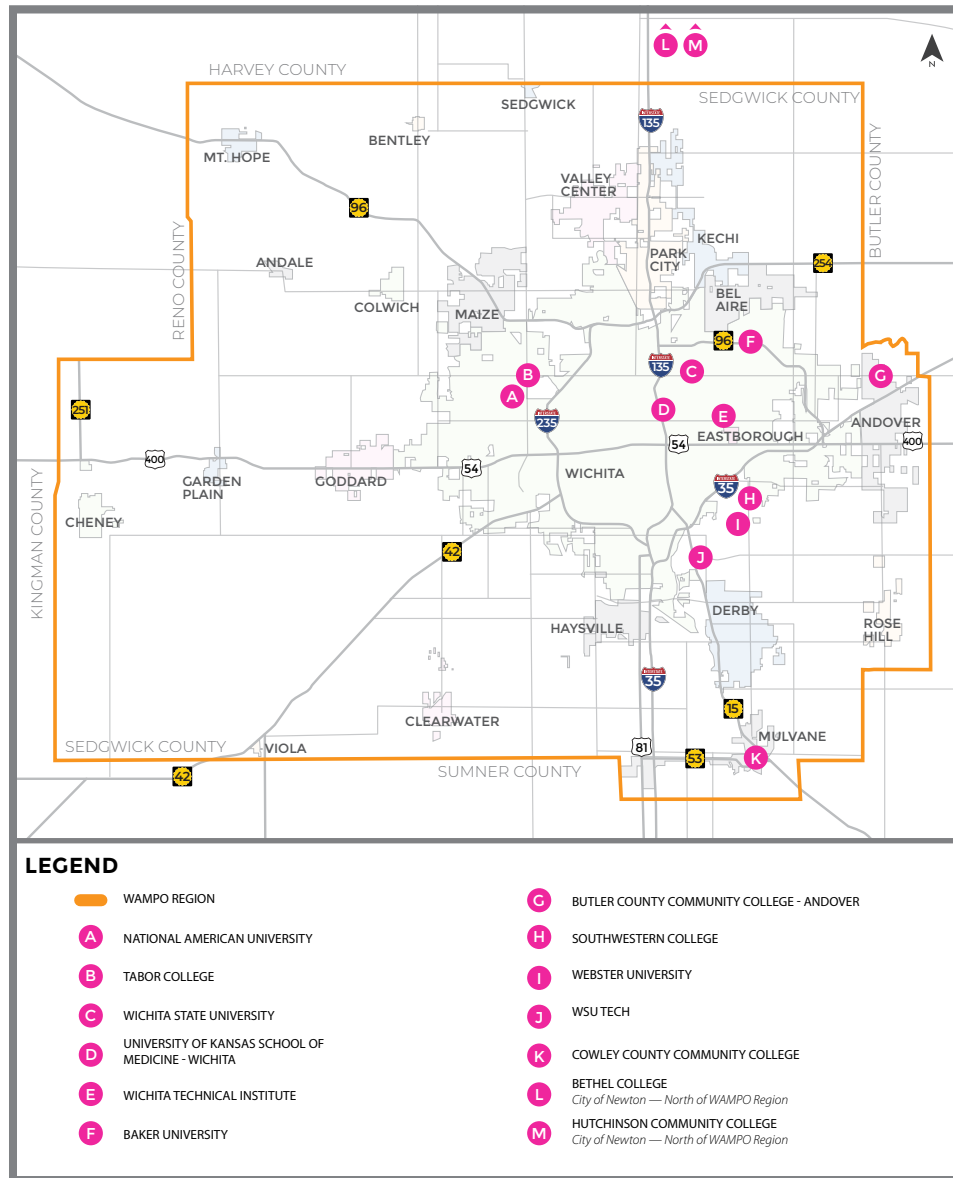
Source: <https://www.kshs.org/km/items/view/221987>

Wichita is noted for its high concentration of advanced manufacturing. According to a (2012) Brookings Institution study of the 100 largest U.S. metropolitan areas, Wichita ranks #1 in manufacturing jobs as a percentage of all jobs, and #3 in percent of manufacturing jobs classified as “very high-technology.” Wichita's high-tech sector includes leading aerospace firms, chemical manufacturers and information technology firms.

Greater Wichita Partnership

Education

The WAMPO region is also home to three four-year universities (Wichita State University, Friends University, and Newman University), as well as six satellite campuses and four community colleges.



Map 2. WAMPO Area Education Campuses

The Economy, Talent & Quality of Place

A variety of regional plans and studies common theme is economic growth lags associated with attraction and retention of an educated talented workforce. A wide variety of factors are attributed to these lags, but “talent shortfall” is by far the most commonly identified issue.

Referenced by the inability to attract and retain the most educated and productive workers in the region, regional leaders have identified that today’s workforce is highly mobile with a variety of options competing for their interests (i.e. where people choose to live and work).

Quality of Place

The physical characteristics of a community, specifically the way it is planned, designed, developed and maintained that affect the quality of life of people living and working in it and those visiting it both now and in the future.

Talent

The available local workforce and a public and private organizations commitment to recruit, hire, retain, and develop the most talented and superior employees available in the job market.



A significant factor influencing the outcome of this choice (where to live or work) is quality of place, which is heavily influenced by transportation and land-use decisions. In particular, the option to live in denser, walkable areas, supported by pedestrian, bicycle, and transit alternatives has a high level of influence.

Regional Initiatives & Studies

WAMPO identified many interconnections between transportation, economy, talent and quality of place that can positively and negatively affect the community depending on the choices we make. Below are a few highlights from regional partners on the subject.



Figure 6. Regional Partner Highlights

The Chung Report: Human Capital Challenge

In a study commissioned by the Wichita Community Foundation in 2015, researcher James Chung stated, “Wichita is clearly challenged in maintaining the significant amount of human capital that has been built up over time.”

“In Wichita’s collective consciousness, having 10 talented people leave would impact us about the same as 20 talented people moving here.”

Project Wichita

Based on community input from more than 239 focus groups and nearly 14,000 survey respondents in 2018, the Vision Team (composed of nearly 100 large and small businesses, non-profit organizations and civic and local government groups) developed action plans for five focus areas, which included Talent and Quality of Place.

Focus Initiatives

- **Talent Attraction:** focuses on implementing initiatives that attract and grow talent in the greater Wichita region
- **Retention and Advancement:** focuses on creating and promoting opportunities for people to see themselves advance and bridge the gap for mid-career talent

- **Quality of Place Investment:** focuses on investing in creating a vibrant region to retain and attract talent and strengthen our communities
- **Focus Group Input:** focuses on investments in regional expressways, enhancements to public transit, air service and connections, passenger rail, and active transportation (biking and walking)

Call to Action

Wichita suffers from “brain drain”, which is the loss of trained professionals to other areas that offer greater opportunities and is not attracting or retaining professionals as well as other cities.

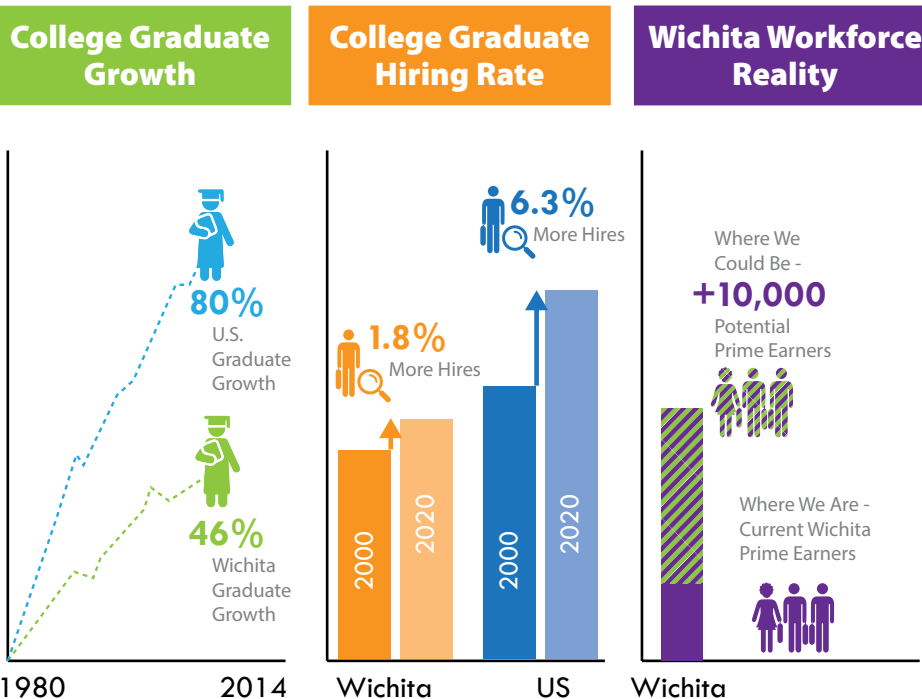


Figure 7. Education and Workforce in the WAMPO Region Compared to the United States

EXISTING TRANSPORTATION SYSTEM

The transportation system is an important mechanism for the region to achieve broader community goals of a stronger economy, talent attraction and retention, accessibility, and an enhanced quality of place. Many components, including highways and streets, bicycle and pedestrian, public transit, freight and air, characterize the regional transportation system and provide insight into the transportation system performance.

Highways and Streets

Located on Interstate I-35, the only Midwest interstate corridor in North America connecting Canada, the U.S., and Mexico, the WAMPO region connects with the major east-west interstate I 70 via I-135 to the north and with I-40 to the south.

Traffic Operations

Supported by a well-developed system of highways and streets, the WAMPO region does not have a significant congestion problem. With an average trip delay (during the afternoon peak period) at just 26 seconds, the forecasted delay is anticipated to rise to just 45 seconds by 2040.

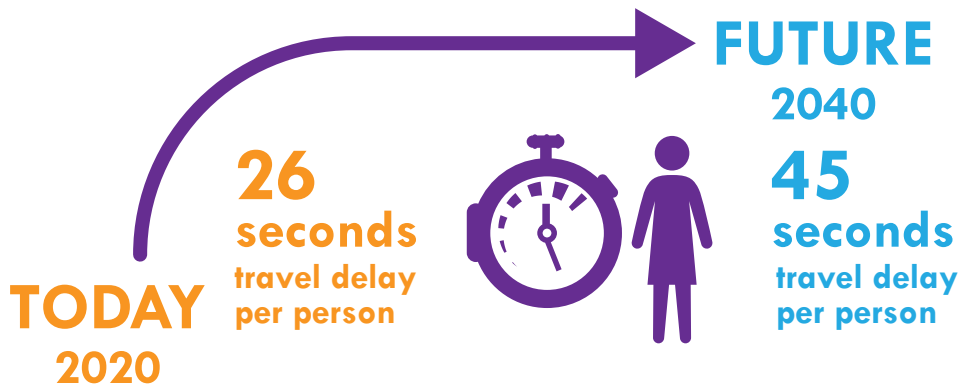


Figure 8. Current and Future Travel Delay

Key traffic operations insights include:

- There are isolated localized bottlenecks such as the North Junction, which are primarily due to outdated design rather than an overall lack of capacity.
- Overall regional level of capacity is sufficient to accommodate current and forecasted future traffic levels. This includes sufficient long-term traffic capacity on major freeways such as U.S. 54/400/Kellogg and I-135, as well as the circumferential beltway (made up of I-235, I-35, and K96).
- The region also has a well-developed grid of surface streets, with major roads at half-mile to one-mile intervals.
- Most congestion in the WAMPO region is attributed to system reliability issues, which are non-recurring events like weather, collisions, construction, and special events. For instance, a typical 20-minute trip from home to work may occasionally take up to 40 minutes due to accidents, weather, or other circumstances. These unexpectedly long commute days are classified as “unreliable.”

In general, the Wichita Area has a relatively reliable transportation system for commuters and freight (see the **System Performance Appendix**). Implementation of the local WICHway program, described in the following section, has increased reliability through the mitigation of incident-related delays.

Congestion Management Process

Under federal guidelines, a Congestion Management Process (CMP) is required for metropolitan areas like the Wichita area with populations over 200,000. A CMP is a systematic approach to managing congestion based on regional transportation system performance, and guides the development and selection of appropriate strategies to reduce congestion or mitigate the impacts of congestion. The CMP is intended to provide for safe and effective integrated management and operation of the multimodal transportation system. More information on the Wichita area CMP is provided in the **System Performance Appendix**.

Safety

The number of roadway fatalities in the WAMPO region has grown in recent years, climbing to an average of 59 per year from 2014-2018. At the same time, the number of serious injuries has declined, reaching a low of 147 per year.

To reduce fatal and serious injury crashes in the WAMPO region, safety has been highlighted as one of five focus areas in the *REIMAGINED MOVE* 2040 plan. Every project evaluated for the WAMPO Funding Menu was assessed using safety project selection criteria. Of those, 29 of the 48 projects selected scored “Good” or “Excellent” under the safety criteria.

In addition to the regional focus on safety in the WAMPO Funding Menu, KDOT provides funds for safety-specific projects in the WAMPO region through its Local Safety Programs. These programs include the Highway Safety Improvement Program, High Risk Rural Roads Program, and the Rail-Highway Grade Crossing program, which are all designed to improve traffic safety by improving roads and grade crossings.

To learn more about regional safety best practices check out the **Safety Appendix**.

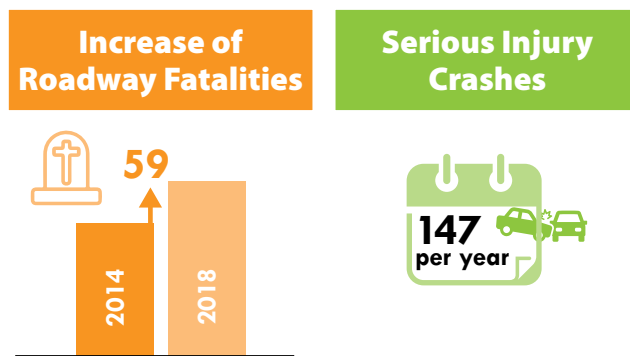


Figure 9. Roadway Fatalities and Serious Injury Crashes

Travel Reliability

While the region does not have significant daily congestion, it does experience non-recurring congestion due to crashes, weather, and similar incidents that cause system reliability issues. One way the region has addressed this is the WICHway Traffic Management Center. WICHway monitors road conditions and coordinates responses to traffic incidents.

In addition, many first responders in the region have received Traffic Incident Management Training. This training offers first responders techniques for clearing crash scenes more quickly to keep more lanes open during an incident, and to implement safety best practices at crash scenes, benefiting both responders and the general public.

Since WICHway began operations, the average time required to clear incidents decreased by 65% from 150 minutes to 52 minutes.

In addition to faster moving traffic and increased travel time reliability results, the WICHway system reduces secondary crashes (where a collision occurs at an incident scene or backup from an incident). Because secondary crashes frequently involve vehicles traveling at highway speeds colliding with stationary ones, secondary crashes are often very severe. The WICHway system reduces these crashes, making highways significantly safer.

Pavement and Bridge Conditions

KDOT monitors pavement and bridge conditions on the National Highway System (NHS). The NHS covers the most important roads in the WAMPO region including interstates, U.S. Highways, and State Highways. As of 2017, a majority of WAMPO region roads on the NHS were determined to be in good condition (58%). However, this represents a slight decrease from the previous year. KDOT's statewide performance targets indicate that they expect pavement conditions to decline. More detail on system condition may be found in the **System Performance Appendix**.

The WAMPO region has limited consistent data on pavement conditions on non-state roads, which are divided among many different jurisdictions. However, the City of Wichita, which maintains the largest number of lane-miles in the region, has said that current levels of investment are "managing the decline" of road conditions of city streets.

Bridges in the WAMPO region are in relatively good condition, with more than 53% of bridges on the NHS in good condition and less than 1% in poor condition.

HIGHWAY AND STREET ISSUE AREAS:

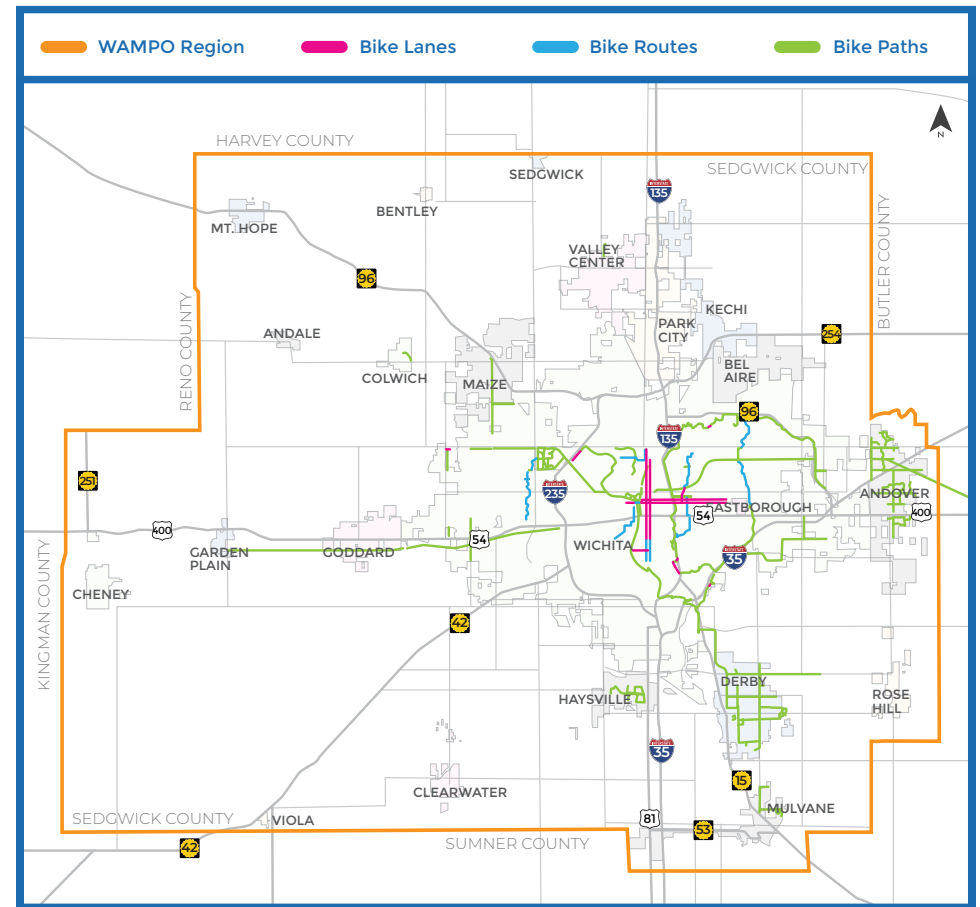
- **Safety:** Increase in incidence of fatalities on regional highways and roads is a critical area of concern for future transportation planning and investment.
- **Deferred Maintenance:** The costs of deferred maintenance on a regional scale is unknown. Understanding the full costs of deferred maintenance is key in building future spending practices and policies.
- **Roadway Upgrading:** Across the region, investment in the local street system is needed to enhance safety and bring the roadway system up to current standards.
- **Technology:** Exploration and investment in technological updates to the regional transportation system can be transformative to the future of transportation.

Bicycle and Pedestrian

The WAMPO region has made significant investments in a variety of bicycle and pedestrian infrastructure including standalone facilities and multi-use paths alongside surface streets. For more detailed information, check out the **Bicycle & Pedestrian Appendix**.

WAMPO Bicycle and Pedestrian Programs

Every year, WAMPO conducts a manual count of bicycle and pedestrian traffic at 35 sites across the region. Data collected from this point-in-time count is used to estimate existing and future bicycle and pedestrian demand and activity. In 2019, around 50% more bicycle and pedestrian activity was documented at identified sites when compared to those same locations in 2012.



Map 3. WAMPO Area Bicycle and Pedestrian Routes

In 2017, WAMPO piloted the Planning Walkable Places (PWP) grant program for current and anticipated needs of walkable place-making in the WAMPO region. The PWP program promoted the vibrancy and economic vitality of our member communities today and over the long term. The PWP grant program for non-construction planning projects included the following 20 regional projects:

 Member/Sponsor	 Project Name
Andover	Wayfinding Policy and Conceptual Plan
Bel Aire	Bicycle/Pedestrian Plan Update
Cheney	Community Pedestrian and Bicycle Transportation Plan
Clearwater	Pedestrian Transportation Plan
Derby	Walkable Development Plan
Garden Plain	Pedestrian and Bicycle Master Plan
Goddard	Pedestrian and Bicycle Master Plan
Haysville	Bicycle and Pedestrian Implementation Plan
Kechi	Arts and Business District Master Plan
Maize	Master Pedestrian and Bicycle Plan
Maize	Academy Arts District
Mulvane	Downtown Wayfinding Signage Plan
Park City	Pedestrian Connectivity Master Plan
Rose Hill	Pedestrian Plan
Valley Center	Pedestrian and Bicycle Facilities Master Plan Update
Wichita	Parking and Multi-Modal Plan
Wichita	Downtown Streets Conceptual Designs
Wichita	Walkable Development Plan (MAPD)
Wichita Transit	Accessibility Study
Wichita Transit	Transit Feasibility Study

Table 1. Members & Sponsors for PWP Grant Program

Last updated in 2011, the WAMPO Regional Pathway System Plan (RPSP) cataloged an inventory of existing bicycle and pedestrian facilities, engaged the community in the planning process, and offered an implementation plan. The plan addressed some of the following regional issues and questions:

- How can we effectively address bicycling and walking needs across the region?
- Do bicycles belong on streets with cars or off the roadways, on sidewalks and trails with pedestrians?
- What about recreation needs?
- What are emerging issues and considerations facing the region?

Check out our RPSP [here](#).

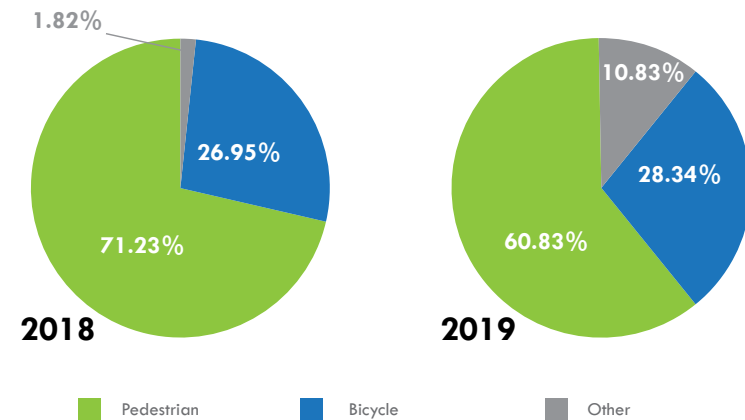


Figure 10. Bicycle & Pedestrian Count Results

Safety: Bicycle and Pedestrian Travel

Reports show that the number of fatalities/serious injuries has leveled off in recent years. To reduce bicycle and pedestrian injury crashes in the WAMPO region, the MTP includes projects providing improved bicycle and pedestrian connections.

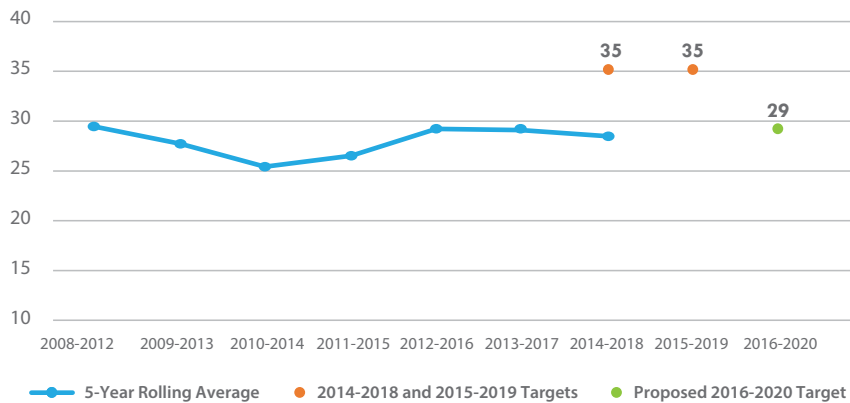


Figure 11. Non-Motorized Fatalities & Serious Injuries

BICYCLE AND PEDESTRIAN ISSUES AREAS:

- **Safety:** increase in incidence of fatalities and/or serious injuries among bicyclists and pedestrians, shown above in Figure 11, is a critical area of concern for future transportation planning and investment.
- **Network Expansion & Connection:** the need and preference for an expanded and connected bicycle and pedestrian network within and between communities was a frequently-expressed theme during WAMPO public engagement.
- **Place-making Considerations:** effective place-making at both the local and regional levels is critical for creating a quality living environment to support, attract and retain people and jobs. Focusing on place-making will inform future land use and transportation planning.
- **Data:** one of the greatest challenges for bicycle and pedestrian planning is the lack of usage and demand data and documentation. Without accurate and consistent demand and usage information, it is difficult to measure the positive benefits of investments in these modes, especially when compared to other transportation modes such as the private automobile. While current information sourced from the annual point-in-time counts is valuable, enhancing this data with additional ongoing sources is useful for future planning.
- **Regional Pathways Plan Update:** last updated in 2011, the regional pathways plan and associated strategies need updating with partner and community-based stakeholder input. Part of this effort will include identification of missing linkages on regional pathways.

Public Transit

The vast majority of Wichita commuters travel via personal automobile, with less than 1% of the Wichita area commuter trips made via public transportation.

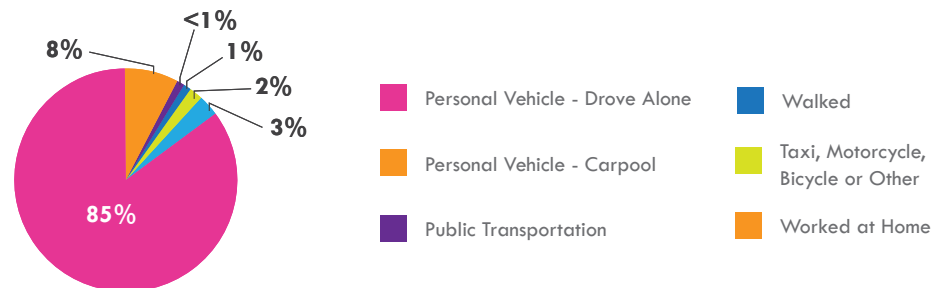
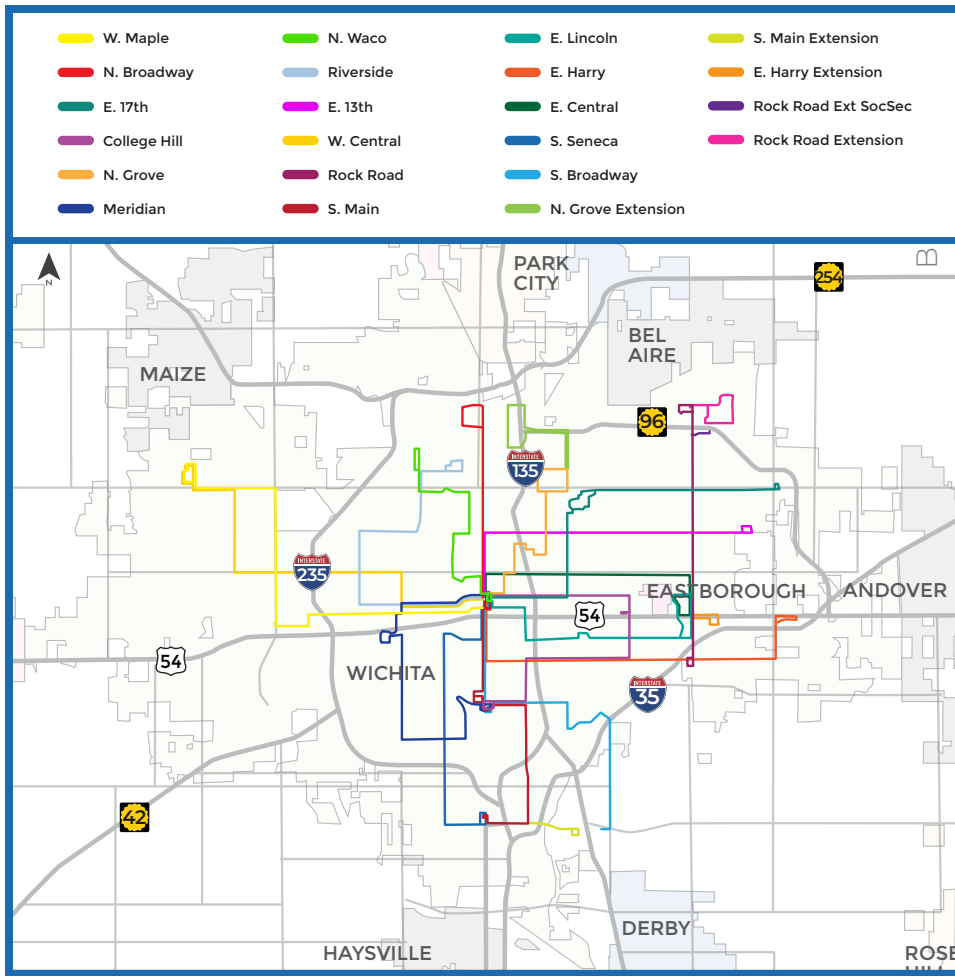


Figure 12. Transportation Commute Mode Share

Greyhound Bus Lines provide intercity bus service to thousands of destinations across the United States, Mexico, and Canada. The Greyhound terminal is located immediately adjacent to the Wichita Transit terminal in downtown Wichita for convenient access. There are currently no intercity passenger rail connections in the WAMPO region. Information related to freight rail connections may be found in the following Freight section.

Wichita Transit, a department of the City of Wichita, is the largest provider of fixed-route transit service in the WAMPO region. Wichita Transit offers service via 18 different fixed routes within one-quarter mile of 90% of all Wichita's residents. Buses run every 45 to 60 minutes from 5:30 AM to 7:30 PM depending on the route and day. Other Wichita Transit services include paratransit and free downtown circulator transportation on the Q-LINE.

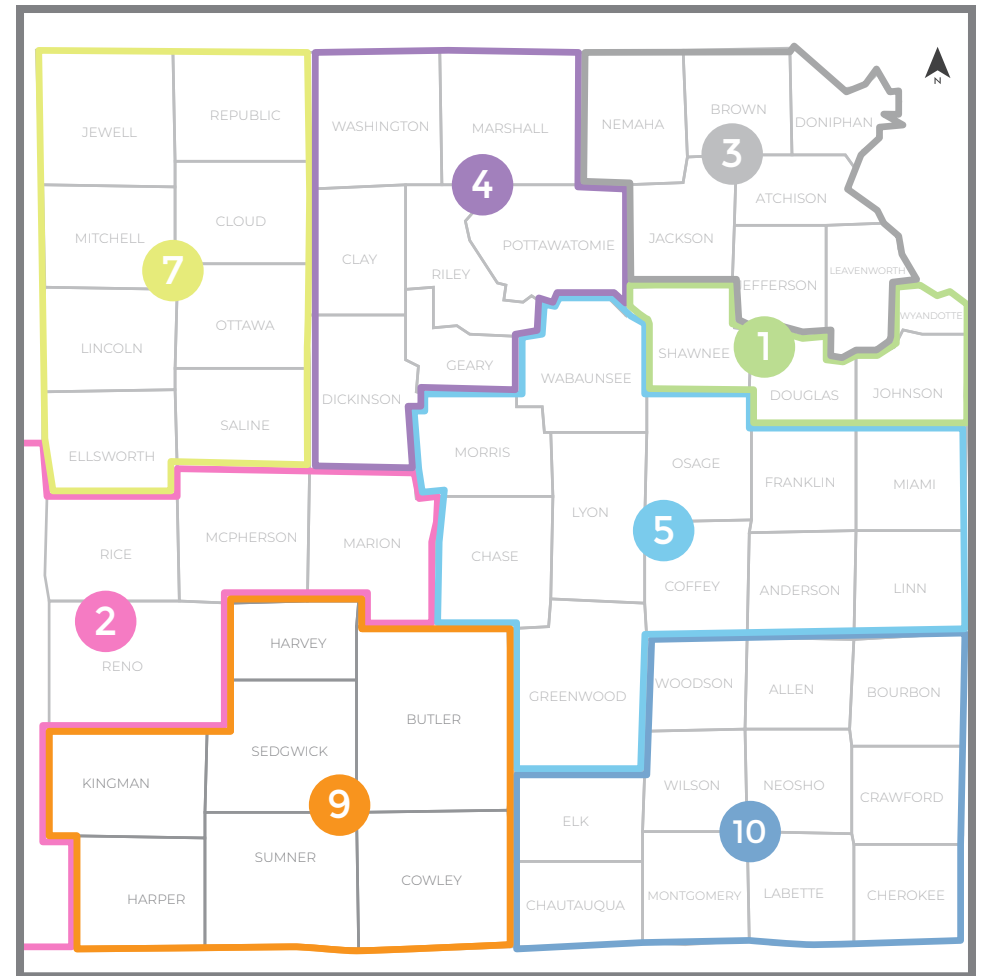
- **Wichita Transit:** with all buses equipped with a wheelchair lift or ramp, free Wi-Fi, and bicycle racks, ridership on the system has declined from 1,882,286 in 2015 to 1,313,214 in 2018.
- **Wichita Q-LINE:** running during the lunch hour and in the evenings with 10-15 minute headways, the circulator's ridership has increased considerably in recent years, rising from 4,212 in 2015 to 96,790 in 2018.



Map 4. Wichita Transit Routes

Paratransit

Providers of paratransit services offer safe, accessible transportation to various destinations for seniors and people with disabilities. Regional paratransit service providers include: the Butler County Department on Aging, the City of Derby, the City of Haysville, the Sedgwick County Department on Aging, Wichita Transit (ADA), and other community-based providers (both for-profit and non-profit). The table on the next page shows key characteristics of transit-dependent populations, comparing demographics for the U.S., state of Kansas, CTD #9, and Wichita Urbanized area.



Map 5. Kansas CTD Boards around WAMPO Area

Coordinated Transit District (CTD) Boards are Kansas decision-making bodies focused on specialized transportation service coordination across the state. The WAMPO regional CTD #9 area has a boundary including the following seven geographic areas:

- Kingman County
- Butler County
- Sedgwick County
- Sumner County
- Cowley County
- Harper County
- Harvey County

For more information about transit and paratransit in Wichita, check out the **Transit & Paratransit Appendix**.

Geographic Area	Age 65+	Low Income	Disability	No Vehicle
United States	15%	11%	13%	4%
Kansas	14%	9%	13%	5%
CTD #9 Counties	13%	10%	12%	6%
Wichita Urbanized Area	12%	15%	*12 %	6%

2016 American Community Survey and the *2010 Census

Table 2. Members & Sponsors for PWP Grant Program

PUBLIC TRANSIT ISSUES AREAS:

- **Travel Time:** One regional goal is to decrease the large gap in overall trip travel time between transit and car.
- **Coordination:** There are inefficiencies in coordinating trips among transportation service providers, and a need to institute centralized mobility management to streamline coordination efforts among transportations service providers.
- **Accessibility:** There are accessibility barriers for many system users, and a need to remove barriers that make accessing and using public transportation prohibitive for older adults, people with disabilities, and low-income households.

Freight

Goods-dependent industries in the WAMPO region rely on the movement of commercial goods to, from, and through the region to receive raw supplies and manufacturing goods as well as movement to send their refined/finished products to market. Despite the overall decline associated with these industries in the WAMPO region, the region's economy is still heavily reliant on them, especially when compared to other metropolitan areas.

The WAMPO region remains a critical hub for agricultural shipments moving from western Kansas to national and international markets. Recent data indicates the largest commodities moving to, from, and within the region are cereal grains (by weight) and mixed transportation equipment (by value).

These industries use a combination of truck, rail, air, and pipeline, on highways, railroads, airports, pipelines, and broadband. There are no navigable freight waterways in the region.

Trucking

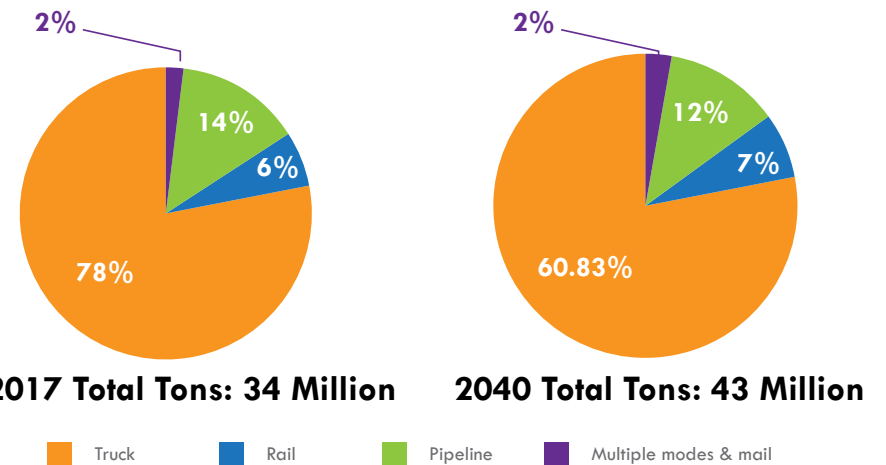
The Wichita area is a major regional trucking hub and regional marketing center with high concentration of manufacturing.

The WAMPO region is home to 16 national and regional interstate common terminal facilities. The WAMPO region proximity to major markets and multitude of carriers makes transit times and shipping rates very competitive for business.

Based on analysis from the WAMPO Regional Freight Plan (see **Freight Appendix**), there were 34 million tons of freight (worth \$52 billion) moved into, out of, or within the WAMPO region in 2017. Freight movement in the WAMPO region is expected to climb to 43 million tons (valued at \$82 billion) by 2040. The vast majority of this tonnage (75%) is moved by truck, followed by pipeline and rail. In terms of freight value, about 2/3 are moved by truck, with mail and air cargo representing the next most valuable shares.

TRUCK FREIGHT ISSUE AREAS:

- **Truck Parking:** Truck parking infrastructure is lacking in the WAMPO region.
- **Last Mile Deliveries:** There are issues connecting hubs and warehousing with customer-end "last mile" goods deliveries.



Source: FHWA, Freight Analysis Framework (FAF) 4.4; analysis by Cambridge Systematics, 2019.

Figure 13. Sedgwick County Freight Weight by Mode, 2017 & 2040

Rail

Rail transit times between the Wichita area and contiguous U.S. destinations range from one to seven days. Given sufficient volume, dedicated trains can be scheduled potentially saving two days in transit time to either coast. Public truck-rail cross-dock facilities are available in the region, with the nearest truck-rail intermodal service in Kansas City 200 miles away. The WAMPO region is served by the following four rail carriers:

- Burlington Northern Santa Fe (Class I)
- Union Pacific (Class I)
- Kansas & Oklahoma Railroad (Class III)
- Wichita Terminal Association (Class III)

The WAMPO region has access to the U.S. Inland Waterway System via interstate highway and rail at the following:

- **Port of Kansas City** - Located 200 miles northeast of Wichita, this port provides access to the Mississippi River system via the Missouri River.
- **Tulsa Port of Catoosa** - Located 170 miles southeast of Wichita, this port provides access to the Mississippi River system via the Arkansas River.

There is limited regional support for passenger rail service in the WAMPO region, the City of Wichita's Union Station closed in 1979 when Amtrak discontinued its Lone Star line, and thereby ended passenger rail access to the city. The nearest intercity station is in Newton, Kansas, which is located 25 miles north and is served by the Southwest Chief.

RAIL ISSUE AREAS:

- **Infrastructure Condition:** Outdated infrastructure (e.g., tracks, bridges, sidings) that is not capable of carrying the weight of modern train cars.
- **Passenger Rail Service:** Continued need for passenger rail service study and feasibility assessment.



Air

Wichita's Dwight D. Eisenhower National Airport, ranked 4th best small hub airport in the United States, is located in southwest Wichita approximately six miles (12 minutes) from downtown via a four-lane limited-access highway. Easily accessible to the region, Eisenhower National Airport served more than 1.6 million passengers in 2018.

The largest commercial and general aviation complex in Kansas, Eisenhower's 3,500-acre facility has three runways. Industrial areas host companies such as Cessna Aircraft and Bombardier Aerospace Learjet. Customs Service offices and a Postal Service General Mail Facility are also located at the airport. Commercial air service to the Wichita region is provided through Eisenhower Airport by seven airlines with direct flights to 13 destinations (mostly airlines' major hub airports). Immediate proximity to the interstate highway system provides access to suppliers and markets. Air cargo activity at Eisenhower is significant, including UPS, FedEx, and DHL, with more than 27,000 tons of cargo flying in or out in 2018. Airfreight represented more than 6% of the total value of freight shipped in or out of the WAMPO region in 2017.

There are 32 other airfields located within the WAMPO region. Most are small private strips or general aviation airports, including Colonel James Jabara Airport and McConnell Air Force Base.

AIR ISSUE AREAS:

- **Customs Facility:** A new customs facility is needed to accommodate more international air travel in and out of the region
- **Commercial Air:** There is an identified need to increase the commercial air service (airlines and routes out of Eisenhower airport)
- **Air Service:** Enhance Wichita's passenger and freight air service competitiveness by collaborating with the business community

Over the next 20 years, the transportation system as we know it will change and grow. The *REIMAGINED MOVE 2040* Plan aims to have a positive impact on infrastructures like roads and bridges as well as services like public transit and paratransit to name a few.

FUTURE TRENDS & TRANSPORTATION SYSTEM NEEDS

The WAMPO region is growing slowly, with population and employment rising less than 1% per year and the number of households rising less than 2% per year. Combined with the region's current lack of congestion, the highway and road system is well-positioned to meet regional car and truck future needs. The regional challenge will come not from increases in overall demand, but rather changes in the type and location of transportation services wanted and needed in the region.

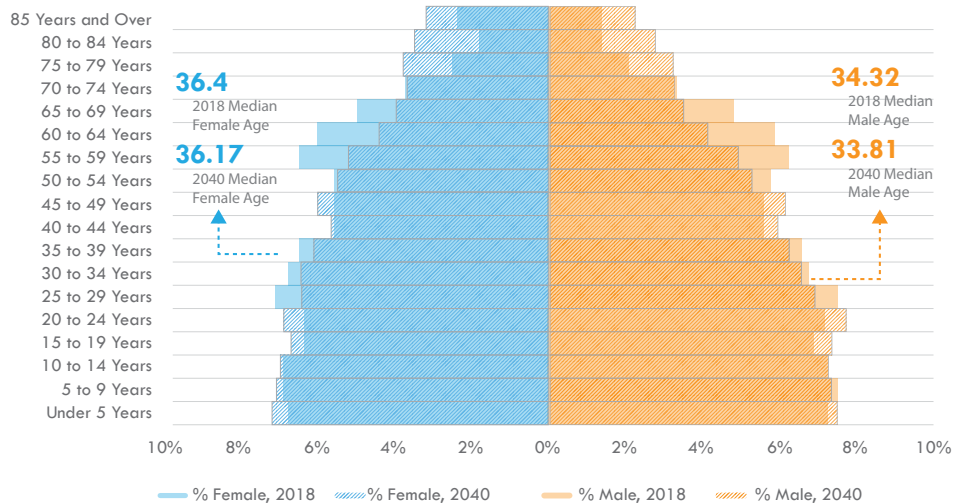


Figure 14. Sedgwick County Population Pyramid

An aging population and increasing share of Millennials and Generation Z are driving an increase in single-person and childless households. In turn, these demographic changes increase the demand for denser urban living, which is anticipated to **increase the need for a transportation system suited for denser development and includes transit, bicycle, and pedestrian facilities.**

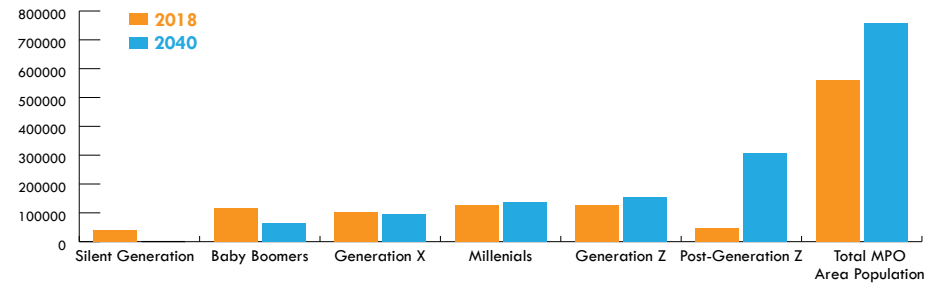


Figure 15. MPO Area Generational Populations, 2018 and 2040

Facilities located in areas where this development is occurring, particularly the urban core and fast-growing suburban communities will be needed. As a result, many of the projects chosen for the WAMPO Funding Menu address changing trends and needs.

The future needs of the WAMPO regional transportation system are varied and dynamic. The metropolitan area average one-way trip to work is about 19 minutes. This commute time is around 25% shorter than the national average and is not anticipated to significantly increase in the future. While the highway system has enough overall capacity to serve current and future volumes, there are specific locations where outdated geometric designs and abrupt changes in facility types have caused localized bottlenecks and safety issues. Due to this, several of these areas have been identified as Major Regional Priorities and slated to be addressed by larger KDOT projects on the project list.

For more detail about the selection process check out the **Regional Project List Appendix.**

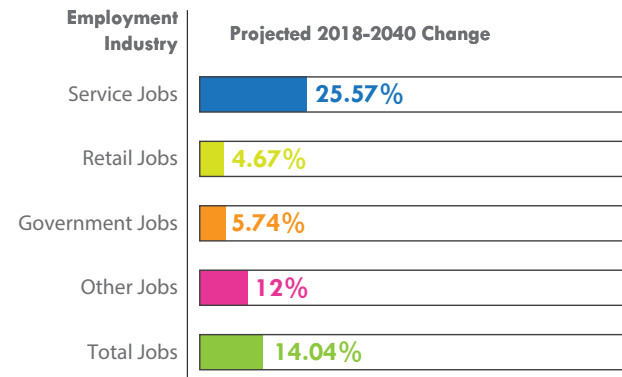


Figure 16. Projected Sedgwick County Employment Sector Changes by Industry, 2018-2040

PLAN INVESTMENT STRATEGY

WAMPO receives approximately \$12 million of federal transportation funding per year to distribute to planning partners and member jurisdictions. These sub-allocated funds represent around 5% of the total spending in the region. WAMPO adopted an updated investment strategy and associated selection criteria to guide decision-making in the *REIMAGINED MOVE* 2040 plan for these funds.

Other sources of funding include:

- **Surface Transportation Block Grant Program (STBGP):** the STBGP, or simply “STBG”, funds are quite flexible and can be used for projects to preserve and improve conditions and performance on any Federal-aid highway, bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG funds can be flexed and used for other functions like transportation planning.
- **STBG funding for Transportation Alternatives (TA):** the STBG-TA, or TA program, provides funding for a range of projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program:** in areas not meeting air quality standards, the CMAQ program fund is used for a transportation project or program that may contribute to attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Because the WAMPO region meets all standards for air quality, CMAQ funding is used on the same type of projects and programs as STBGP.

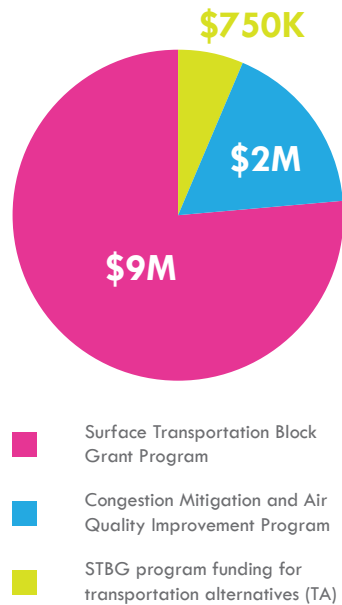


Figure 17. Annual Federal Transportation Funding by Program

The *REIMAGINED MOVE* 2040 plan investment strategy emphasizes the importance of balancing the needs of the current system while recognizing traditional local system priorities, small funding streams, and the potential to position member communities at the best advantage for future needs.

Investment Strategy:

The Wichita region faces a future of changing demographics, economics, technology, and land uses that will require new and different transportation solutions. To meet these challenges WAMPO will balance preserving and maintaining the functionality of existing transportation networks and services with bold investments in multimodal connectivity and technology.

Selection Criteria:

The WAMPO Funding Menu selection criteria incorporates common themes from the five focus areas, including elements of quality of place, land use-transportation connection, multimodal connectivity, economic development, financial sustainability, regionalism, safety, and technology. Check out the **Regional Project List Appendix** for more information on selection criteria and the project selection process.



Figure 18. Performance-Based Plan Investment Approach

REGIONAL TRANSPORTATION PRIORITIES AND PROJECTS

The projects included in this document will help the region achieve the *REIMAGINED MOVE 2040* plan vision to build a safe transportation system, increase quality of place, and support the economy. Many other steps are necessary to achieve this vision in addition to the projects and areas of emphasis listed below.

The type of planning perspective needed to successfully move forward is a regional culture that sees the transportation system as holistic, with the opportunity to help people (residents, businesses, communities, and visitors) live their best lives and balance competing demands in a fair way.

Future planning will require a re-evaluation of regional and local decision-making policies and processes that are used to manage, regulate, operate, and fund land development and the transportation system.

Major Regional Priorities

WAMPO has identified a set of major regional priorities that include concepts, projects, and areas of emphasis most important for the future of the region. These priorities address the most significant bottleneck areas and needs identified in consultation with WAMPO stakeholders.

The North Junction

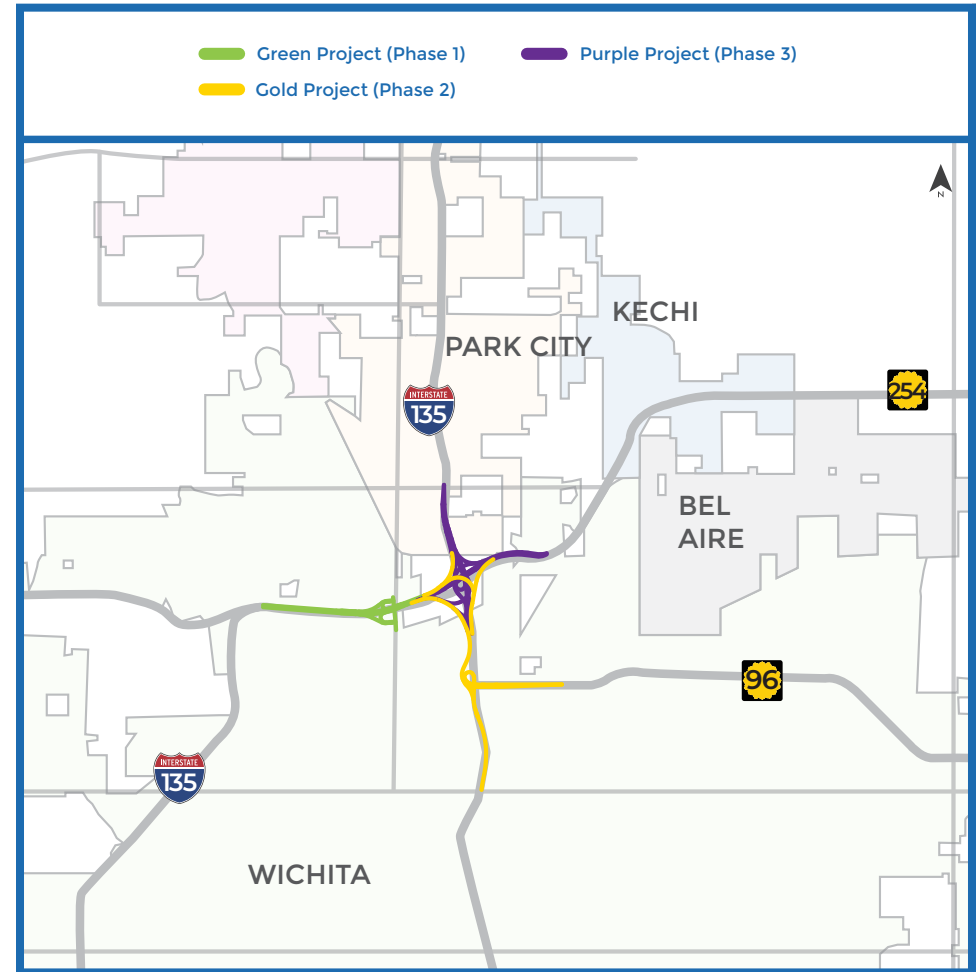
The highest priority in the WAMPO region is the North Junction. The interchanges where I-135, I-235, and K254 come together in northern Wichita, as well as the interchange of I-135 and K96 immediately to the south.

The North Junction suffers from a variety of geometric design issues that make the interchanges a bottleneck during morning and afternoon peak periods. The close spacing of the two interchanges leads to lots of weaving as vehicles change lanes. The North Junction project is divided into 3 sub-projects.

- The **Green Project** reconstructs several bridges along I-235 to prepare the way for later work at the north junction itself.
- The **Gold Project** reconstructs ramps from northbound I-135 to southbound I-235, from southbound I-135 to southbound I-235, from northbound I-235 to eastbound K96, from northbound I-235 to southbound I-135, westbound K-96 to northbound I-135, and westbound K96 to southbound I-135.
- The **Purple Project** reconstructs the remaining movements, from westbound K254 to north and southbound I-135, from southbound I-135 to eastbound K254, from northbound I-135 to eastbound K-254, and from northbound I-235 to northbound I-135.

The City of Wichita, Sedgwick County, WAMPO, and KDOT have all committed funds to acquiring right-of-way for the Gold Project.

KDOT has also recently committed to accelerating construction of part of the Gold Project (the ramps from northbound and southbound I-135 to southbound I-235) through their local cost-share program with local contributions from Wichita and Sedgwick Counties.



Map 6. North Junction Project

Other Regional Priorities

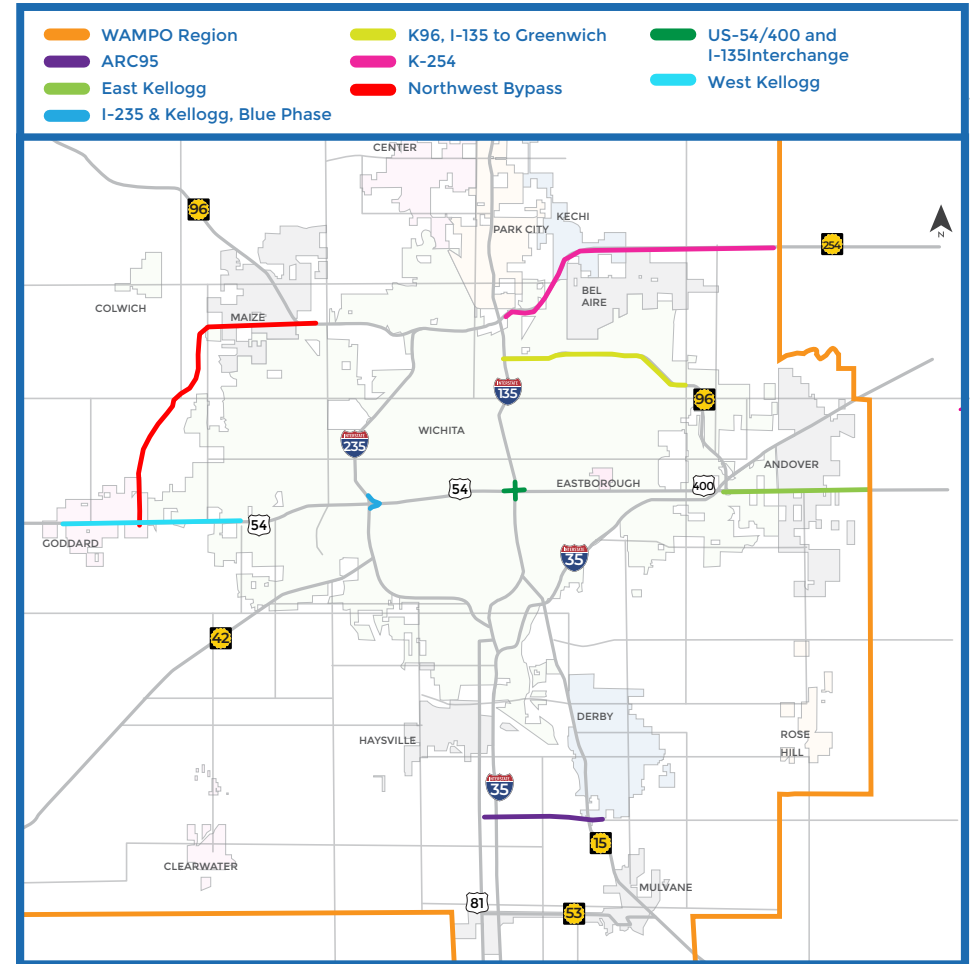
In addition to the North Junction, WAMPO has identified eight other regional priority projects. These projects are categorized into three areas; (3) Interchange projects, (3) Expansion projects, and (2) New Highway projects as listed below:

Interchanges	Expansion	New Highways
I-235 & Kellogg	East Kellogg	ARC95
K254	K96 from I-135 to Greenwich	Northwest Bypass
US-54/400 & I-135	West Kellogg	

Table 3. Regional Priority Projects

- **ARC95:** Consists of upgrades to the 95th St S corridor to a 4-lane parkway, including a new crossing of the Arkansas River, a new interchange with I-35, and a grade-separated crossing of the BNSF west of K15.
- **East Kellogg:** Upgrades east Kellogg from an arterial surface street to a 6-lane freeway with interchanges at one-mile intervals from K96 to Prairie Creek Rd.
- **I-235 & Kellogg Phase 2:** Reconstruction of remaining interchange ramps between I-235 and US54 to improve safety and remove a bottleneck through ramp geometry improvements and reducing weaving.
- **K96 from I-135 to Greenwich:** Increases capacity by adding an additional lane and reconstructing interchanges.
- **K254:** Improvements to intersections along the K254 corridor to increase safety.
- **Northwest Bypass:** Construction of a new freeway from K96 and Tyler west and then south to US-54 and 167th St W.
- **US-54/400 & I-135:** Reconfigure ramps to eastbound and westbound US-54/400 to mitigate weaving and interference with adjacent interchanges at Washington and Grove streets.
- **West Kellogg:** Upgrades west Kellogg from an arterial surface street to a 6-lane freeway with interchanges at one-mile intervals from 111th St W to 143rd St W.

For more detail about the selection process check out the **Regional Project List Appendix**.



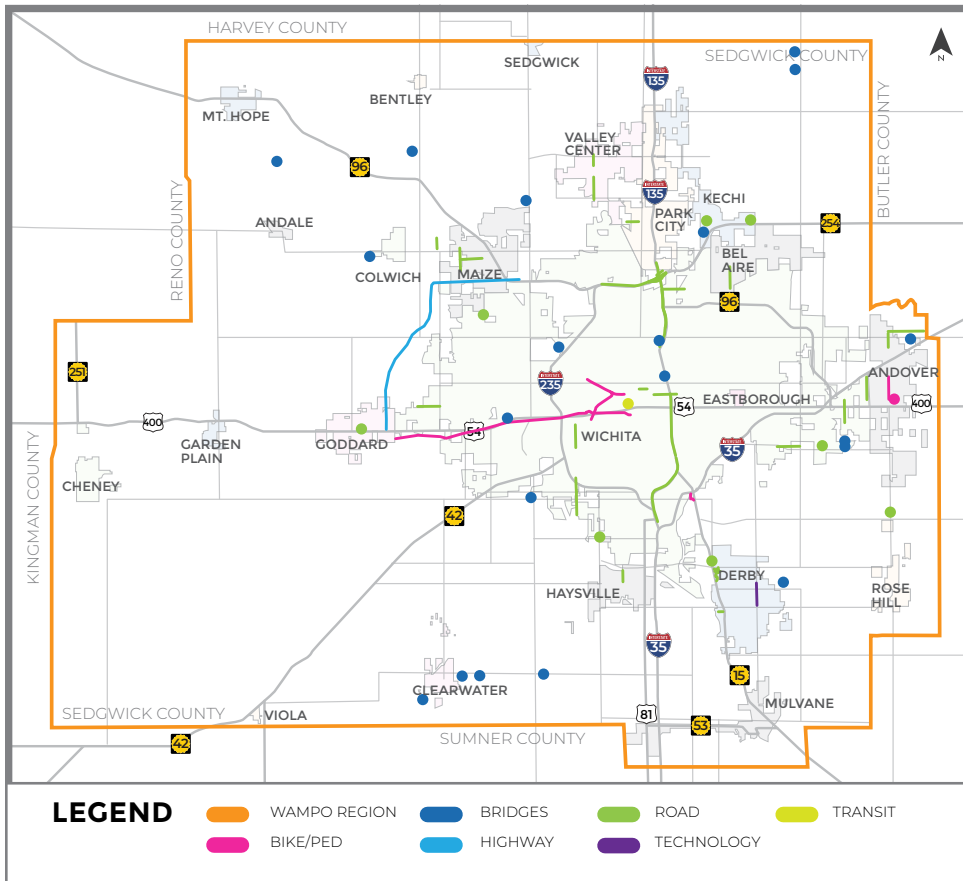
Map 7. Other Regional Priorities

REIMAGINED MOVE2040 PROJECT LIST

The REIMAGINED project list includes 158 regional transportation projects, representing \$3.27 BILLION in investment in the region’s transportation system. Each of these projects fall into the following three categories:

1 2021-2024 TIP Projects

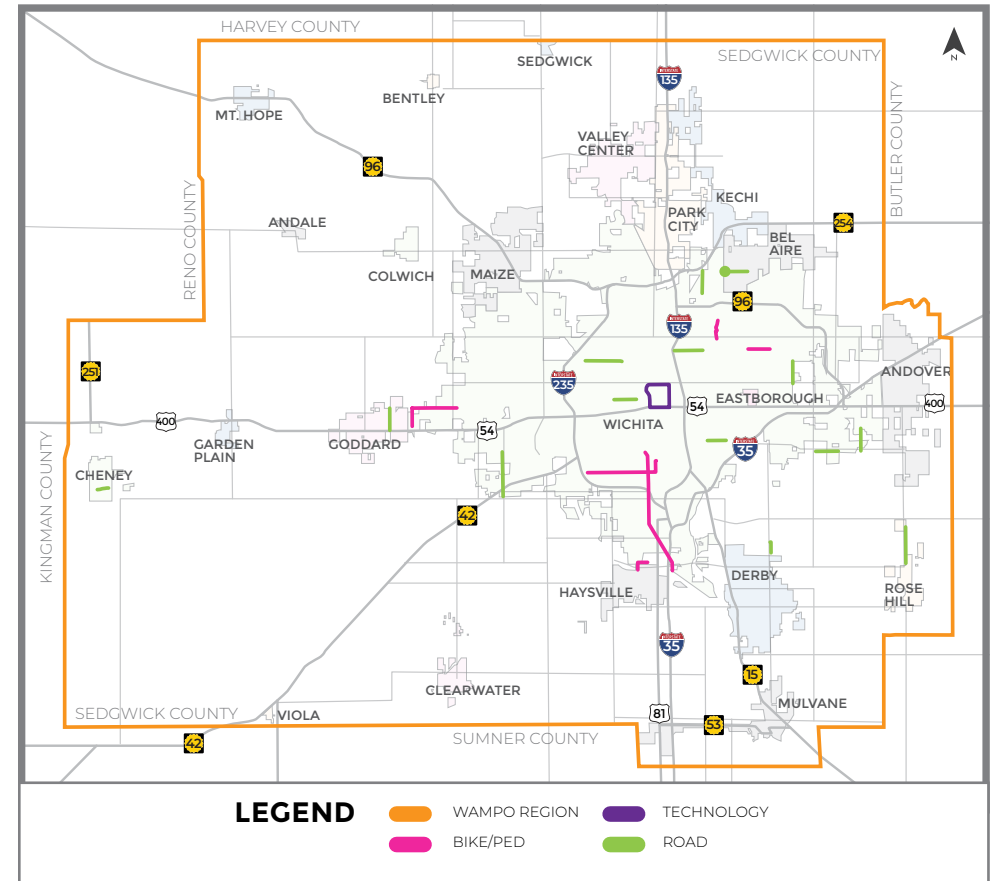
Of the 158 projects, 88 are part of the 2021 – 2024 Transportation Improvement Program (TIP). The TIP is the region’s short-range planning document that programs funds for specific projects, and are shown in Map 8. The projects in this TIP will implement 10% of the costs in the first timeband of the REIMAGINED MTP, which represents 3% of the total MTP. Of the 88 projects, 29 are WAMPO funded, and the other 59 are funded by local governments or by KDOT.



Map 8. 2021-2024 TIP Projects*

2 WAMPO Funding Menu

A total of 45 projects on the project list were selected to be on the “WAMPO Funding Menu,” or eligible for federal funding in the future through WAMPO’s sub-allocated funding program. Those future WAMPO funded projects are shown in Map 9.



Map 9. WAMPO Funding Menu*

The recommended WAMPO Funding Menu of projects resulted from a rigorous selection process, which evaluated how well the projects fit the REIMAGINED plan vision, objectives, regional significance, and modal and geographic equity. All programming for future WAMPO funded projects in the future TIP will pipeline directly from the WAMPO Funding Menu.

For more details on the selection process please see the Regional Project List Appendix at the end of this document.

Selected WAMPO Funding Menu projects add up to just over \$142 million in federal funding. From 2023 to 2028, WAMPO expects to allocate approximately \$72 million (or \$12 million a year) to these projects. The figures below highlight the selected WAMPO Funding Menu projects:

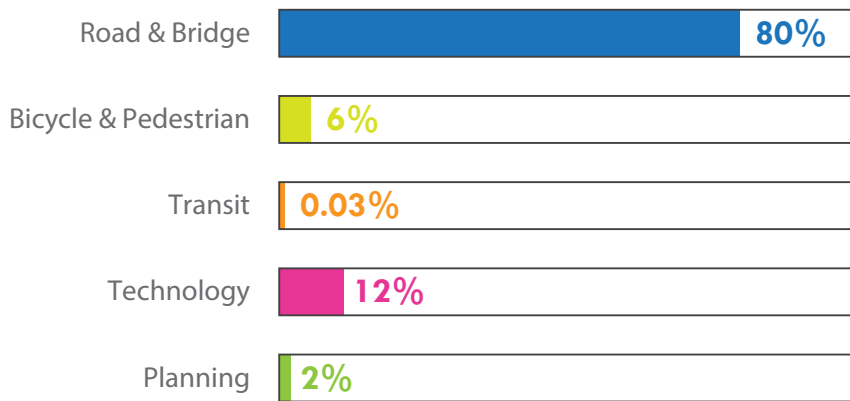


Figure 19. WAMPO Funded Projects by Type

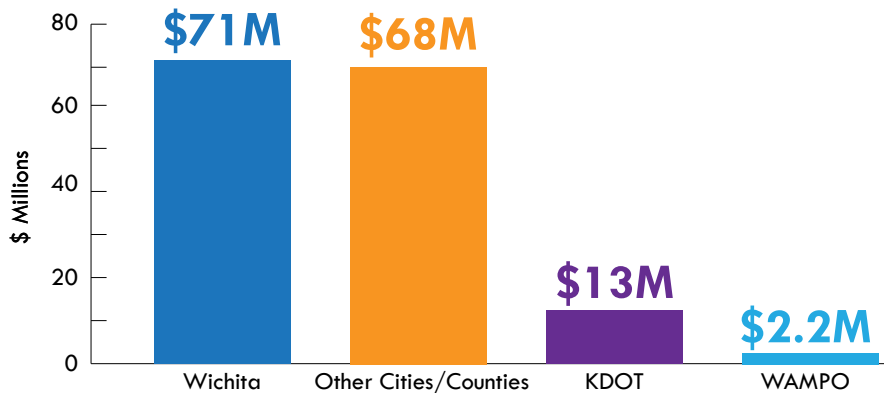
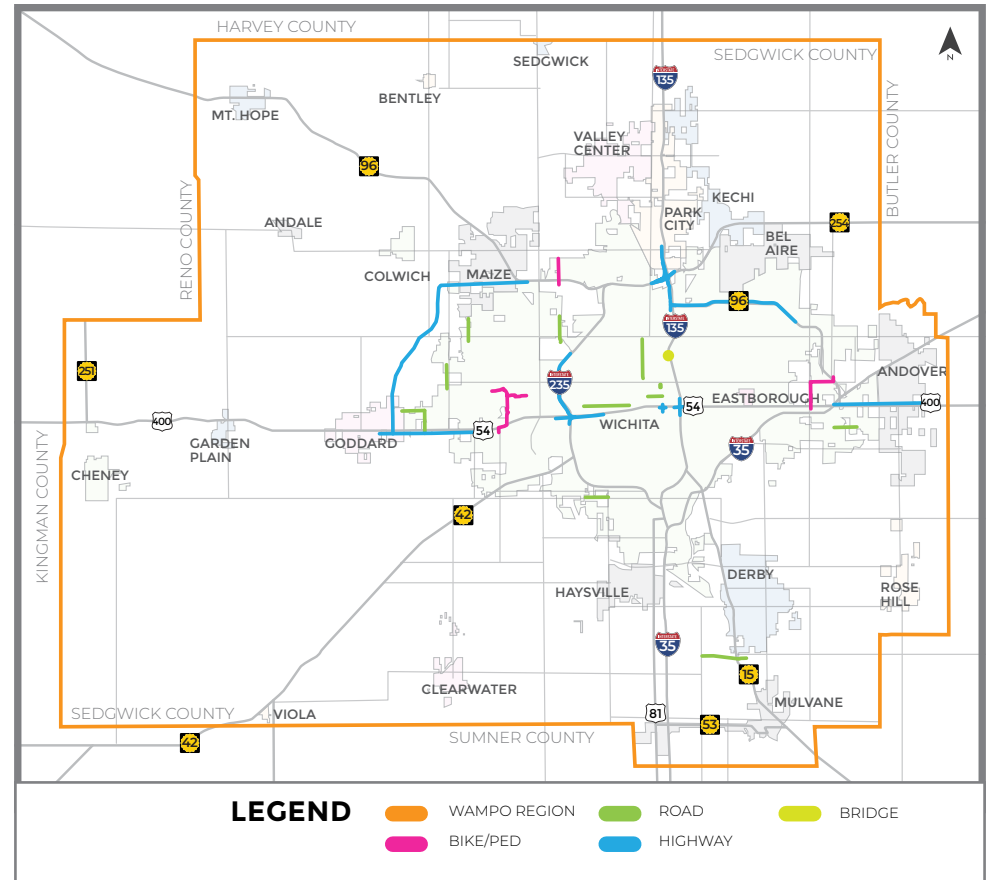


Figure 20. WAMPO Funded Projects by Sponsor

3 Local and State Government Projects

The remaining 65 projects on the *REIMAGINED* project list are planned with funding from sources including local, state, and other federal dollars provided by local governments and KDOT.



Map 10. Local and State Government Projects Map*

*Note that not all projects are displayed in the maps, as not all of them are location-specific. For more information, visit the [Regional Project List Appendix](#).

TRANSPORTATION FINANCE

Like any plan, it is important to assess the financial implications of decision-making. Because the regional transportation system is currently funded with tax dollars, it is especially important that the *REIMAGINED MOVE 2040* plan is financially sound. To do this, WAMPO calculated the projected funding and estimated future financing for the system and compared these figures with the anticipated future costs. This comparison serves to provide an illustration of resulting regional balance and associated fiscal considerations.

Highlights of financial analysis are as follows. More details on the financial aspects of this plan may be found in the **Finance Appendix**.

Funding from local governments (cities, counties)	\$2.60 billion
Funding from state of Kansas	\$1.60 billion
Funding from federal government	\$561 million
Debt financing by local governments	\$700 million
Debt financing by state government	\$300 million
TOTAL Projected Funding and Financing	\$5.76 billion

Table 4. Project Funding and Financing (2020 - 2040)

Operations and Maintenance for Current System	\$977 million
Debt Service (at current levels)	\$1.20 million
New Projects (local, state, WAMPO)	\$3.3 billion
TOTAL Anticipated Costs	\$5.47 billion

Projected Funding/Financing (-) Anticipated Costs = \$0

Table 5. Anticipated Costs (2020 - 2024)

MAJOR TAKEAWAYS

- **The Local Share is Increasing:** Cities and counties in the WAMPO region are currently contributing the largest share of dollars and are projected to contribute 1.2 times more when compared to future state and federal funding combined.
- **Purchasing Power** is decreasing by 2.5% per year as project costs are growing faster than transportation budgets.
- **(un) Balanced Investment:** Public input and performance measure data support increasing investment in local road systems, transit, bicycle and pedestrian, and decreasing investment in new highway capacity.
- **Deferred Maintenance** costs are not currently known or accounted for in most budgeting processes. Having a better understanding of the full cost of deferred maintenance will be key in building future spending policies and practices.
- **Operations and Maintenance** Under current policies, total spending on operations and maintenance is projected to decrease while capital spending is projected to increase. Given the potential impact of deferred maintenance needs, these policies might need revising.

EMERGING ISSUES

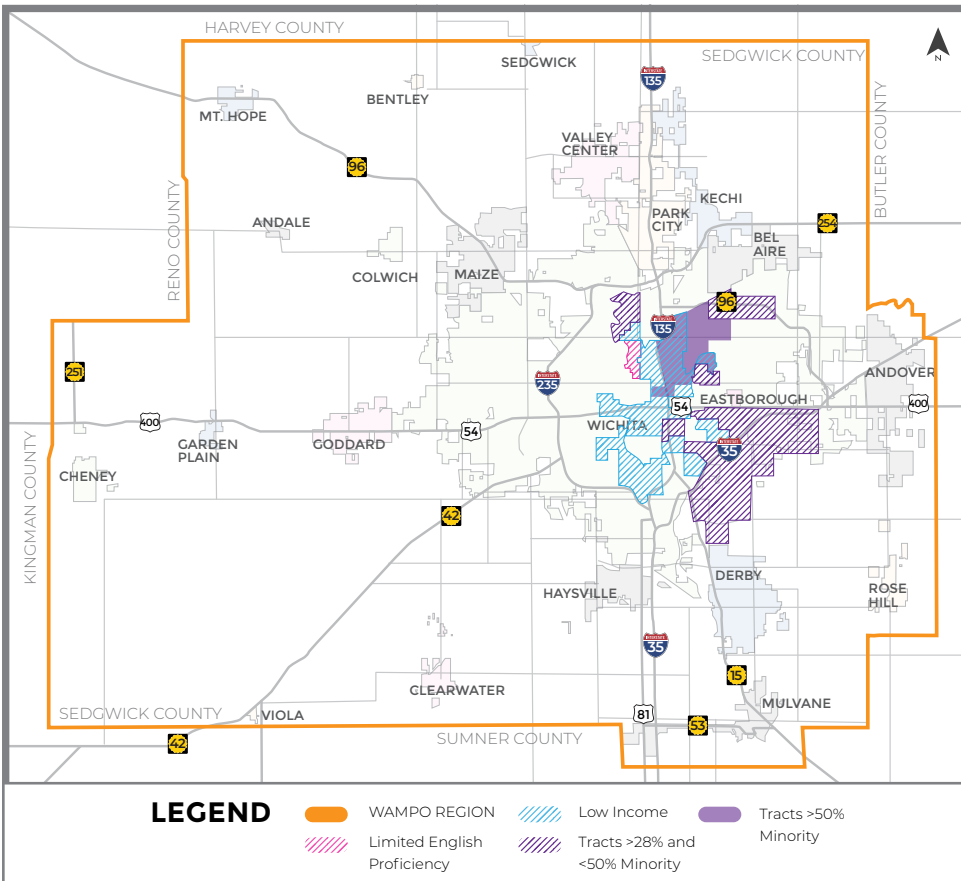
- **Best use of totality of tax dollars.** It is becoming increasingly important that the totality of local and state tax dollars are used in consideration of expected declines in purchasing power and increased reliance on local funding.
- **Financial impacts of residential and commercial land development.** Emerging research suggests that evaluating capital investment and assessing valuation on a per-acre basis is more effective at assessing the financial impact of land development decisions at the local government level. Evaluating this way is more effective because streets, public transit, and other transportation infrastructure costs are dependent on the amount of land covered.
- **Additional funding and financing tools.** Local and state governments will increasingly need additional financing tools to complement the traditional general obligation bond financing to cost-effectively address the deferred maintenance needs.

Equity Considerations

Equity considerations, specifically the evaluation of regional benefits and burdens, was accomplished through an overall assessment of the slated regional transportation projects. The assessment activities undertaken by WAMPO were key in informing the public engagement strategy, as well as determining the presence of significant disproportionate and/or adverse impacts to the below target populations:

- Minority Residents
- Residents Reporting Low-Incomes
- Residents with Limited-English Proficiency (LEP)

For more information about the engagement strategy, please check out the **Public Engagement Appendix**. For more information about equity, please check out the **Environmental Justice Appendix**.



Map 11. Equity Populations

Population Categories		Percentage
Race/Ethnicity	Minorities	17.9%
	White	82.1%
Low Income	'Persons Below Poverty'	13.6%
Limited English Proficiency	Speaks English Less than "Very Well" (5 Years and Older)	12.3%

Source: ACS 2013-2017 5-Year Estimate

Table 6. Equity Population Totals

Each type of transportation project brings with it both potential benefits and potential burdens to adjacent populations.

POTENTIAL TRANSPORTATION BENEFITS

Some projects can improve safety or increase access to jobs and services (particularly transit and bicycle / pedestrian improvements).

POTENTIAL TRANSPORTATION BURDENS

Some projects (like roadway expansion) lead to increased air and noise pollution, physical barriers to community connectivity, and safety issues that accompany construction.

The following provides a summary of the percentage of the metro population for each equity category, and the percentage of REIMAGINED MOVE 2040 projects adjacent to those populations.

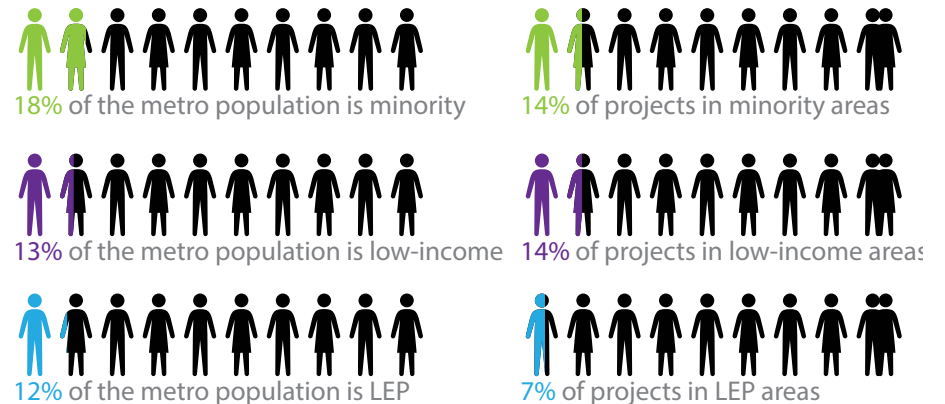


Figure 21. Equity Distributions

Environmental and System Resiliency Considerations

The WAMPO region is a mid-western, metropolitan area surrounded by rural lands in agricultural production, and faces similar environmental issues as other mid-western metropolitan areas. Suburban and rural land development is predominate in the region, and, as such, the transportation system was built, and is currently maintained, to support those types of development forms. The transportation system contributes to environmental issues in the region, namely ground level ozone, overland flooding, and habitat protection. Many on-gong regulatory processes are in place to monitor and mitigate these issues. As the *REIMAGINED MOVE 2040* projects are implemented, the existing regulatory processes will be in place to ensure appropriate mitigation activities are implemented to ensure compliance with local, federal, and state environmental laws.

The WAMPO region has a long history with tornadoes, hail, strong winds, temperature swings, and other weather phenomena. This varied and at times unpredictable weather patterns has shaped an increasingly resilient and prepared system of emergency responders and transportation system resources. Natural disaster resiliency in practice is a combination mitigation measures that include the region's traffic management center, responder training and preparedness, and a highway and road network with plenty of capacity to absorb additional traffic should a portion of the system be damaged.

More information on these topics is provided in the **Environment Appendix**.

REIMAGINED MOVE 2040 - Looking Ahead

Over the next 20 years, the WAMPO region will face significant transportation challenges from changing demographics, the need to attract and retain talent, increasing roadway fatalities, and the declining purchasing power of our transportation funding. To meet these challenges, WAMPO is focused on Safety & Health, the Multimodal Network, Mobility & Economy, Equity & Diversity, and Quality of Place & Talent.

WAMPO identified the region's major priorities, chief among them reconstructing the North Junction. Projects were also selected to be eligible for WAMPO's federal transportation funding.



REIMAGINED MOVE 2040 CONSISTENCY WITH FEDERAL GOALS

Federal regulations require MPOs to “develop long-range transportation plans and TIPs through a performance driven, outcome-based approach to planning for metropolitan areas.” The ten Federal transportation planning factors are considered and reflected in the metropolitan transportation planning process.

Table 7 shows the ten planning factors and how the WAMPO Metropolitan Transportation Plan has incorporated them into the regional planning process.

Federal Planning Factors		Plan Focus Areas					WAMPO Funding Menu Criteria
		Safety & Health	Integrated Multimodal Transportation Network	Economy & Mobility	Equity & Diversity	Quality of Place & Talent	
	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			✓	✓	✓	✓
	Increase the safety of the transportation system for motorized and non-motorized users	✓	✓		✓	✓	✓
	Increase the security of the transportation system for motorized and non-motorized users		✓		✓	✓	✓
	Increase accessibility and mobility of people and freight		✓	✓	✓	✓	✓
	Protect and enhance the environment , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	✓				✓	✓
	Enhance the integration and connectivity of the transportation system, across and between modes , for people and freight		✓	✓	✓	✓	✓
	Promote efficient system management and operation		✓	✓			✓
	Emphasize the preservation of the existing transportation system		✓	✓	✓		✓
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation						✓
	Enhance travel and tourism		✓	✓		✓	✓

Table 7. Focus Areas and Planning Factors Matrix

THANKS

WAMPO would like to thank everyone involved in the preparation of *REIMAGINED MOVE 2040* including the Transportation Policy Body, Transportation Advisory Committee, Plan Advisory Committee, Project Selection Committee, WAMPO staff, consultants, planning partners, member jurisdictions, and all the members of the public who participated in our public engagement.

Transportation Policy Body

Dan Woydziak – Butler County (Chair)
David Dennis – Sedgwick County Commission (Vice-Chair)
Becky Tuttle – Wichita Council
Brent Terstriep – Kansas Department of Transportation (KDOT) District Engineer
Bruce Armstrong – Haysville Mayor
Bryan Frye – Wichita Council
Burt Ussery – Clearwater Mayor
Cindy Claycomb – Wichita Council
Donna Clasen – Maize Mayor
Jack Hezlep – Derby Council Member
James Clendenin – Wichita Council
Jamie Blubaugh – Goddard Mayor
Jim Benage – Bel Aire Mayor
Jim Howell – Sedgwick County Commission
John Speer – Kechi Mayor
Kelly Arnold – Sedgwick County Clerk
Mike Moriarty – KDOT Bureau Chief
Nancy Farber-Mottola – Mulvane Council
Pete Meitzner – Sedgwick County Commission
Phillip Mize – Cheney Mayor
Steve Huckaby – Rose Hill Mayor
Terry Somers – Sedgwick Co. Assoc. of Cities
Tom Jones – Park City Council
Troy Tabor – Andover Council

Non-Voting Members

Eva Steinman – Federal Transit Authority Community Planner
Chad Parasa – WAMPO Director (Secretary)
Rick Backlund – Federal Highway Administration Division Administrator

Transportation Advisory Committee

Troy Tabor – Andover Council (Chair)
Annette Graham – Aging & CTD #9
Baylee Cunningham – Air Quality
Dan Squires – Sedgwick Co. Assoc. of Cities
Jim Weber – Sedgwick Co. Public Works
Don Snyder – KDOT
Elizabeth Ablah – Public Health
Gary Janzen – City of Wichita Engineer
Glen Scott – Kansas Turnpike Authority (KTA)
Jack Brown – Regional Pathways
Jolene Graham – Economic Development
Laura Rainwater – Regional Economic Area Partnership (REAP)
Les Mangus – Butler/Sumner County
Mary Hunt – Urban Planning and Trends
Mike Armour – City of Wichita Engineer
Raven Alexander – Wichita Transit
Rene Hart – KDOT
Ronald Colbert – Sedgwick Co. Assoc. of Cities
Shawn Mellies – City of Wichita
Zach McHatton – Sedgwick Co. Assoc. of Cities
Chad Parasa – WAMPO Director (Secretary)

Non-voting Members

Paul Foundoukis – Federal Highway Administration Representative
Daniel Ngyuen – Federal Transit Authority (FTA) Representative

Vacant Positions

At Large Freight Representative
Railroad Freight Representative
Technologist Representative

Plan Advisory Committee

Cindy Claycomb – Wichita Council
Darrius Wright – KS Business Services
Eva Steinman – Federal Transit
Jim Weber – Sedgwick County
John Maddox – KDOT
Kim Neufeld – Bike Walk Wichita
Mary Hunt – Wichita-Sedgwick Co. Planning
Mike Armour – Wichita
Mike Tann – Wichita Transit
Paul Foundoukis – Federal Highway
Rene Hart – KDOT
Tim Johnson – Economic Development
Zach McHatton – Haysville

Project Selection Committee

Anne Stephens – Bel Aire
Dan Squires – Derby
Donna Clasen – Maize
James Wagner – Wichita
Jim Weber – Sedgwick County
Troy Tabor – Andover

THANKS (CONT'D)

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Chad Parasa – Director
Chris Upchurch – Principal Planner
Kristen Zimmerman – Senior Planner
Tricia Thomas – Communications Manager
Bethany Phelps – Operations Manager
Patty Sykes – Financial Analyst

Member Jurisdictions

City of Andale
City of Andover
City of Bel Aire
City of Bentley
City of Cheney
City of Clearwater
City of Colwich
City of Derby
City of Eastborough
City of Garden Plain
City of Goddard
City of Haysville
City of Kechi
City of Maize
City of Mount Hope
City of Mulvane
City of Park City
City of Rose Hill
City of Sedgwick
City of Valley Center
City of Viola
City of Wichita
Butler County
Sedgwick County
Sumner County

Planning Partners

Wichita Transit
Kansas Department of
Transportation (KDOT)

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Wichita Area Metropolitan Planning Organization

271 W 3rd St, Second Floor, Wichita, KS 67202

Office: (316) 779-1313 | Fax: (316) 779-1311

Visit **www.wampo.org**

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made to wampo@wampo.org or by calling (316) 779-1313. WAMPO's public participation process also satisfies Wichita Transit's public participation requirements for their Program of Projects.

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REIMAGINED MOVE2040

Appendix



APPENDIX - QUICK LINKS

For the information referenced throughout the document, click the hyperlinks below.

[Planning Factors Appendix](#)

[Public Engagement Appendix](#)

[System Performance Appendix](#)

[Safety Appendix](#)

[Bicycle and Pedestrian Appendix](#)

[Transit/Paratransit Appendix](#)

[Freight Appendix](#)

[Regional Project List Appendix](#)

[Finance Appendix](#)

[Environment Appendix](#)

[Environmental Justice Appendix](#)

[Technology Appendix](#)

[Amendment Procedures](#)



Agenda Item 4B: Action
2019 - 2022 Transportation Improvement Program (TIP), Amendment #6
Kristen Zimmerman, Senior Planner

Amendment #6 to the WAMPO Transportation Improvement Program (TIP) is a regularly scheduled Amendment.

Action Options:

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

Recommendation:

- Recommend approval of 2019 - 2022 Transportation Improvement Program (TIP) Amendment #6, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on June 9, 2020.
- The approved Amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP Amendment is expected in early July 2020.

Attachment:

- [2019 – 2022 TIP Amendment #6 Summary](#)

TRANSPORTATION IMPROVEMENT PLAN

Amendment #6



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

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	Tuesday, May 5 thru Monday, June 1	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: kristen.zimmerman@wampo.org
Transportation Advisory Committee (TAC) Meeting	Monday, May 18 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, June 9 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

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

Background

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

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFY) 2019 thru 2022; it includes 110 projects, totaling \$958 million in estimated cost. The complete project list and additional project information can be found on WAMPO’s website at, <http://www.wampo.org/Work/Pages/TIP.aspx>.

Amendment #6 Summary

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

Amendment #6 requests for changes were accepted for 15 projects. Of these,

- 8 will require formal action
- 7 were administrative changes*

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

Amendment #6 Total Financial Impact: added \$54 million

Formal Action Required

Project Name	Change	Type of Formal Action Change
North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	Added construction phase, cost increased 12 times (\$45 million)	Significant Modification
Patriot Ave.: WB Right Turn Lane to K15 NB	Added turn signal, cost increased 27% (\$200,000)	Significant Modification
Oliver and Kechi Rd. Intersection	Cost increased 50% (\$1.1 million) to account for increased pre-construction activity costs; project pushed back a year to allow for utilities relocation scheduling	Significant Modification
Phase 5 Wichita Traffic Management Center Device and Fiber Expansion	Cost increased 35% (\$550,000)	Significant Modification
Woodlawn: 45th St to 37th St. N	Costs increased 20% (\$1.3 million)	Significant Modification
61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	Costs increased 20% (\$600,000) to construct preferred alternative for intersection	Significant Modification
I-235 Guardrail Upgrades	New KDOT project, total cost \$1.2 million	New Project
K-96 Guardrail Upgrade	New KDOT project, total cost \$2.9 million	New Project

Administrative Changes (do not require formal action)

Project Name	Change
Bridges #065 and #066 on I-235	Cost increased 15% (\$105,000)
Mt. Vernon, Broadway to S.E. Blvd	Adjusted timing of conversions/reimbursements
North Andover Road Improvements	Cost increased 1.6 % (\$55,100)
North Junction Pre-Construction Activities	Added conversions/reimbursements
I-135 1R Guardrail Upgrades (3 separate projects)	Added descriptive notes to project summary sheet

WAMPO Funded Program

The recently approved 2020 WAMPO Funding Awards for the three currently programmed TIP projects were included in this Amendment.

- North Andover Road Improvements (Andover)
- Woodlawn, 45th to 37th (Bel Aire)
- 61st St N., Broadway to Wichita Valley Center Floodway Bridge (Park City)

Partner and Stakeholder Consultation

Because this Amendment is a “Special Amendment” to accommodate project scheduling, WAMPO did not carry out its usual Amendment process to engage regional planning partners for requests for project changes. WAMPO staff did engage with the Transportation Policy Body and Transportation Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

The 30-day public comment period for this TIP Amendment will be open between May 5, 2020 and June 1, 2020.

MTP Consistency

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

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

Fiscal Constraint Analysis

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

2019 - 2022			
PROGRAM	ANTICIPATED REVENUES	PROGRAMMED COSTS	BALANCE
EARMARK	\$759,161	\$759,161	\$0
FTA 5307	\$11,200,000	\$11,200,000	\$0
FTA 5310	\$791,563	\$791,563	\$0
FTA 5339	\$3,690,000	\$3,690,000	\$0
HIF	\$12,956,344	\$12,956,344	\$0
HSIP	\$7,547,204	\$7,547,204	\$0
KDOT-STP	\$4,093,181	\$4,093,181	\$0
MPO-CMAQ	\$7,555,880	\$7,046,749	\$509,131
MPO-STP	\$42,449,708	\$37,885,842	\$4,563,866
MPO-TA	\$2,893,157	\$2,943,075	(\$49,918)
NHPP	\$180,438,069	\$180,438,069	\$0
FEDERAL TOTAL	\$274,374,267	\$269,351,188	\$5,023,079
LOCAL TOTAL	\$70,035,869	\$70,035,869	\$0
STATE TOTAL	\$34,642,337	\$34,642,337	\$0
TOTAL	\$379,052,473	\$374,029,394	\$5,023,079

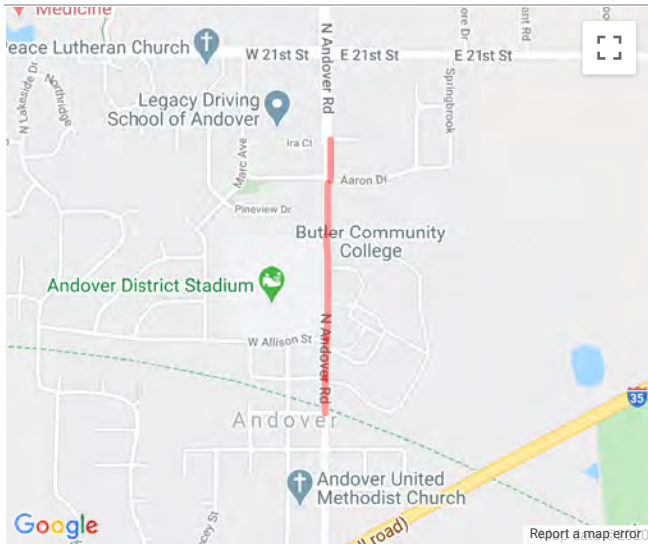
**WAMPO Transportation Improvement Program, 19-06 Amendment
2019-2023**

15 Projects Listed

<i>State TIP ID</i>	TA-17-01	<i>TIP</i>	WAMPO 19-06		<i>Total Cost</i>	\$3,348,068
<i>Lead Agency</i>	City of Andover	<i>Contact</i>	Leslie E. Mangus 3167331303		<i>County</i>	Butler County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2022 start
<i>Project Name</i>	North Andover Rd. Improvements Redbud Trail to Ira Ct. (2020, 2022)					
<i>Project Limits</i>	Andover Rd. - From Redbud Trail Crossing to Ira Ct.					

Description The project widens Andover Road to include turn lanes and new traffic signals at the Andover Road and Allison Street intersection and the Andover Road and Andover High School entrance intersection to provide safe turning movements. The existing sidewalk is also improved to accommodate a wider bicycle and pedestrian path to provide safe routes to school.

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	-	-	\$306,085	-	-	-	-	\$306,085
	<i>Total Preliminary Engineering</i>	-	-	\$306,085	-	-	-	-	\$306,085
ROW	Local	-	-	\$25,215	-	-	-	-	\$25,215
	<i>Total Right of Way</i>	-	-	\$25,215	-	-	-	-	\$25,215
CON	HIF	-	-	-	-	\$1,802,636	-	-	\$1,802,636
CON	Local	-	-	-	-	\$450,659	-	-	\$450,659
	<i>Total Construction</i>	-	-	-	-	\$2,253,295	-	-	\$2,253,295
CE	Local	-	-	-	-	\$146,935	-	-	\$146,935
CE	MPO-STP	-	-	-	-	\$587,738	-	-	\$587,738
	<i>Total Construction Engineering</i>	-	-	-	-	\$734,673	-	-	\$734,673
UT	Local	-	-	\$28,800	-	-	-	-	\$28,800
	<i>Total UT</i>	-	-	\$28,800	-	-	-	-	\$28,800
	<i>Total Programmed</i>	-	-	\$360,100	-	\$2,987,968	-	-	\$3,348,068



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-06 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

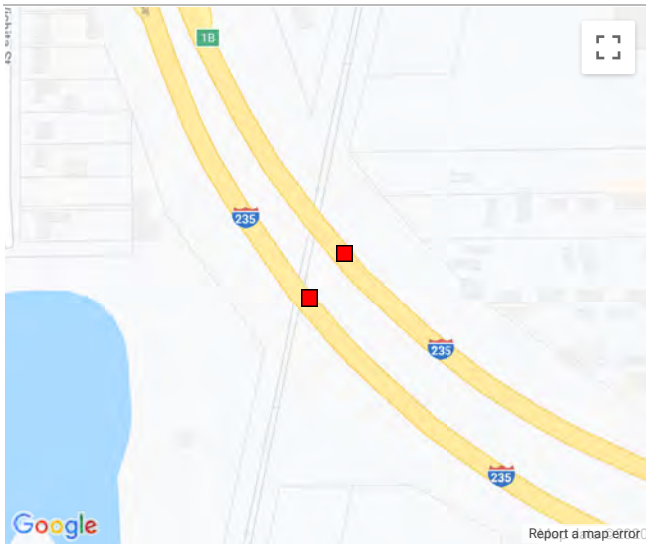
SCHEDULE / FUNDING / SCOPE - Other, 2020 WAMPO Funding Cycle award of \$1,775,206, updated cost estimates and scope to match info submitted for WAMPO Funding Cycle

Funding Change(s):

Total project cost increased from \$3,292,968 to \$3,348,068

State TIP ID	B-19-09	TIP	WAMPO 19-06	087 KA5274-01	Total Cost	\$745,000
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Bridge - Highway	Air Quality	TCM		Construction	2020 start
Project Name	Bridge #065 & #066 in Sedgwick county					
Project Limits	I-235: Bridge #065 & #066 (Union Pacific Railroad) located 0.24 miles west of Broadway Street in Sedgwick County					
Description	Bridge repair					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	-	\$30,000	-	-	-	-	\$30,000
	<i>Total Preliminary Engineering</i>	-	-	\$30,000	-	-	-	-	\$30,000
CON	NHPP (AC)	-	-	\$585,000	-	-	-	-	\$585,000
CON	NHPP (ACCP)	-	-	-	\$585,500	-	-	-	\$585,500
CON	NHPP (ACCP OFFSET)	-	-	-	-\$585,500	-	-	-	-\$585,500
CON	State	-	-	\$65,000	-	-	-	-	\$65,000
	<i>Total Construction</i>	-	-	\$650,000	-	-	-	-	\$650,000
CE	NHPP (AC)	-	-	\$58,500	-	-	-	-	\$58,500
CE	NHPP (ACCP)	-	-	-	\$58,500	-	-	-	\$58,500
CE	NHPP (ACCP OFFSET)	-	-	-	-\$58,500	-	-	-	-\$58,500
CE	State	-	-	\$6,500	-	-	-	-	\$6,500
	<i>Total Construction Engineering</i>	-	-	\$65,000	-	-	-	-	\$65,000
	<i>Total Programmed</i>	-	-	\$745,000	-	-	-	-	\$745,000



Version History

TIP Document	MPO	State	FHWA	FTA
19-03 Amendment 2019-2023	Approval	Approval	Approval	Approval
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

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

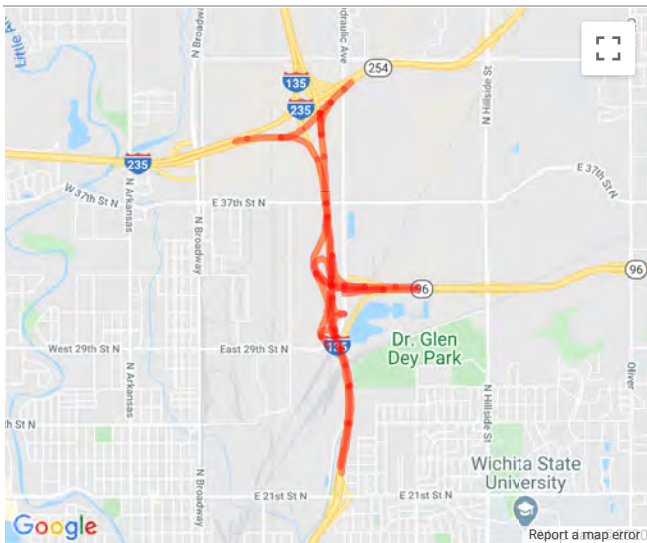
Funding Change(s):

Total project cost increased from \$640,000 to \$745,000

* ACCP is not part of the Total

State TIP ID	ICH-17-01B	TIP	WAMPO 19-06	087 KA3232-02	Total Cost	\$25,097,040
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Road - Highway	Air Quality	TCM		Construction	N/A
Project Name	I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities (2019, 2020, 2021, 2024)					
Project Limits	I-235/I-135/K-254 interchange					
Description	Reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	KDOT-STP (AC)	-	\$2,250,000	-	-	-	-	-	\$2,250,000
PE	NHPP (ACCP)	-	-	-	-	-	-	\$4,500,000	\$4,500,000
PE	NHPP (ACCP OFFSET)	-	-	-	-	-	-	-\$4,500,000	-\$4,500,000
PE	State	-	\$250,000	-	-	-	-	-	\$250,000
	<i>Total Preliminary Engineering</i>	-	\$2,500,000	-	-	-	-	-	\$2,500,000
ROW	Local	-	\$1,000,000	-	-	-	-	-	\$1,000,000
ROW	MPO-STP	-	-	\$1,667,040	-	-	-	-	\$1,667,040
ROW	NHPP (AC)	-	-	\$11,695,000	-	-	-	-	\$11,695,000
ROW	NHPP (ACCP)	-	-	-	-	-	-	\$23,390,000	\$23,390,000
ROW	NHPP (ACCP OFFSET)	-	-	-	-	-	-	-\$23,390,000	-\$23,390,000
ROW	State	-	-	\$1,485,000	-	-	-	-	\$1,485,000
	<i>Total Right of Way</i>	-	\$1,000,000	\$14,847,040	-	-	-	-	\$15,847,040
UT	NHPP (AC)	-	-	-	\$6,075,000	-	-	-	\$6,075,000
UT	NHPP (ACCP)	-	-	-	-	-	-	\$12,150,000	\$12,150,000
UT	NHPP (ACCP OFFSET)	-	-	-	-	-	-	-\$12,150,000	-\$12,150,000
UT	State	-	-	-	\$675,000	-	-	-	\$675,000
	<i>Total UT</i>	-	-	-	\$6,750,000	-	-	-	\$6,750,000
	Total Programmed	-	\$3,500,000	\$14,847,040	\$6,750,000	-	-	-	\$25,097,040



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-02 Amendment 2019-2023	06/11/2019	07/05/2019	07/09/2019	07/09/2019
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project is Advance Constructed.

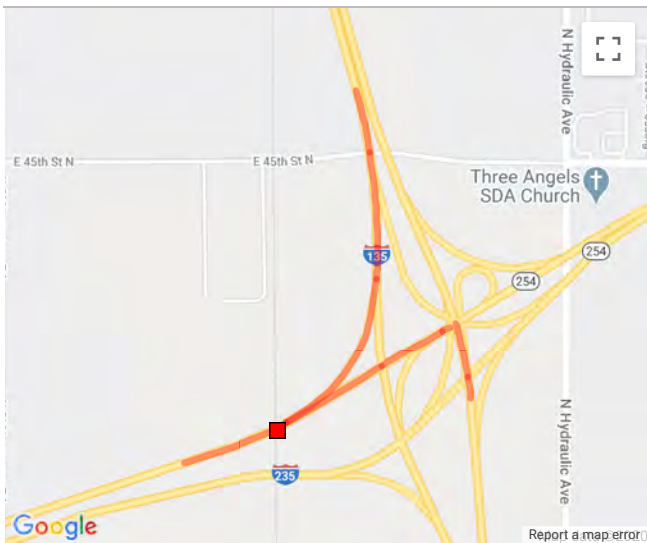
Funding Change(s):

Total project cost stays the same \$25,097,040

* ACCP is not part of the Total

State TIP ID	ICH-19-02	TIP	WAMPO 19-06	087 KA3232-03	Total Cost	\$49,932,479
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Interchange	Air Quality		TCM	Construction	2021 start
Project Name	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2 (2020, 2021, 2022)					
Project Limits	I-235, I-135 Interchange NB I-135 to SB I-235 Fly Over Bridge and SB I-135 to SB I-235 Directional Ramp					
Description	Construct Fly-Over Bridge for NB I-135 to SB I-235, the Directional Ramp for SB I-135 to SB I-235, and the Bridge Structure over the BNSF					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	NHPP (AC)	-	-	\$3,626,531	-	-	-	-	\$3,626,531
PE	NHPP (ACCP)	-	-	-	-	\$3,626,531	-	-	\$3,626,531
PE	NHPP (ACCP OFFSET)	-	-	-	-	\$-3,626,531	-	-	\$-3,626,531
PE	State	-	-	\$402,948	-	-	-	-	\$402,948
	<i>Total Preliminary Engineering</i>	-	-	\$4,029,479	-	-	-	-	\$4,029,479
ROW	State	-	-	\$1,150,000	-	-	-	-	\$1,150,000
	<i>Total Right of Way</i>	-	-	\$1,150,000	-	-	-	-	\$1,150,000
CON	KDOT-STP	-	-	-	\$3,700,000	-	-	-	\$3,700,000
CON	Local	-	-	-	\$3,855,000	-	-	-	\$3,855,000
CON	NHPP (AC)	-	-	-	\$20,028,500	-	-	-	\$20,028,500
CON	NHPP (ACCP)	-	-	-	-	\$20,028,500	-	-	\$20,028,500
CON	NHPP (ACCP OFFSET)	-	-	-	-	\$-20,028,500	-	-	\$-20,028,500
CON	State	-	-	-	\$2,636,500	-	-	-	\$2,636,500
	<i>Total Construction</i>	-	-	-	\$30,220,000	-	-	-	\$30,220,000
CE	NHPP (AC)	-	-	-	\$4,079,700	-	-	-	\$4,079,700
CE	NHPP (ACCP)	-	-	-	-	\$4,079,700	-	-	\$4,079,700
CE	NHPP (ACCP OFFSET)	-	-	-	-	\$-4,079,700	-	-	\$-4,079,700
CE	State	-	-	-	\$453,300	-	-	-	\$453,300
	<i>Total Construction Engineering</i>	-	-	-	\$4,533,000	-	-	-	\$4,533,000
UT	NHPP (AC)	-	-	\$9,000,000	-	-	-	-	\$9,000,000
UT	NHPP (ACCP)	-	-	-	-	\$9,000,000	-	-	\$9,000,000
UT	NHPP (ACCP OFFSET)	-	-	-	-	\$-9,000,000	-	-	\$-9,000,000
UT	State	-	-	\$1,000,000	-	-	-	-	\$1,000,000
	<i>Total UT</i>	-	-	\$10,000,000	-	-	-	-	\$10,000,000
	<i>Total Programmed</i>	-	-	\$15,179,479	\$34,753,000	-	-	-	\$49,932,479



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

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

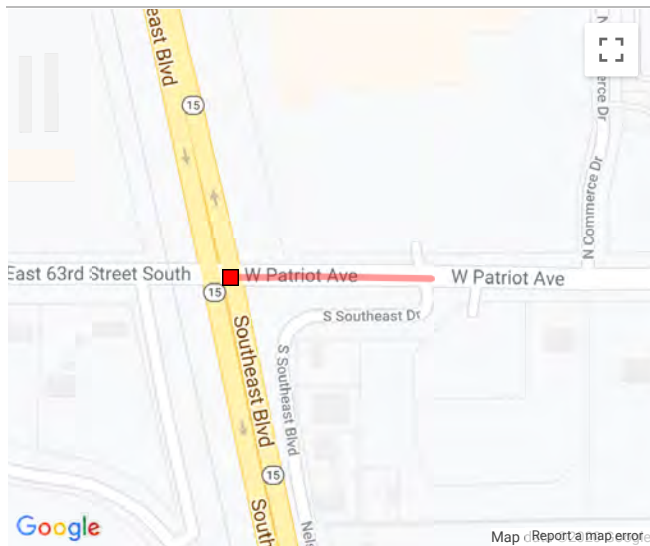
Funding Change(s):

Total project cost increased from \$4,331,160 to \$49,932,479

* ACCP is not part of the Total

<i>State TIP ID</i>	INT-17-01	<i>TIP</i>	WAMPO 19-06	087 N0674-01	<i>Total Cost</i>	\$939,950
<i>Lead Agency</i>	City of Derby	<i>Contact</i>	Dan Squires 3167886632		<i>County</i>	Sedgwick County
<i>Project Type</i>	Intersection	<i>Air Quality</i>		TCM	<i>Construction</i>	2020 start
<i>Project Name</i>	Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2020)					
<i>Project Limits</i>	North side of Patriot Ave. (63rd St. S.) between Commerce Dr. and Highway K-15					
<i>Description</i>	Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter. Project also includes replacement of signal poles at the intersection of Patriot Ave. (63rd St. S.) and K-15.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	\$50,000	-	-	-	-	-	-	\$50,000
	<i>Total Preliminary Engineering</i>	\$50,000	-	-	-	-	-	-	\$50,000
ROW	Local	-	\$50,000	-	-	-	-	-	\$50,000
	<i>Total Right of Way</i>	-	\$50,000	-	-	-	-	-	\$50,000
CON	Local	-	-	\$292,200	-	-	-	-	\$292,200
CON	MPO-STP	-	-	\$220,800	-	-	-	-	\$220,800
CON	State	-	-	\$200,000	-	-	-	-	\$200,000
	<i>Total Construction</i>	-	-	\$713,000	-	-	-	-	\$713,000
CE	Local	-	-	\$43,830	-	-	-	-	\$43,830
CE	MPO-STP	-	-	\$33,120	-	-	-	-	\$33,120
	<i>Total Construction Engineering</i>	-	-	\$76,950	-	-	-	-	\$76,950
UT	Local	-	\$50,000	-	-	-	-	-	\$50,000
	<i>Total UT</i>	-	\$50,000	-	-	-	-	-	\$50,000
	<i>Total Programmed</i>	\$50,000	\$100,000	\$789,950	-	-	-	-	\$939,950



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	02/11/2020	3/5/2020	3/5/2020	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

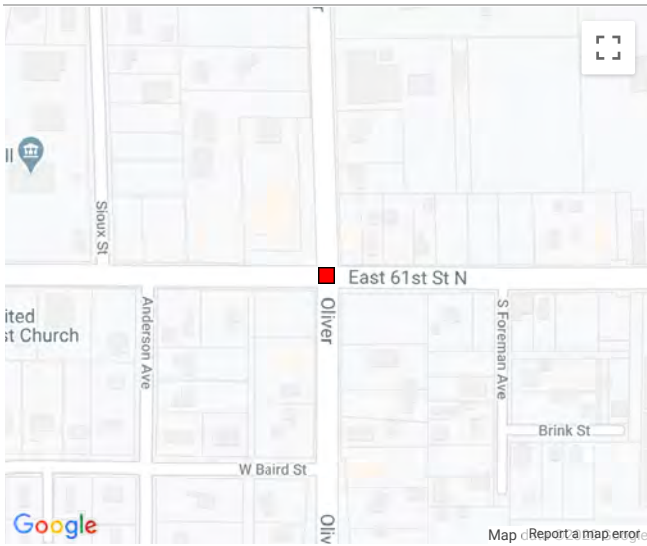
SCHEDULE / FUNDING / SCOPE - Positive or negative change in the anticipated fund allocation is received, so long as there is no impact to fiscal constraint.

Funding Change(s):

Total project cost increased from \$739,950 to \$939,950

State TIP ID	INT-19-01	TIP	WAMPO 19-06	087 N0693-01	Total Cost	\$3,451,260
Lead Agency	City of Kechi	Contact	Robert Conger (316)744-9287		County	Sedgwick County
Project Type	Intersection	Air Quality		TCM	Construction	2022 start
Project Name	Oliver and Kechi Rd. Intersection (2021, 2022) - Delayed					
Project Limits	Oliver and Kechi Road Intersection					
Description	Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	-	-	-	\$207,400	-	-	-	\$207,400
	<i>Total Preliminary Engineering</i>	-	-	-	\$207,400	-	-	-	\$207,400
ROW	Local	-	-	-	\$65,500	-	-	-	\$65,500
	<i>Total Right of Way</i>	-	-	-	\$65,500	-	-	-	\$65,500
CON	Local	-	-	-	-	\$374,845	-	-	\$374,845
CON	MPO-STP	-	-	-	-	\$1,499,379	-	-	\$1,499,379
	<i>Total Construction</i>	-	-	-	-	\$1,874,224	-	-	\$1,874,224
CE	Local	-	-	-	-	\$239,291	-	-	\$239,291
CE	MPO-STP	-	-	-	-	\$24,845	-	-	\$24,845
	<i>Total Construction Engineering</i>	-	-	-	-	\$264,136	-	-	\$264,136
UT	Local	-	-	-	\$1,040,000	-	-	-	\$1,040,000
	<i>Total UT</i>	-	-	-	\$1,040,000	-	-	-	\$1,040,000
	Total Programmed	-	-	-	\$1,312,900	\$2,138,360	-	-	\$3,451,260



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

Delay project

Funding Change(s):

Total project cost increased from \$2,353,360 to \$3,451,260

<i>State TIP ID</i>	ITS-18-04	<i>TIP</i>	WAMPO 19-06	087 KA5174-01	<i>Total Cost</i>	\$2,330,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Tom Hein (316)660-4990		<i>County</i>	Sedgwick County
<i>Project Type</i>	Technology	<i>Air Quality</i>		TCM	<i>Construction</i>	2020 start
<i>Project Name</i>	Phase 5 Wichita Traffic Management Center Device and Fiber Exp					
<i>Project Limits</i>	Wichita metro K-96, U-54, K-254, K-42, I-135					
<i>Description</i>	Installation of queue detectors, fiber, CCTV cameras, and dynamic message signs MTP IDs: 40-113, 40-120					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	-	\$280,000	-	-	-	-	\$280,000
	<i>Total Preliminary Engineering</i>	-	-	\$280,000	-	-	-	-	\$280,000
CON	State	-	-	\$1,900,000	-	-	-	-	\$1,900,000
	<i>Total Construction</i>	-	-	\$1,900,000	-	-	-	-	\$1,900,000
CE	State	-	-	\$150,000	-	-	-	-	\$150,000
	<i>Total Construction Engineering</i>	-	-	\$150,000	-	-	-	-	\$150,000
	<i>Total Programmed</i>	-	-	\$2,330,000	-	-	-	-	\$2,330,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-05 Amendment 2019-2023	02/11/2020	3/5/2020	3/5/2020	N/A
19-06 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

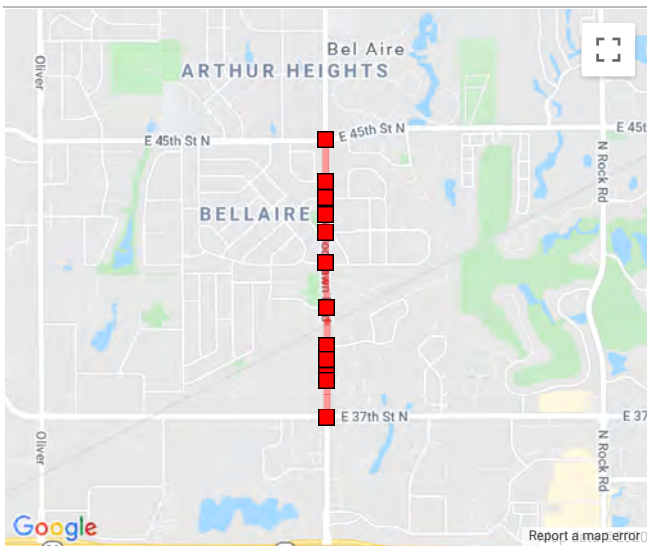
SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):

Total project cost increased from \$1,550,000 to \$2,330,000

<i>State TIP ID</i>	R-17-02	<i>TIP</i>	WAMPO 19-06	087 N0678-01	<i>Total Cost</i>	\$8,490,343
<i>Lead Agency</i>	City of Bel Aire	<i>Contact</i>	Anne Stephens, P.E. 3167442451		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2020 start
<i>Project Name</i>	Woodlawn: 45th St to 37th St. N (2019, 2020)					
<i>Project Limits</i>	Woodlawn, beginning at the north return of 37th Street and continuing through the intersection of 45th Street.					
<i>Description</i>	Reconstruct Woodlawn with curb and gutter from 37th to 45th Streets. The project will include a 10' multiuse path that connects with the multiuse path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	-	\$586,406	-	-	-	-	-	\$586,406
	<i>Total Preliminary Engineering</i>	-	\$586,406	-	-	-	-	-	\$586,406
ROW	Local	-	\$30,000	-	-	-	-	-	\$30,000
	<i>Total Right of Way</i>	-	\$30,000	-	-	-	-	-	\$30,000
CON	Local	-	-	\$1,236,547	-	-	-	-	\$1,236,547
CON	MPO-STP	-	-	\$4,946,190	-	-	-	-	\$4,946,190
	<i>Total Construction</i>	-	-	\$6,182,737	-	-	-	-	\$6,182,737
CE	HIF	-	-	\$550,000	-	-	-	-	\$550,000
CE	Local	-	-	\$158,240	-	-	-	-	\$158,240
CE	MPO-STP	-	-	\$82,960	-	-	-	-	\$82,960
	<i>Total Construction Engineering</i>	-	-	\$791,200	-	-	-	-	\$791,200
UT	Local	-	\$900,000	-	-	-	-	-	\$900,000
	<i>Total UT</i>	-	\$900,000	-	-	-	-	-	\$900,000
	<i>Total Programmed</i>	-	\$1,516,406	\$6,973,937	-	-	-	-	\$8,490,343



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-06 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

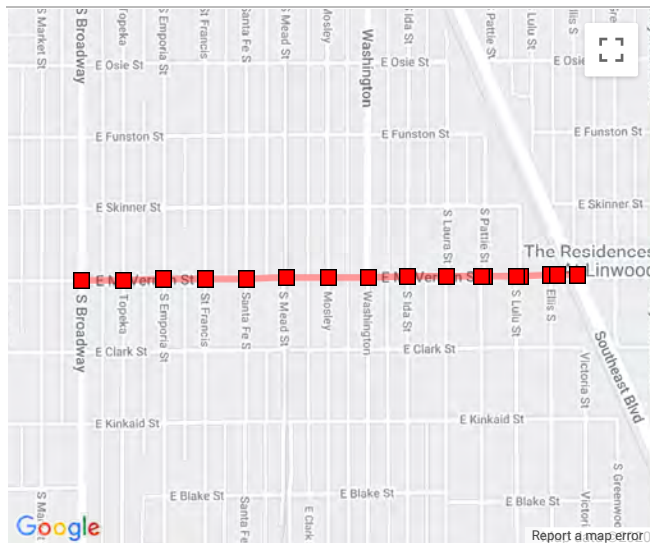
SCHEDULE / FUNDING / SCOPE - Other, 2020 WAMPO Funding Cycle award of \$1,359,230, changed funding programs, and adjusted local match and pre-construction.ly.

Funding Change(s):

Total project cost increased from \$7,183,600 to \$8,490,343

State TIP ID	R-17-05	TIP	WAMPO 19-06	087 N0660-01	Total Cost	\$7,447,291
Lead Agency	City of Wichita	Contact	Shawn Mellies (316)268-4632		County	Sedgwick County
Project Type	Road - Other Road	Air Quality		TCM	Construction	2019 start
Project Name	Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020, 2021, 2022)					
Project Limits	Mt. Vernon, Broadway to S.E. Blvd					
Description	The project will re-construct the existing street to provide a 3-lane roadway with on-street bike lanes. 6' sidewalks will be constructed on each side of Mt. Vernon. Traffic signal upgrades will be made at existing signalized intersections and crosswalks.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	\$500,000	-	-	-	-	-	-	\$500,000
	<i>Total Preliminary Engineering</i>	\$500,000	-	-	-	-	-	-	\$500,000
ROW	Local	\$200,000	-	-	-	-	-	-	\$200,000
	<i>Total Right of Way</i>	\$200,000	-	-	-	-	-	-	\$200,000
CON	Local	-	\$2,600,000	-	-	-	-	-	\$2,600,000
CON	MPO-CMAQ	-	\$1,780,000	-	-	-	-	-	\$1,780,000
CON	MPO-CMAQ (AC)	-	\$1,967,291	-	-	-	-	-	\$1,967,291
CON	MPO-CMAQ (ACCP)	-	-	\$1,065,031	\$902,260	-	-	-	\$1,967,291
CON	MPO-CMAQ (ACCP OFFSET)	-	-	-\$1,065,031	-\$902,260	-	-	-	-\$1,967,291
	<i>Total Construction</i>	-	\$6,347,291	-	-	-	-	-	\$6,347,291
CE	Local	-	\$400,000	-	-	-	-	-	\$400,000
	<i>Total Construction Engineering</i>	-	\$400,000	-	-	-	-	-	\$400,000
	Total Programmed	\$700,000	\$6,747,291	-	-	-	-	-	\$7,447,291



Version History					
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval	
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016	11/03/2016
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	03/07/2019	N/A
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	09/11/2019	N/A
19-03.1 Amendment 2019-2023	09/13/2019	N/A	N/A	N/A	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Moved forward ACCP reimbursements.

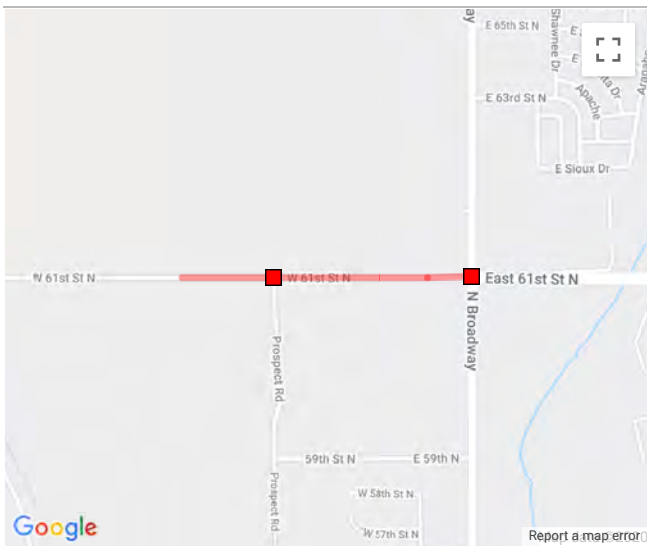
Funding Change(s):

Total project cost stays the same \$7,447,291

* ACCP is not part of the Total

<i>State TIP ID</i>	R-19-06	<i>TIP</i>	WAMPO 19-06	087 N0691-01	<i>Total Cost</i>	\$3,740,200
<i>Lead Agency</i>	City of Park City	<i>Contact</i>	Sean Fox (316)744-2026		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		TCM	<i>Construction</i>	2021 start
<i>Project Name</i>	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)					
<i>Project Limits</i>	61st St N, from Broadway west 1/2 mile to the WVCF bridge					
<i>Description</i>	Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bike pathways.					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local	-	-	\$150,000	-	-	-	-	\$150,000
	<i>Total Preliminary Engineering</i>	-	-	\$150,000	-	-	-	-	\$150,000
ROW	Local	-	-	\$100,000	-	-	-	-	\$100,000
	<i>Total Right of Way</i>	-	-	\$100,000	-	-	-	-	\$100,000
CON	Local	-	-	-	\$589,600	-	-	-	\$589,600
CON	MPO-STP	-	-	-	\$2,358,400	-	-	-	\$2,358,400
	<i>Total Construction</i>	-	-	-	\$2,948,000	-	-	-	\$2,948,000
CE	Local	-	-	-	\$88,440	-	-	-	\$88,440
CE	MPO-STP	-	-	-	\$353,760	-	-	-	\$353,760
	<i>Total Construction Engineering</i>	-	-	-	\$442,200	-	-	-	\$442,200
UT	Local	-	-	\$100,000	-	-	-	-	\$100,000
	<i>Total UT</i>	-	-	\$100,000	-	-	-	-	\$100,000
	<i>Total Programmed</i>	-	-	\$350,000	\$3,390,200	-	-	-	\$3,740,200



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

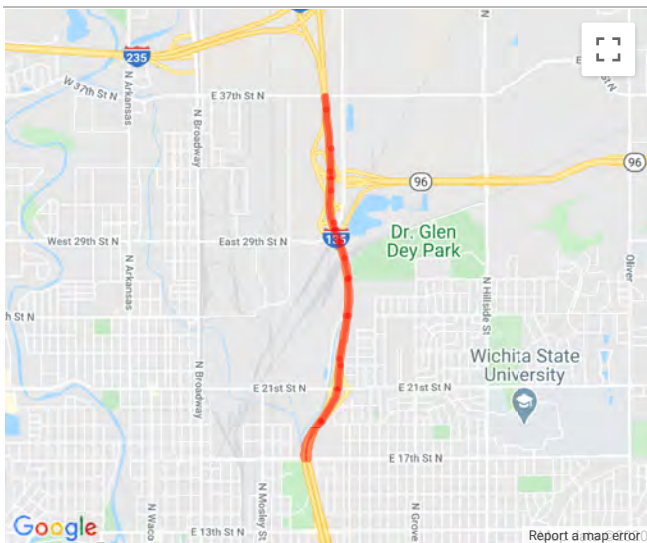
SCHEDULE / FUNDING / SCOPE - Other, 2020 Funding Cycle award of \$469,200, adjusted local match accordingly.

Funding Change(s):

Total project cost increased from \$3,153,700 to \$3,740,200

<i>State TIP ID</i>	S-19-02	<i>TIP</i>	WAMPO 19-06	087 KA5130-02	<i>Total Cost</i>	\$77,001
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2020 start
<i>Project Name</i>	I-135 in Sedgwick County IR project Guardrail Upgrades: Beginning at the North Edge Wearing Surface Viaduct Bridges thence North to the South End 37th Street Bridges in Sedgwick County					
<i>Project Limits</i>	I-135 in Sedgwick County beginning at the Viaduct Bridges North to the South End 37th Street Bridges					
<i>Description</i>	Guardrail Upgrades					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	\$3,500	-	-	-	-	-	\$3,500
	<i>Total Preliminary Engineering</i>	-	\$3,500	-	-	-	-	-	\$3,500
CON	HSIP	-	-	\$70,001	-	-	-	-	\$70,001
	<i>Total Construction</i>	-	-	\$70,001	-	-	-	-	\$70,001
CE	HSIP	-	-	\$3,500	-	-	-	-	\$3,500
	<i>Total Construction Engineering</i>	-	-	\$3,500	-	-	-	-	\$3,500
	<i>Total Programmed</i>	-	\$3,500	\$73,501	-	-	-	-	\$77,001



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

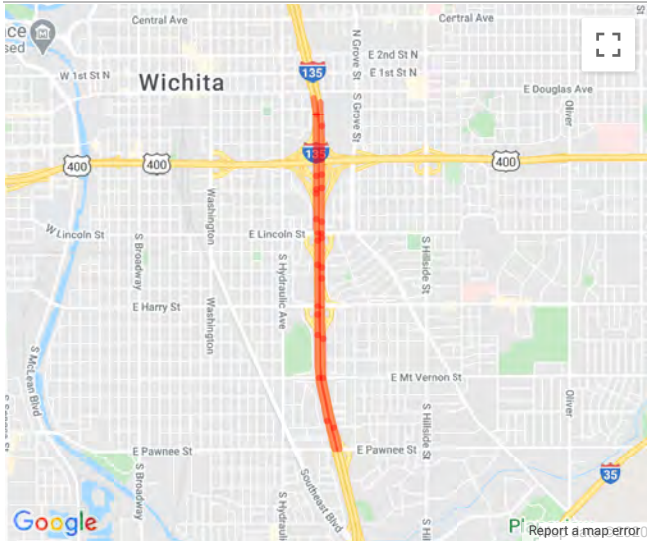
SCHEDULE / FUNDING / SCOPE - Other, Administrative Addition of Note

Funding Change(s):

Total project cost stays the same \$77,001

State TIP ID	S-19-03	TIP	WAMPO 19-06	087 KA5129-02	Total Cost	\$159,500
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Road - Highway	Air Quality		TCM	Construction	2020 start
Project Name	I-135 in Sedgwick County IR project Guardrail Upgrades: from the Pawnee Avenue Overpass North to the South End Viaduct Bridges					
Project Limits Description	Beginning at the North End of the Pawnee Avenue Overpass thence North to the South End Viaduct Bridges in Sedgwick County					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	\$7,250	-	-	-	-	-	\$7,250
	<i>Total Preliminary Engineering</i>	-	\$7,250	-	-	-	-	-	\$7,250
CON	HSIP	-	-	\$145,000	-	-	-	-	\$145,000
	<i>Total Construction</i>	-	-	\$145,000	-	-	-	-	\$145,000
CE	HSIP	-	-	\$7,250	-	-	-	-	\$7,250
	<i>Total Construction Engineering</i>	-	-	\$7,250	-	-	-	-	\$7,250
	<i>Total Programmed</i>	-	\$7,250	\$152,250	-	-	-	-	\$159,500



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

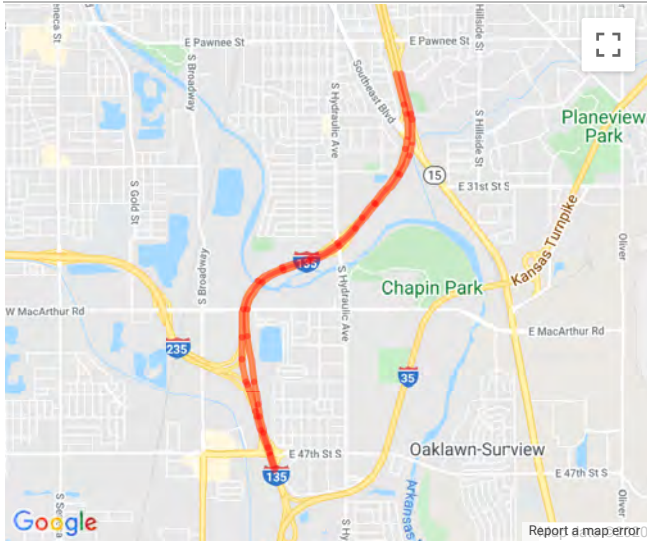
SCHEDULE / FUNDING / SCOPE - Other, Administrative Note Addition

Funding Change(s):

Total project cost stays the same \$159,500

State TIP ID	S-19-04	TIP	WAMPO 19-06	087 KA5128-02	Total Cost	\$198,000
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Road - Highway	Air Quality		TCM	Construction	2020 start
Project Name	I-135 in Sedgwick County IR project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass (2019, 2020)					
Project Limits	I-135: Beginning at the South End of Route at KTA thence North to the South End of the Pawnee Avenue Overpass in Sedgwick County					
Description	Guardrail Upgrades					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	\$9,000	-	-	-	-	-	\$9,000
	<i>Total Preliminary Engineering</i>	-	\$9,000	-	-	-	-	-	\$9,000
CON	HSIP	-	-	\$180,000	-	-	-	-	\$180,000
	<i>Total Construction</i>	-	-	\$180,000	-	-	-	-	\$180,000
CE	HSIP	-	-	\$9,000	-	-	-	-	\$9,000
	<i>Total Construction Engineering</i>	-	-	\$9,000	-	-	-	-	\$9,000
	<i>Total Programmed</i>	-	\$9,000	\$189,000	-	-	-	-	\$198,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

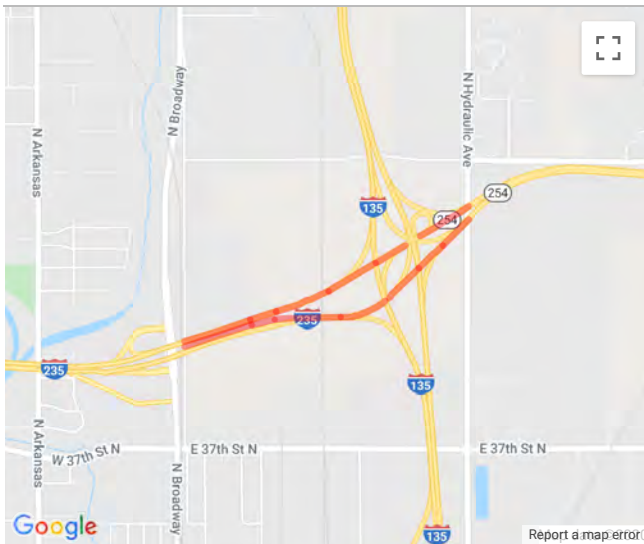
SCHEDULE / FUNDING / SCOPE - Other, Administrative Note Addition

Funding Change(s):

Total project cost stays the same \$198,000

State TIP IDS-19-05	TIP	WAMPO 19-06	087 KA5510-02	Total Cost	\$1,224,217
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593	County	Sedgwick County
Project Type	Road - Highway	Air Quality	TCM	Construction	2021 start
Project Name	I-235 in Sedgwick County Guardrail Upgrades (2020, 2021)				
Project Limits	Northbound/Southbound I-235 & Eastbound/Westbound K-254: On I-235 from the bridge over the BNSF railroad (East of Broadway) thence East to the K-254 bridge over Hydraulic				
Description	Guardrail Upgrades				

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	HSIP	-	-	\$55,646	-	-	-	-	\$55,646
	<i>Total Preliminary Engineering</i>	-	-	\$55,646	-	-	-	-	\$55,646
CON	HSIP	-	-	-	\$1,112,925	-	-	-	\$1,112,925
	<i>Total Construction</i>	-	-	-	\$1,112,925	-	-	-	\$1,112,925
CE	HSIP	-	-	-	\$55,646	-	-	-	\$55,646
	<i>Total Construction Engineering</i>	-	-	-	\$55,646	-	-	-	\$55,646
	<i>Total Programmed</i>	-	-	\$55,646	\$1,168,571	-	-	-	\$1,224,217



Version History

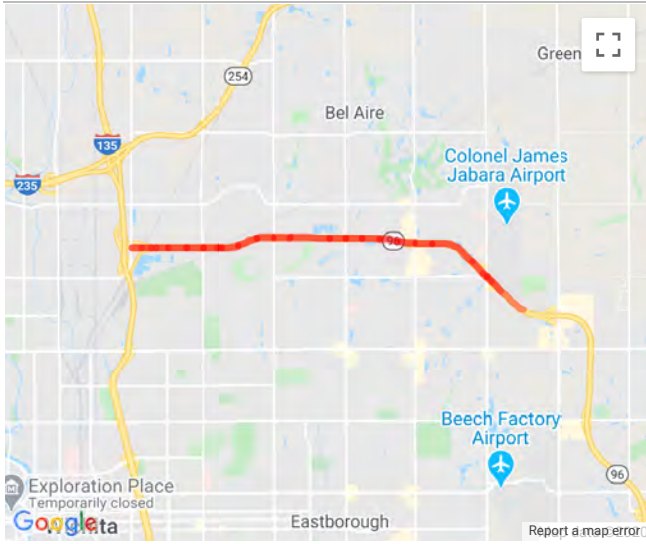
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	S-19-06	TIP	WAMPO 19-06	087 KA5606-02	Total Cost	\$2,908,236
Lead Agency	KDOT	Contact	Rene Hart (785)296-8593		County	Sedgwick County
Project Type	Bridge - Highway	Air Quality	TCM		Construction	2021 start
Project Name	Guardrail Upgrades on K-96 in Sedgwick County (2020, 2021)					
Project Limits	K-96: Beginning at the I-135/K-96 junction east to the end of the hot mix asphalt located east of Webb Road					
Description	Guardrail Upgrades					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	HSIP	-	-	\$132,193	-	-	-	-	\$132,193
	<i>Total Preliminary Engineering</i>	-	-	\$132,193	-	-	-	-	\$132,193
CON	HSIP	-	-	-	\$2,643,850	-	-	-	\$2,643,850
	<i>Total Construction</i>	-	-	-	\$2,643,850	-	-	-	\$2,643,850
CE	HSIP	-	-	-	\$132,193	-	-	-	\$132,193
	<i>Total Construction Engineering</i>	-	-	-	\$132,193	-	-	-	\$132,193
	<i>Total Programmed</i>	-	-	\$132,193	\$2,776,043	-	-	-	\$2,908,236



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-06 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



Background

The Transportation Improvement Program (TIP) is an on-going program of priority, agreed-upon projects, programs, and initiatives that the greater Wichita region has committed to take place in the near future. The projects in the TIP help to implement WAMPO's Metropolitan Transportation Plan (MTP), REIMAGINED MOVE 2040, which defines the vision for the region's transportation system.

The TIP programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects. It includes all WAMPO funded projects, as well as other projects that are managed by, or awarded by, KDOT or Wichita Transit when federal transportation funding is used on these projects, or if they are regionally significant projects in our region. Federally funded projects are required to be included in the TIP in order to access the federal funding.

The TIP is an on-going program, and the current TIP covers projects that are expected to take place during Federal Fiscal Years 2019 thru 2022. It was updated this year to cover federal fiscal years 2021 - 2024. The 2021 – 2024 TIP implements 15% of the REIMAGINED MOVE 2040 Plan.

Public Comment:

The Public Comment and Review period for the 2021 – 2024 TIP has been open since May 7, and will be open thru May 29. No comments have been received to date.

Action Options:

- Recommend the TPB approve the 2021 – 2024 TIP, as proposed.
- Recommend the TPB not approve the 2021 – 2024 TIP
- Recommend the TPB approve the 2021 – 2024 TIP with specific changes.

Recommendation:

- Recommend approval of 2021 – 2024 TIP as proposed, to the Transportation Policy Body.

Attachments:

- [2021 – 2024 TIP](#)

Transportation Improvement Program



Federal Fiscal Years (FFY) 2021-2024

TAC Review Draft, May 2020

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Andale - Andover - Bel Aire - Bentley - Butler County - Cheney - Clearwater - Colwich - Derby - Eastborough - Garden Plain - Goddard - Haysville

Kechi - Maize - Mount Hope - Mulvane - Park City - Rose Hill - Sedgwick - Sedgwick County - Sumner County - Valley Center - Viola - Wichita

Electronic copies of this document are available online at www.wampo.org.

Hard copy versions will be provided upon request. For more information, please contact:

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The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made by calling (316) 779-1313.

Any persons who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit www.wampo.org or call (316) 779-1313.

WAMPO's public notice of public involvement activities and time established for public review of and comments on the TIP satisfies Wichita Transit's requirements for their Program of Projects

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INTRODUCTION

WHAT IS A TIP?

The Transportation Improvement Program (TIP) is an on-going program that identifies specific projects that will be implemented within the regional transportation system in the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. This TIP covers the time period October 1, 2020 thru September 30, 2024, which is also the Federal Fiscal Years (FFY) 2021 through 2024.

The TIP is a federal requirement for a metropolitan area to receive federal transportation funds. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

- Capital highway, road, or bridge construction projects
- Operations and maintenance of the transportation system
- Equipment purchases, such as replacement buses
- Transportation planning initiatives

The TIP also includes a financial summary that shows how the projects and programs will be funded in a **fiscally constrained** manner. A “fiscally constrained” TIP is one that does not program more funds than are reasonably expected to be available.

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP). The current MTP, called *REIMAGINED MOVE 2040*, was adopted in June 2020. This 2021 – 2024 TIP is the first TIP to start implementing *REIMAGINED MOVE 2040*.



The TIP document includes:

- Programmed project lists
- Funding summaries and cost estimates
- Fiscally constrained financial summary
- Other information related to public participation, Environmental Justice, and emerging issues

The **TIP Project List** chapter contains a listing of programmed projects for the 2021 - 2024 TIP. The project listing provides information about the projects, including a description of the proposed work, location, costs and funding breakdowns. The listing also includes the names of the agency responsible for the project and the years the project is expected to have financial activity. The WAMPO project tracker website at, <https://projecttracker.wampo.org/>, is the most up to date source to view and learn about the current TIP projects. It shows project scopes, locations, cost estimates, and maps, as well as includes which governmental entity is implementing the project.

WHO DEVELOPS THE TIP?

Metropolitan Planning Organization (MPO)

MPOs are regional policy making bodies for transportation planning in urbanized areas with populations over 50,000.

An urbanized area like WAMPO, which is home to over 200,000 people is designated a Transportation Management Areas (TMA).

A TMA is responsible for transportation plans and programs based on a continuing, cooperative and comprehensive (3-C) planning process in cooperation with the State of Kansas and transit operators.

The Transportation Policy Body (TPB): is the decision-making authority for WAMPO. The TPB is responsible for determining what projects are selected to receive program funds from WAMPO funding programs, takes final action the program and amendments, and has the overall authority to include or remove projects in the TIP.

The Transportation Advisory Committee (TAC): reviews and recommends projects to be included in the TIP and TIP amendments.

Kansas Department of Transportation (KDOT): serves as a cooperative partner and oversight agency for WAMPO. KDOT provides information that is used in the development and maintenance of the TIP.

US Department of Transportation (USDOT): serves as a cooperative partner and oversight agency to WAMPO and KDOT. The primary federal agencies which WAMPO works with include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Project Sponsors: are responsible for implementing the projects in the TIP. Project sponsors also coordinate with WAMPO, KDOT, resource protection agencies and others. Ultimately, project sponsors are responsible for the completion of their projects once included in the TIP. Project sponsors are typically a governmental entity that is responsible for the local share of a project's cost.

The Public: provides project sponsors, elected officials, and WAMPO with input on projects in the WAMPO region. There are a variety of opportunities for the public to provide input on TIP projects, detailed in Appendix C of this document and in WAMPO's Public Participation Plan (PPP), which can be found electronically at www.wampo.org under the "Planning Documents" tab.

Once adopted, the TIP is sent to the Kansas Department of Transportation (KDOT) for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The TIP is amended on a quarterly basis; amendment processes are described later in this document.

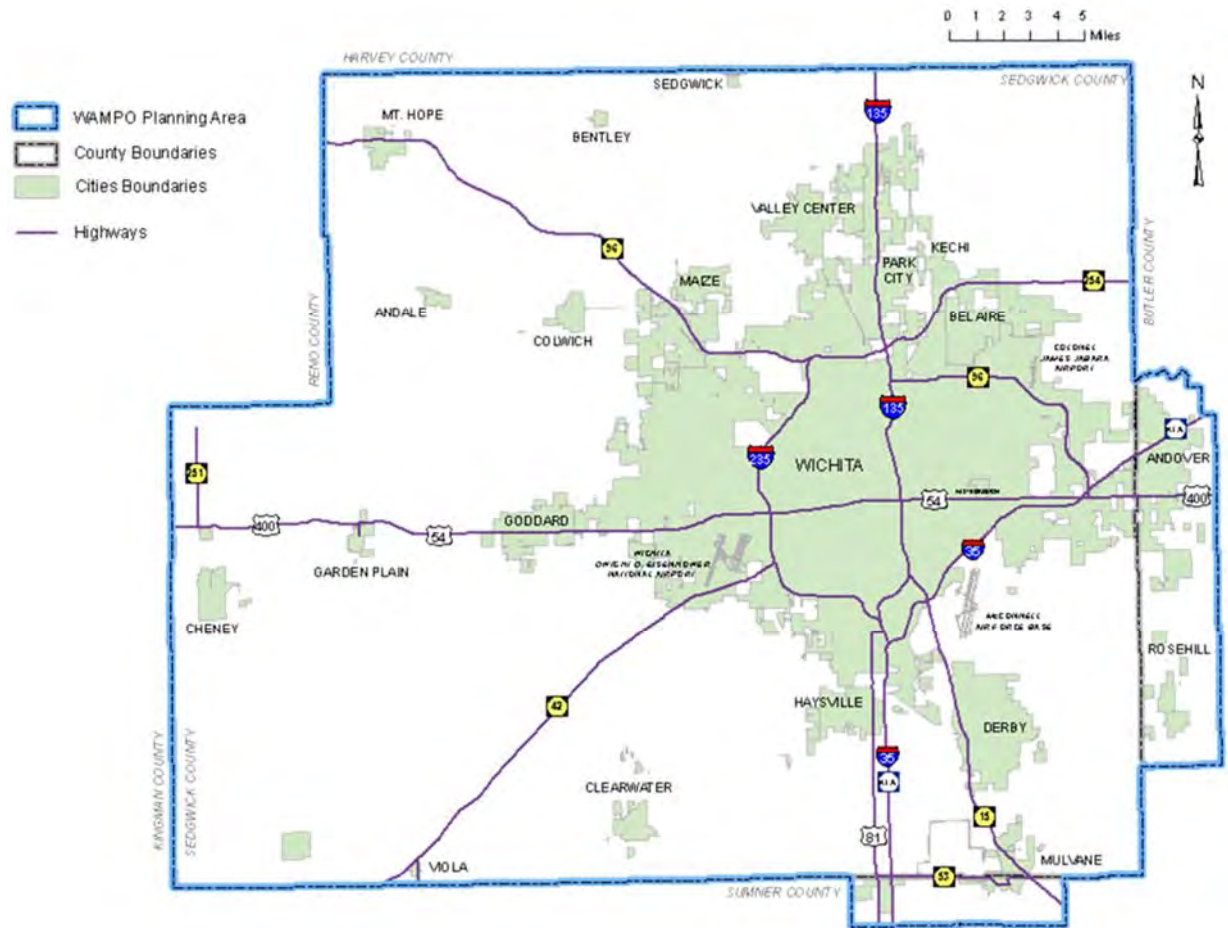
THE WAMPO REGION

REGIONAL PROFILE

The WAMPO region contains 25 jurisdictions, including all of Sedgwick County and portions of Butler County and Sumner County. A map of the region, along with each community's 2010 Census population is shown here. The WAMPO boundary is reviewed after each decennial Census.

2010 CENSUS POPULATION

Approximately 525,000 people live in the WAMPO region today. Since 2000, the population growth rate has experienced a slow, steady increase (approximately 1% per year). Projections suggest this trend will continue.



An extensive exploration of the WAMPO region’s relevant characteristics was conducted as part of the *REIMAGINED MOVE 2040* planning process. Of the many areas and trends examined, a few conditions and anticipated changes are especially significant for the regional transportation system, these are:

- WAMPO region is responsible for 18% of Kansas’s Gross Domestic Product (GDP), which is the second-highest GDP by county in the state.
- Wichita is noted for its high concentration of advanced manufacturing. According to a (2012) Brookings Institution study of the 100 largest U.S. metropolitan areas, Wichita ranks #1 in manufacturing jobs as percentage of all jobs.
- Wichita suffers from “brain drain,” which is the loss of trained professionals to other areas of greater opportunities and is not attracting or retaining professionals as well as other cities. .
- The highway and major road system is generally in good condition to handle current and projected traffic volumes.
- The public can travel freely and reliably on the region’s highways and roads, with no meaningful delay under normal conditions.





WAMPO Transportation System



Transportation Network

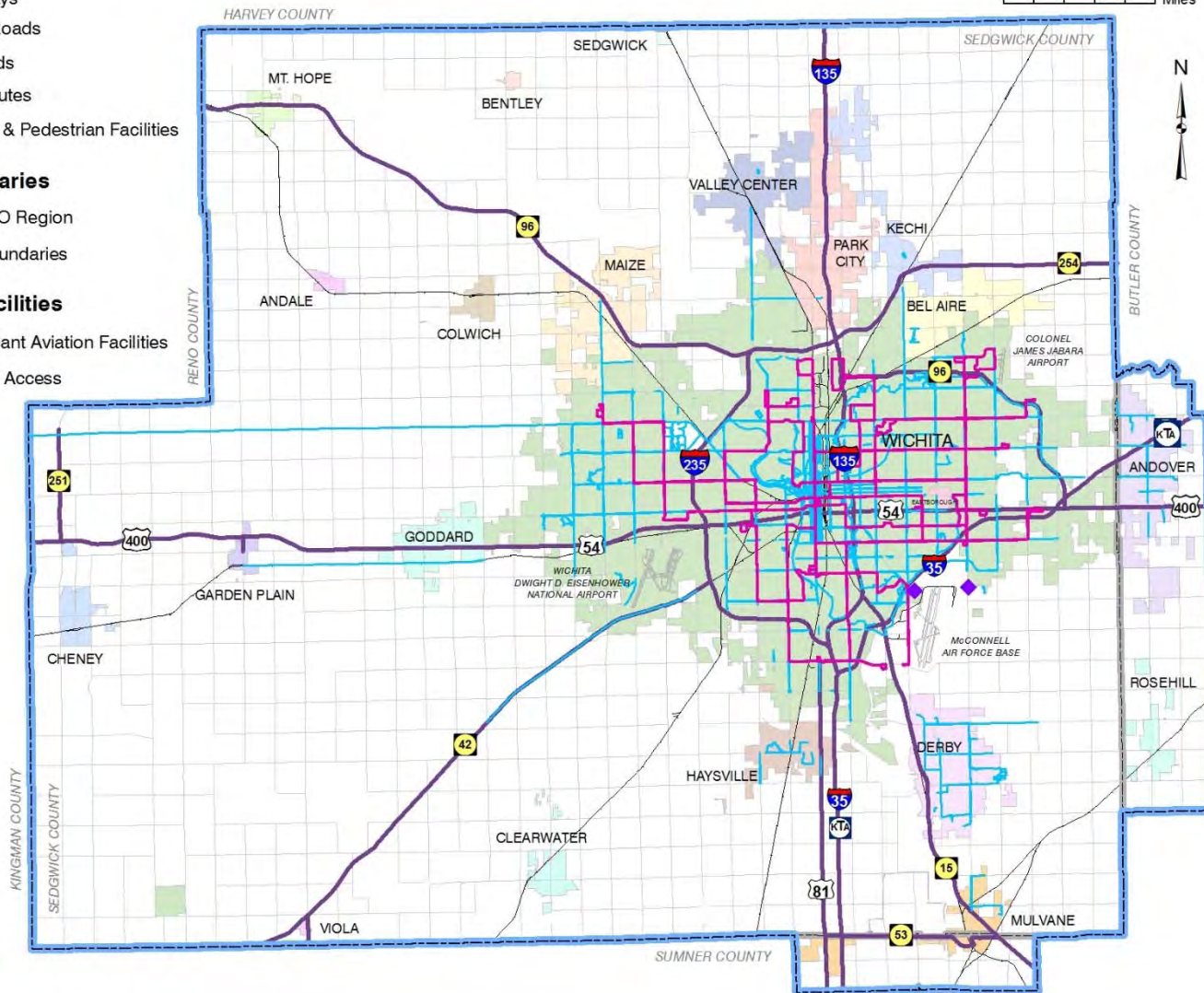
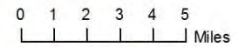
-  Highways
-  Major Roads
-  Railroads
-  Bus Routes
-  Bicycle & Pedestrian Facilities

Plan Boundaries

-  WAMPO Region
-  Co. Boundaries

Aviation Facilities

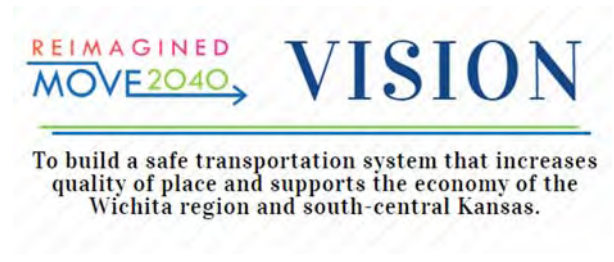
-  Significant Aviation Facilities
-  Military Access



REIMAGINED MOVE 2040 IMPLEMENTATION

REIMAGINED MOVE 2040

REIMAGINED MOVE 2040 is WAMPO’s current Metropolitan Transportation Plan (MTP). This plan sets the vision and strategy for all regional transportation decision-making for the next 20 years. The projects and strategies are intended to lead to the development of an integrated, intermodal transportation system that moves people and goods in the WAMPO region.



The MTP planning process assesses existing conditions and needs to develop an overall vision and goals for the region’s future transportation system. It is based on a “performance based planning” approach, which measures performance of the transportation system based on goals and data to inform future multi-modal transportation planning. The plan document includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals. The five focus areas for REIMAGINED MOVE 2040 are shown below. The WAMPO funded projects programmed in 2023 and 2024 start to implement these focus areas.



Safety & Health

A major regional focus area is addressing the increases in roadway fatalities. Addressing this trend, paired with increased demand for technology, alternative transportation modes, and demands for improved public health and environment has the potential to change the future of transportation.



Mobility & the Economy

An efficient, reliable system to transport workers, move goods, visitors, and residents is essential in the growth of the economy both regionally and globally. When woven together, elements of mobility and the economy are powerful mechanisms that have the potential for a region to achieve broader community goals.



Equity & Diversity

A strong and connected regional transportation system increases accessibility to jobs, medical care, recreation, and other destinations -- regardless of age, race, economic status, or ability.



The Multimodal Network

A connected transportation network allows people and goods to travel safely, efficiently, and comfortably by whatever mode they choose, including on foot, bicycle, or transit. Increasing demands from freight traffic and people who do not or cannot drive has the potential to change the landscape of the future transportation system.

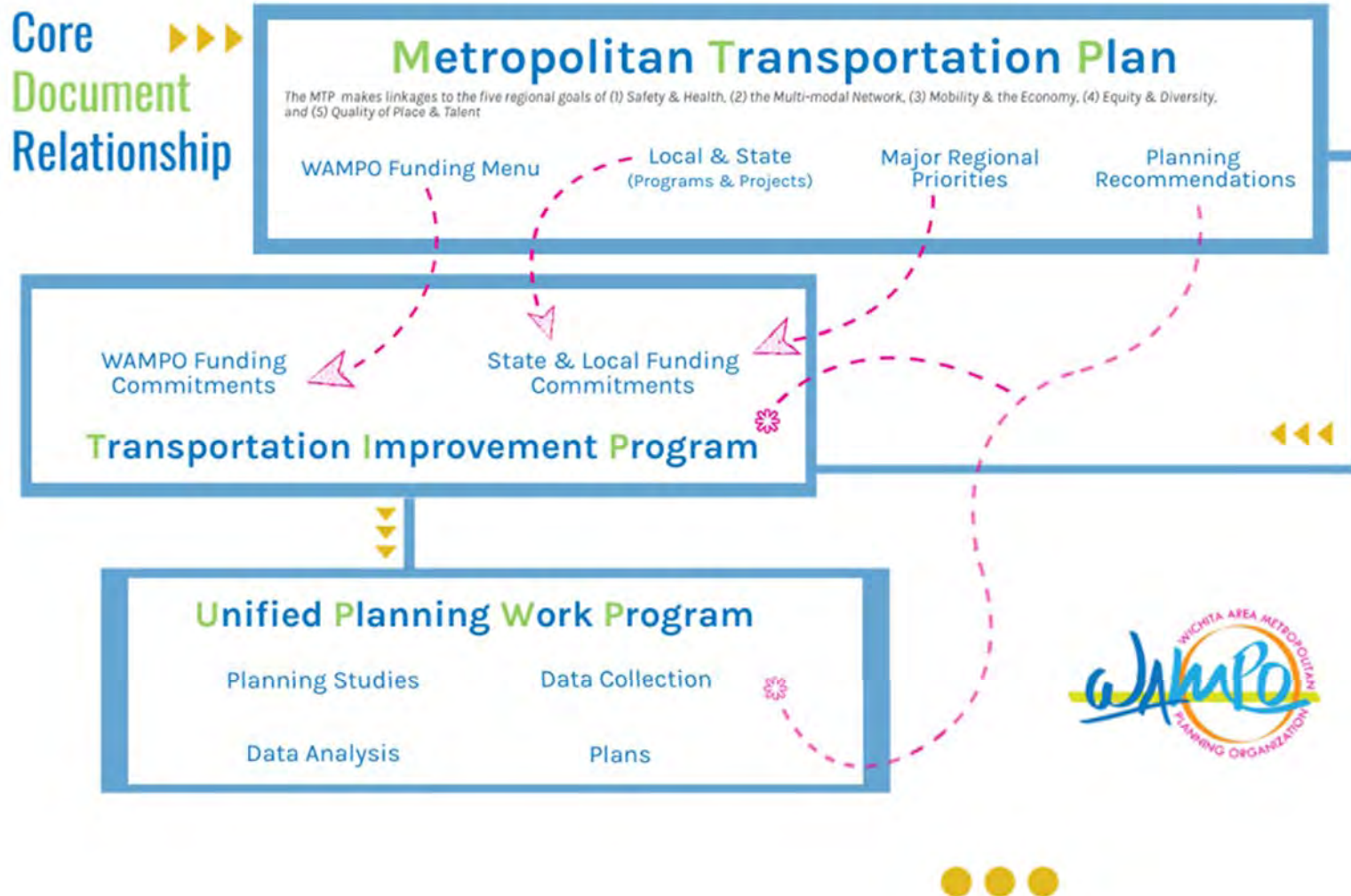


Quality of Place & Talent

The quality of a place can be defined by the physical characteristics of a community, specifically the way it is planned, designed, developed, and maintained. All of these things affect the quality of life for people who are living, working, and visiting the community both now and in the future.

REIMAGINED MOVE 2040 - TIP CONNECTIONS

The TIP is one of several tools for implementing the MTP. The Core Document Relationship graphic details the many implementation pathways.



REIMAGINED MOVE 2040 and the TIP are connected in four essential ways:

1. The 2021 – 2024 TIP implements 13% of the REIMAGINED MOVE 2040 Plan, after accounting for the projects carried over from the MOVE 2040 MTP and the new projects added during the REIMAGINED MOVE 2040 development process.
2. Any project proposed or included in the TIP must come from the fiscally constrained list of projects in REIMAGINED MOVE 2040.
3. Any project proposed or included in the TIP for WAMPO funding must be listed on the MTP WAMPO Funding Menu. The MTP WAMPO Funding Menu is a sub-set of the overall MTP Project/Program list that includes those [projects and programs](#) eligible for federal funding in the future through WAMPO’s sub-allocated funding program.
4. Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure they are consistently aligned with the MTP. Those projects that have significant differences are determined to be ineligible or require an MTP amendment request.



WAMPO FUNDING

WAMPO allocates approximately \$12 million per year in federal funding for transportation projects. The federal funding sources include:

- The Surface Transportation Program block grant
- Congestion Mitigation and Air Quality program
- The Transportation Alternatives program

WAMPO funded projects address a wide variety of bicycle and pedestrian, road, transit, and paratransit needs in the region.

THE TIP Development Process

PROCESS OVERVIEW

The 2021 - 2024 TIP is WAMPO’s first TIP to start to implement the updated MTP – *REIMAGINED MOVE 2040*. The *REIMAGINED MOVE 2040* development process and the 2021 – 2024 TIP development process were carried out in parallel because both updates were on the same timing cycle.

Process Step Highlights

PROCESS STEP	FUNDING TYPE	TO	PURPOSE	METHOD
Project Solicitation	WAMPO, State & Local	Project Sponsors	Informs project sponsors of the TIP update process	Electronic communication
Project Submission	WAMPO, State & Local	WAMPO	Project sponsors submit potentially eligible projects and required information to WAMPO for consideration	Electronic submission
Project Screening	WAMPO, State & Local	WAMPO Staff	WAMPO staff administers a quality check of project submissions to ensure that the relevant requirements are met	WAMPO internal process
WAMPO Funding Menu	WAMPO, State & Local	Project Selection Committee	Interested applicants provide relevant information, committee reviews staff screenings, discusses projects, and develops the Funding Menu portion of the MTP Project List.	Committee process
WAMPO Funding Cycle	WAMPO	Project Selection Committee	Interested applicants provide relevant information, committee reviews staff screenings, discusses projects, and develops a funding recommendation.	Committee process
Project Listing	WAMPO, State & Local	Public (review & comment)	Recommended projects are combined into a single list for consideration by the members, stakeholders and the general public	Electronic, print, in-person presentation
Endorsement & Final Decision-making	WAMPO, State & Local	TAC & TPB	The TAC and TPB review documentation from each step of the TIP process before making an official endorsement (TAC) and final decision (TPB)	Public meeting
Approved TIP Processing	WAMPO, State & Local	KDOT	The approved TIP is submitted to KDOT for inclusion in the Statewide Transportation Improvement Program (STIP), which is then forwarded to FHWA and FTA for final approval	Electronic communication

PROJECT SOLICITATION AND SUBMISSION

Projects' eligibility criteria for the 2021 - 2024 TIP were slightly different depending on whether the project originated as a project in the current TIP (2019 – 2022 TIP), as a new local government project, or as a new WAMPO funded project.



2019 – 2022 TIP Projects Programmed for FY 2021 & 2022

Projects originating in this category are all those carried over in the 2021 - 2024 TIP, unless the project sponsor requested to remove the project or change the year. This practice provides stability and emphasizes the nature of the TIP as an ongoing program. In addition to this, projects in the 2019 – 2022 TIP that met the following criteria were also carried over to the 2021- 2024 TIP:



- Federal participation
- Final federal voucher not yet issued
- Obligation activity expected



New Local Government Funded Projects

Projects originating in this category include new local projects on the regional system sourced from adopted 2019 Capital Improvement Plans (CIP). The compilation of these projects included both state and locally funded transportation projects planned for implementation on the regional transportation network.

New WAMPO Funded Projects (2023 – 2024)

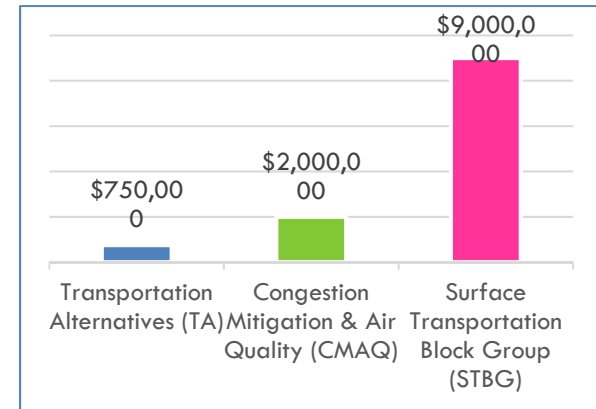
Projects originating in this category includes the new WAMPO funded projects selected during the 2020 WAMPO funding cycle. To be considered for WAMPO funding in the 2021 - 2024 TIP, a new project had to first be listed on the WAMPO Funding Menu in *REIMAGINED MOVE 2040*. The Funding Menu provided a “universe” of 47 projects (totaling approximately \$155 million) that could be submitted to receive WAMPO funding in fiscal years 2023 and 2024. The

TIP DEVELOPMENT TIMELINE	
TIP Development Phase	Timeline
State & Local Government Project Submission	November 2019 to March 2020
WAMPO Funding Menu Development	June 2019 to March 2020
2020 WAMPO Funding Cycle	March to April 2020
Project Slate Evaluation	April 2020
Prepare TIP Document	April 2020
TIP Recommendation	May 2020
Public Comment	May 2020
TPB Approval	June 2020
Statewide Transportation Improvement Program (STIP) Inclusion	November 2020
STIP Approval	November 2020

2020 WAMPO FUNDING CYCLE

The second step in the two-step process is the WAMPO funding commitments that are made during each funding cycle. These commitments actually award and commit funding to specific projects. The 2020 WAMPO Funding Cycle represents the first of two opportunities for projects on the *REIMAGINED MOVE 2040 Funding Menu* to be implemented with WAMPO funding. Funding cycles take place every two years, with 2020 and 2022 being the cycles to implement the priority WAMPO Funding Menu projects.

During each funding cycle, WAMPO awards a total of approximately \$25 - \$30 million in federal funding. This funding is made available through three Federal Highway Administration (FHWA) programs – Surface Transportation Block Group Program (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA). Federal legislation directs the STP and the TA programs to all large MPOs (e.g., over 200,000 population). In addition, KDOT shares a portion of its own state CMAQ and STP funding with WAMPO for WAMPO to award. KDOT projects future annual funding amounts, and then provides this information to WAMPO to use in its programming process. In addition to the annual allocation amount, the total available to program also includes any projected carryover from the previous year.



Project sponsors requested that 36 of the 47 projects on the WAMPO Funding Menu be candidates for the 2020 WAMPO Funding Cycle. This totaled \$90 million in funding requests. \$32 million was available to award. The appointed Project Selection Committee evaluated the candidate projects and developed a funding recommendation using the screening criteria and other considerations including geographic equity, impact on the region, and need for balance.

PROJECT SELECTION COMMITTEE

The Project Selection Committee (PSC) for the 2020 WAMPO Funding Cycle was formed to evaluate candidate projects and develop a recommendation for both the WAMPO Funding Menu and the 2020 WAMPO Funding Cycle. It was composed of six individuals appointed by the Chair of the Transportation Policy Body (TPB) in June 2019. Membership includes representatives from the TPB and local member jurisdiction engineering and/or planning staff. The PSC met several times in Fall 2019 thru Spring 20. At these meetings the PSG reviewed the project applications, heard presentations from applicants, reviewed and finalized project selection/screening criteria, and discussed the candidate projects, and developed a recommended WAMPO Funding Menu and WAMPO Funding Cycle project list for consideration.

SCREENING CRITERIA

Each project was screened on three screening criteria – MTP Alignment, Project Readiness, and Project Urgency. The MTP Alignment criteria was the aggregate rating score the project received from the WAMPO Funding Menu process. It evaluated the project on eight separate criteria including safety and economic development. Project Readiness is a practical consideration; it assessed how likely the project would be complete with all of the pre-construction activities in time for WAMPO funding for construction. Project Urgency evaluated how urgent the project was to the sponsoring jurisdiction, the public, and to the overall land development in the region. In addition to these three screening criteria, the committee also discussed other considerations, including geographic equity, impact on the region, and the need for balance. Final ratings for all of the candidate projects can be found in Appendix c.

SELECTED PROJECTS

The project selection group ultimately selected seventeen projects to recommend for WAMPO funding. These projects were recommended to receive a total of \$32,320,000 in WAMPO funding in federal fiscal years 2020, 2021, 2022, 2023, and 2024. The recommended projects are listed below (sorted in alphabetical order by “Project Name:”

APPLICANT	PROJECT NAME	PROJECT TYPE	FUNDING REQUEST TYPE	SCREENING (MAX 100 PTS)	FEDERAL FISCAL YEARS	MTP FUNDING MENU AMOUNT	AWARD RECOMMENDATION
PARK CITY	61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Road Rehabilitation	Additional	62	2021	\$469,200	\$469,200
MAIZE	Academy Avenue Improvements from Maize Road to 119th Street	Road Rehabilitation	New	72	2024, 2025	\$7,440,390	\$2,500,000
KDOT	Fiber Optics Installations: WAMPO Regional Fiber Plan	Technology	New	72	2023	\$80,000	\$80,000
VALLEY CENTER	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	Road Rehabilitation	New	78	2024	\$2,731,731	\$2,731,731
DERBY	Nelson Drive Realignment	Road Rehabilitation	New	82	2023, 2024	\$5,039,276	\$5,039,276
ANDOVER	North Andover Road Improvements, from Redbud Trail to Ira Court	Road Rehabilitation	Additional	83	2022	\$1,775,206	\$1,775,206
SEDGWICK COUNTY	Paratransit Service Activities - Comprehensive Operations and Technology Feasibility Study and Implementation	Transit	New	73	2023	\$178,252	\$178,252
WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	Planning	New	n/a	2023	\$524,269	\$200,000
ANDOVER	US-54/400 Bicycle/Pedestrian Bridge in Andover	Bike/Ped	New	64	2023, 2024, 2025	\$2,279,212	\$2,279,212
WAMPO	WAMPO Travel Demand Model Update	Planning	New	n/a	2022	\$1,363,100	\$1,363,100
WICHITA	West St, Harry to Pawnee	Road Modernization	New	89	2023, 2024	\$7,864,039	\$7,864,039
WICHITA	West St, I-235 to MacArthur	Road Modernization	New	83	2024, 2025	\$4,194,154	\$4,194,154
WICHITA TRANSIT	Wichita Bicycle Master Plan Update	Planning	New	84	2022	\$366,988	\$366,988
WICHITA TRANSIT	Wichita Transit Network Redesign Plan	Transit	New	82	2023	\$262,135	\$262,135
KDOT	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	Technology	New	68	2023	\$400,000	\$400,000
BEL AIRE	Woodlawn: 45th St to 37th St N	Road Rehabilitation	Additional	80	2020	\$1,359,230	\$1,359,230
SEDGWICK COUNTY	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Bridge Rehabilitation	New	63	2023	\$1,258,246	\$1,258,246

PERFORMANCE REPORT

The Moving Ahead for Progress in the 21st Century Act (MAP-21) placed a large emphasis on performance based planning, an emphasis which has been carried over into the Fixing America’s Surface Transportation Act (FAST Act). The United States Department of Transportation released final regulations implementing this aspect of the act in May 2016 and new Transportation Improvement Plans adopted after May 27, 2018 are required to comply with the updated rule. In compliance with these rules, WAMPO has adopted targets for the federally mandated performance measures for safety, reliability, pavement condition, bridge condition, and transit asset management. Using the most recent available data, this section reports on how well the region’s transportation system is meeting its performance targets. Additional information can be found in the *REIMAGINED MVOE 2040 System Performance Appendix*.

SAFETY

The Federal Highway Administration (FHWA) has established five safety performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. Each of these performance measures are tracked using a five-year rolling average. Based on safety trends in our region, the WAMPO Transportation Policy Body has adopted targets for these five measures. As of the most recently available data, the regional transportation system is not meeting or exceeding the targets for most of the safety performance measures.

SAFETY PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Fatalities	
Fatality Rate	
Serious Injuries	
Serious Injury Rate	
Non-Motorized Fatalities and Serious Injuries	✓

THE EFFECT OF THE TIP ON SAFETY PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's safety performance measure targets through projects that provide safety benefits.

Safety Projects

There are six dedicated safety projects in the current TIP:

- I-135 Guardrail Upgrades (3 individual projects)
- I-235 Guardrail Upgrades
- K-96 Guardrail Upgrades
- KDOT Railroad Safety Crossing Improvements
(This program provides three railroad-related safety improvements in the WAMPO region per year.)



Intersection Reconstructions

Several projects will reconstruct intersections to make them safer, potentially lessening the chance of collisions:

- 29th & Maize Intersection
- Oliver and Kechi Rd Intersection
- Pawnee and 127th St Intersection
- 55th and Meridian Intersection
- SW Butler Rd/SW 150th Rd Intersection (roundabout)
- US-54/400 and Barber Dr Intersection (in Goddard)
- 61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (roundabout)



Slowing Vehicle Speeds thru Walkability Features and Road Diets

Several projects are adding features to make arterial and collector roads in urban and suburban settings safer and more comfortable for pedestrians and bicyclists; these features lead to slower speeds for drivers. Slower vehicle speeds always lead to safer environments.

- 2nd St., Main to St. Francis
- Academy Avenue Improvements from Maize Road to 119th Street
- Douglas, Washington to Grove
- Commerce Area Improvements

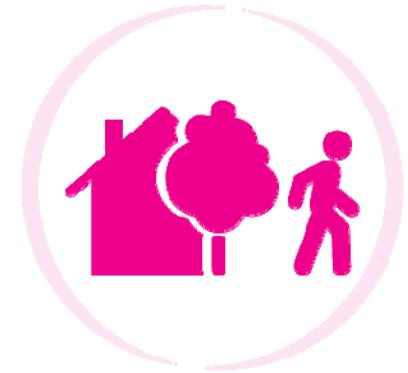
Bicycle Facilities

Many project include bike lanes or multi-use paths to get bicyclists out of the stream of traffic and make accidents involving bicyclists less likely. These include projects dedicated solely to bike/ped infrastructure:

- Andover Rd. Bicycle/Pedestrian Path, from Central to US-54
- US-54/400 Bicycle/Pedestrian Bridge in Andover
- Wichita Bike Enhancements Program
- Chisholm Trail and Delano Path
- Prairie Sunset Trail
- Aviation Pathway Phase 3

Many of the roadway projects also include multi-use paths or bike lanes, including:

- SW Butler Rd/SW 150th St Intersection (conversion to roundabout)
- Woodlawn: 45th St to 37th St. N
- Mt. Vernon, Broadway to S.E. Blvd
- 143rd St. E.: Kellogg to Harry
- North Main Street Reconstruction in Haysville*
- 61st St North (Broadway to the Wichita-Valley Center Floodway)
- Meridian, from Ford to Seward in Valley Center
- Meridian, from Main to 5th (in Valley Center)
- Pawnee, Webb to Greenwich
- North Andover Rd Improvements, Redbud Trail to Ira Ct.
- Oliver and Kechi Rd Intersection
- 21st Street Improvements, from KTA Toll Booth to Andover Road
- Nelson Dr Realignment
- Prairie Creek Rd bridge over KTA



Technology / Intelligent Transportation System (ITS) Projects

Several Intelligent Transportation Systems projects will improve safety by decreasing clearance times and reducing secondary accidents:

- Rock Rd Traffic Signal Coordination Phase 2
- Phase 5 Wichita Traffic Management Center Device and Fiber Expansion
- WICHway Video Wall
- Regional Fiber Plan



Interchange Reconstruction

The reconstruction of a major interchange in the Wichita region will increase merge distances and eliminate tight ramps with low advisory speed limits:

- I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities
- North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2
- K-254 at Rock Rd

RELIABILITY

The Federal Highway Administration has established three reliability-related performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21) that are applicable to WAMPO. These are the percentage of person-miles traveled on the Interstate system that are reliable, the percentage of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable, and a truck travel time reliability index. Data for these measures is gathered by INRIX using cellphone apps and in-vehicle navigation systems and analyzed by the University of Maryland CATT Lab under a contract with FHWA. Based on system performance in our region the WAMPO Transportation Policy Body (TPB) has adopted targets for these three measures. The regional transportation system is meeting or exceeding all of the reliability performance measures.

RELIABILITY PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Percentage of person miles traveled on the interstate state that are reliable	✓
Percentage of person miles traveled on the non-interstate National Highway System (NHS) that are reliable	✓
Truck Travel Time reliability index	✓

THE EFFECT OF THE TIP ON RELIABILITY PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's system performance measure targets through projects that enhance the reliability of the Interstate and non-Interstate NHS. This includes technology projects and projects intended to improve traffic flow on this system.

Technology / Intelligent Transportation System (ITS) Projects

These include technology projects that expand the intelligent transportation system in the region because it provides information to drivers to re-route during non-recurring congestion events, such as accidents or weather. The current technology projects in the TIP include:

- Phase 5 Wichita Traffic Management Center Device and Fiber Expansion
- WICHway Video Wall
- Regional Fiber Plan

Traffic Flow Projects

These projects are intended to improve traffic flow.

- North Junction Gold Phase pre-construction activities
- North Junction Green Phase construction

PAVEMENT CONDITION

The Federal Highway Administration has established four pavement condition performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are the percentage of Interstate pavement in good condition, the percentage of Interstate pavement in poor condition, the percentage of non-Interstate National Highway System (NHS) pavement in good condition, and the percentage of non-Interstate NHS pavement in poor condition. Based on pavement condition data in our region the WAMPO Transportation Policy Body (TPB) has adopted targets for these four measures; these targets are for 2022, so the region will not know if it has met the targets until 2023. That said, the region's 2018 performance is less than the 2022 targets set for Percentage of Interstate pavement in good condition and the Percentage of non-Interstate pavement in poor condition measures.

THE EFFECT OF THE TIP ON PAVEMENT CONDITION PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's pavement condition performance measure targets through projects that improve the condition of pavement on the Interstate and non-Interstate NHS.

- I-235 in Sedgwick County (1R Project)
- KDOT 1R Program (2021, 2022)
- KDOT Bridge Set Aside Program (2021, 2022)
- Overlay in Sedgwick County on K-96

BRIDGE CONDITION

The Federal Highway Administration has established two bridge condition performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are the percentage of NHS bridges in good condition, weighted by deck area; and the percentage of NHS bridges in poor condition, weighted by deck area. Based on pavement condition in our region the WAMPO Transportation Policy Body (TPB) has adopted targets for these measures for 2022. Although the region won't know definitively until 2023, the 2019 performance is worse than the 2022 target for Percentage of bridges on the NHS in good condition, weighted by deck area.

EFFECT OF THE TIP ON BRIDGE CONDITION PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's bridge condition performance measure targets through projects that fix deteriorating bridges on the Interstate and non-Interstate NHS.

- North Junction Green Phase construction
- Bridge #290 on I-135 in Sedgwick County
- Bridge #496 & Bridge #497 on US-54 in Sedgwick County
- Bridge Repair (#291) on I-135 in Sedgwick County
- K-254 Bridges #209 and #210 on K-254 in Sedgwick County

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

The Federal Transit Administration has established three transit asset management performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are the percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB), the percentage of non-revenue service vehicles (by type) that exceed the ULB, and the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

MPOs are required to set targets for these measures. WAMPO has chosen to adopt Wichita Transit's targets with respect to their fleet and facilities and adopt KDOT's targets with respect to the fleets of all other paratransit operations in the Wichita region. Wichita

Transit is currently meeting all of its targets except those set for rubber tire trolley buses, light duty cutaway vans, and maintenance support vehicles.

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Percentage of revenue vehicles that exceed the useful life benchmark	
Percentage of non-revenue service vehicles that exceed the useful life benchmark	
Percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM)	✓

EFFECT OF THE TIP ON TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's transit asset management targets through projects that replace transit vehicles.

- FTA 5310 Program
- Wichita Transit 5339 Capital
- Wichita Transit Replacement Paratransit Vehicles

CONGESTION MANAGEMENT PROCESS

The WAMPO Congestion Management Process is based on three congestion-related performance measures: measurement of delay across the system, measurement of travel time uncertainty at identified areas of concern, and measurement of travel time uncertainty across the system.

Each of these measures is intended to quantify different aspect of congestion in the WAMPO region. Delay across the system provides a big-picture view across the entire region. While delay across the entire system sums up the experience of the average commuter in a single performance measure, this big picture approach could obscure congestion that is concentrated in particular places or at particular times. The travel time at identified areas of concern zooms in from the big picture and concentrates on those areas where issues have been noted in the past. Finally, travel time uncertainty looks at how well the system performs on its worst days, when it suffers from weather events, major accidents, special events, etc. These three performance measures give a multifaceted view of the any potential congestion issues on the roadway system in the WAMPO region.

The regional transportation system is currently meeting or exceeding the targets set for the three congestion performance measures, and the WAMPO region does not suffer from an unacceptable level of congestion. Accordingly, WAMPO is not proposing any congestion management strategies for implementation as part of this TIP. Additional information on this topic can be found in the *REIMAGINED MOVE 2040* System Performance Appendix.

CONGESTION PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Delay across the system	✓
Delay across identified areas of concern	✓
Travel time uncertainty	✓

TIP PROJECT LIST

The 2021 – 2024 TIP contains 88 individual projects and programs valued at \$454 million. Investment areas by system component are shown below, and the complete project list at the time of adoption is following. The current TIP Project Listing can always be found on the WAMPO Project Tracker website at, <https://projecttracker.wampo.org/>

- Current investment in the highway and road networks is focused on addressing bottlenecks at highway interchanges, upgrading arterial roads to current standards in suburban and urban communities, and routine preservation and maintenance.
- Investment in the public transit and paratransit services is focused on routine operations and planning initiatives to evaluate alternative business models and service delivery models.
- Investment in the region’s bicycle and pedestrian network continues to expand, with new facilities built regularly.

R-19-14		(Ver 3) 21-00		LOCAL					
Title: 143rd St. E., Kellogg-Harry (2022, 2023, 2024)									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov Shawn Mellies City of V					
Scope: Construct 5-lane roadway with sidewalk, ped/bike and drainage improvements									
Infaltion Assumptions: Cost estimates updated annually.									
Explain Funding Source: 2019-2028 Wichita CIP, adopted August 2019									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County		Limits: 143rd St E from Kellogg to Harry							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2022	Local	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	
2023	Local	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$200,000	
2024	Local	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$4,500,000	
2021-2024 TOTAL		\$100,000	\$350,000	\$100,000	\$4,500,000	\$0	\$0	\$5,050,000	
2021-2024 + (Prior & Future Years) TOTAL		\$100,000	\$350,000	\$100,000	\$4,500,000	\$0	\$0	\$5,050,000	

40-008		(Ver 3) 21-00		LOCAL					
Title: 21st Street Improvements, from KTA Toll Booth to Andover Road (2023, 2024)									
Lead Agency: City of Andover				Contact(s): Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com					
Scope: Reconstruct 21st Street from the KTA Toll Booth to Andover Road from an existing rural, two-lane roadway to an urban, four-lane roadway with curb and gutter and a 10-foot multi-use path on one side of the facility. Typical section improvements align with the existing 21st Street corridor west of Andover Road. This project includes a new traffic signal at the 21st and Street and KTA toll booth intersection.									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source:									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Butler County		Limits: 21st St North, from KTA Toll Booth to Andover Road							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2023	Local	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000	
2024	Local	\$150,000	\$0	\$150,000	\$7,975,000	\$0	\$0	\$8,275,000	
2021-2024 TOTAL		\$150,000	\$800,000	\$150,000	\$7,975,000	\$0	\$0	\$9,075,000	
2021-2024 + (Prior & Future Years) TOTAL		\$150,000	\$800,000	\$150,000	\$7,975,000	\$0	\$0	\$9,075,000	

40-561 (Ver 1) 21-00 LOCAL									
Title: 29th & Maize Intersection									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov					
Scope: Adding NB right turn lane on Maize, extending left turn lanes on 29th for both EB & WB, mill & overlay Maize for several hundred ft N/S of the intersection, add SWS on Maize from 29th to south to Hobby Lobby entrance & fill in ditch, restripe.									
Infaltion Assumptions: Cost estimates are reviewed and updated annually									
Explain Funding Source: Wichita 2019 - 2028 CIP									
Primary Mode: Intersection			Project Type:			Bike/Ped:		KDOT ID: (N/A)	
County: Sedgwick County			Limits: 29th & Maize Intersection						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local		\$0	\$0	\$0	\$1,070,000	\$0	\$0	\$1,070,000
2021-2024 TOTAL			\$0	\$0	\$0	\$1,070,000	\$0	\$0	\$1,070,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$0	\$0	\$1,070,000	\$0	\$0	\$1,070,000

R-19-10 (Ver 3) 21-00 LOCAL									
Title: 2nd St., Main to St. Francis (2022, 2023)									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.govShawn Mellies City of V					
Scope: Preservation project - curb extensions, streetscaping improvements									
Infaltion Assumptions: Cost estimates are reviewed and updated annually.									
Explain Funding Source: 2019-2028 Wichita CIP, adopted August 2019									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County			Limits: 2nd St., Main to St. Francis						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
2023	Local		\$0	\$0	\$0	\$3,575,000	\$0	\$0	\$3,575,000
2021-2024 TOTAL			\$0	\$300,000	\$0	\$3,575,000	\$0	\$0	\$3,875,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$300,000	\$0	\$3,575,000	\$0	\$0	\$3,875,000

R-19-12 (Ver 3) 21-00 **LOCAL**

Title: 37th St N., Hydraulic to Hillside (2022, 2023, 2024)
Lead Agency: City of Wichita **Contact(s):** Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov Shawn Mellies City of V
Scope: Construct 30lane roadway with right turn decal lanes, improve drainage, sidewalk
Infaltion Assumptions: Cost estimates are reviewed and updated annually.
Explain Funding Source: 2019-2028 Wichita CIP, adopted August 2019

Primary Mode: Road - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 37th St N from Hydraulic to Hillside

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000
2023	Local	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2024	Local	\$0	\$0	\$0	\$4,250,000	\$0	\$0	\$4,250,000
2021-2024 TOTAL		\$0	\$450,000	\$500,000	\$4,250,000	\$0	\$0	\$5,200,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$450,000	\$500,000	\$4,250,000	\$0	\$0	\$5,200,000

40-548 (Ver 1) 21-00 **FEDERAL**

Title: Academy Avenue Improvements from Maize Road to Maize City Park (2024)
Lead Agency: City of Maize **Contact(s):** Jolene Graham City of Maize (316)722-7561 jgraham@cityofmaize.org
Scope: Implement the paving, signalization, sidewalk, and streetscape elements from the Academy Arts District Plan from Maize Rd to the west border of Maize City Park. Specific project elements are construction of the eastern gateway, Academy Ave residential segment, MOXI Crossing, and City Park.
Infaltion Assumptions: 4.25% per year
Explain Funding Source: Local funding - City at large

Primary Mode: Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Academy Avenue, from Maize Road to Maize City Park

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2024	Local	\$75,000	\$575,000	\$100,000	\$625,000	\$0	\$0	\$1,375,000
2024	MPO-CMAQ	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
2021-2024 TOTAL		\$75,000	\$575,000	\$100,000	\$3,125,000	\$0	\$0	\$3,875,000
2021-2024 + (Prior & Future Years) TOTAL		\$75,000	\$575,000	\$100,000	\$3,125,000	\$0	\$0	\$3,875,000

BP-19-02 (Ver 4) 21-00 FEDERAL									
Title: Andover Rd. Bicycle/Pedestrian Path, from Central to US-54 (2019, 2020)									
Lead Agency: City of Andover				Contact(s): Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com					
Scope: Remove existing 5' sidewalk and replace with 10' bicycle/pedestrian path to complete the north/south connection between Central Ave. and US-54									
Infaltion Assumptions: 4% per year									
Explain Funding Source:									
Primary Mode: Ped/Bike		Project Type:			Bike/Ped: Y			KDOT ID: (008 N0685-01)	
County: Butler County		Limits: Andover Road from Central to US-54							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
<2021	Prior	\$0	\$85,000	\$40,000	\$783,308	\$120,000	\$0	\$1,028,308	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$85,000	\$40,000	\$783,308	\$120,000	\$0	\$1,028,308	

40-563 (Ver 1) 21-00 LOCAL									
Title: Aviation Pathway Phase 3									
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov					
Scope: Construction of a 10 ft. wide concrete multi-use pathway to connect the existing Aviation Pathway at Clifton and Cumberland Way to the existing pathway at Englewood and MacArthur. Work would complete a connection between the Wichita and Derby pathway systems.									
Infaltion Assumptions: Cost estimates are reviewed and updated annually									
Explain Funding Source: Sedgwick County 2019 CIP									
Primary Mode: Ped/Bike		Project Type:			Bike/Ped: Y			KDOT ID: (N/A)	
County: Sedgwick County		Limits: Clifton and Cumberland Way to MacArthur and Englewood							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2021	Local	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	
<2021	Prior	\$0	\$0	\$30,000	\$0	\$0	\$0	\$30,000	
2021-2024 TOTAL		\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$30,000	\$300,000	\$0	\$0	\$330,000	

40-564 (Ver 1) 21-00 **LOCAL**

Title: B485: Bridge on 151st St West over Ninnescah River
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 151st St West over Ninnescah River

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2022	Local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2023	Local	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$4,500,000
2021-2024 TOTAL		\$50,000	\$0	\$50,000	\$4,500,000	\$0	\$0	\$4,600,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$0	\$50,000	\$4,500,000	\$0	\$0	\$4,600,000

40-552 (Ver 1) 21-00 **LOCAL**

Title: B490: Bridge on 143rd St. E. between Harry and Pawnee
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County 316.660.1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 143rd St. E. between Harry and Pawnee

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000
2021-2024 TOTAL		\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000

40-565		(Ver 1) 21-00								LOCAL
Title: B492: Bridge on 103rd St. S. between 103rd St. W. and 119th St. W										
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov						
Scope: Replace bridge										
Infaltion Assumptions: Cost estimates are reviewed and updated annually										
Explain Funding Source: Sedgwick County 2019 CIP										
Primary Mode: Bridge - Other Road		Project Type:			Bike/Ped: N			KDOT ID: (N/A)		
County: Sedgwick County		Limits: 103rd St. S. between 103rd St. W. and 119th St. W								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000		
2022	Local	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000		
2021-2024 TOTAL		\$50,000	\$0	\$50,000	\$400,000	\$0	\$0	\$500,000		
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$0	\$50,000	\$400,000	\$0	\$0	\$500,000		

40-550		(Ver 1) 21-00								LOCAL
Title: B495: Bridge on 247th St. West between 77th St. North and 85th St. No										
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County 316.660.1777 jim.weber@sedgwick.gov						
Scope: Replace bridge										
Infaltion Assumptions: Cost estimates are reviewed and updated annually										
Explain Funding Source: Sedgwick County 2019 CIP										
Primary Mode: Bridge - Other Road		Project Type:			Bike/Ped: N			KDOT ID: (N/A)		
County: Sedgwick County		Limits: 247th St. West between 77th St. North and 85th St. No								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	Local	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000		
<2021	Prior	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000		
2021-2024 TOTAL		\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000		
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$0	\$0	\$500,000	\$0	\$0	\$550,000		

40-551 (Ver 1) 21-00 **LOCAL**

Title: B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 183rd St. West between 45th St. North and 53rd St. No

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
<2021	Prior	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2021-2024 TOTAL		\$50,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,050,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$100,000	\$0	\$1,000,000	\$0	\$0	\$1,150,000

40-553 (Ver 1) 21-00 **LOCAL**

Title: B497: Bridge on Ridge between 39th St. South and 47th St. South
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@wichita.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Ridge between 39th St. South and 47th St. South

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000
2022	Local	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000
<2021	Prior	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2021-2024 TOTAL		\$50,000	\$0	\$50,000	\$500,000	\$0	\$0	\$600,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$50,000	\$500,000	\$0	\$0	\$650,000

40-567 (Ver 1) 21-00 **LOCAL**

Title: B498: Bridge on 143rd St. East between Pawnee and 31st St. South
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 143rd St. East between Pawnee and 31st St. South

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2023	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000
2024	Local	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2021-2024 TOTAL		\$50,000	\$50,000	\$50,000	\$500,000	\$0	\$0	\$650,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$50,000	\$500,000	\$0	\$0	\$650,000

40-554 (Ver 1) 21-00 **LOCAL**

Title: B500: Bridge on 103rd St. S. between 119th and 135th St. W.
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@wichita.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 103rd St. S. between 119th and 135th St. W.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000
2022	Local	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
<2021	Prior	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2021-2024 TOTAL		\$50,000	\$0	\$50,000	\$400,000	\$0	\$0	\$500,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$50,000	\$400,000	\$0	\$0	\$550,000

40-566 (Ver 1) 21-00 **LOCAL**

Title: B501: Bridge on 103rd St. South between Hoover and Ridge
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 103rd St. South between Hoover and Ridge

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
<2021	Prior	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2021-2024 TOTAL		\$50,000	\$0	\$0	\$400,000	\$0	\$0	\$450,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$0	\$400,000	\$0	\$0	\$500,000

40-555 (Ver 1) 21-00 **LOCAL**

Title: B502: Bridge on Greenwich between 109th St. North and 117th St. North
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Greenwich between 109th St. North and 117th St. North

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local	\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000
2023	Local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2024	Local	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000
2021-2024 TOTAL		\$50,000	\$65,000	\$0	\$650,000	\$0	\$0	\$765,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$65,000	\$0	\$650,000	\$0	\$0	\$765,000

40-571		(Ver 1) 21-00								LOCAL
Title: B504: Rehabilitate Bridge on 151st St. West over Arkansas River										
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County 316.660.1777 jim.weber@sedgwick.gov						
Scope: Rehabilitate bridge										
Infaltion Assumptions: Cost estimates are reviewed and updated annually										
Explain Funding Source: Sedgwick County 2019 CIP										
Primary Mode: Bridge - Other Road		Project Type:			Bike/Ped: N			KDOT ID: (N/A)		
County: Sedgwick County		Limits: 151st St. West over Arkansas River								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	Local	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000		
2023	Local	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000		
2021-2024 TOTAL		\$0	\$50,000	\$0	\$500,000	\$0	\$0	\$550,000		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$50,000	\$0	\$500,000	\$0	\$0	\$550,000		

40-556		(Ver 1) 21-00								LOCAL
Title: B505: Rehabilitate Bridge on Ridge over Arkansas River										
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County 316.660.1777 jim.weber@sedgwick.gov						
Scope: Rehabilitate bridge										
Infaltion Assumptions: Cost estimates are reviewed and updated annually										
Explain Funding Source: Sedgwick County 2019 CIP										
Primary Mode: Bridge - Other Road		Project Type:			Bike/Ped: N			KDOT ID: (N/A)		
County: Sedgwick County		Limits: Ridge, over Arkansas River, south of 77th St N.								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	Local	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000		
2023	Local	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000		
2021-2024 TOTAL		\$0	\$30,000	\$0	\$300,000	\$0	\$0	\$330,000		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$30,000	\$0	\$300,000	\$0	\$0	\$330,000		

40-568 (Ver 1) 21-00 **LOCAL**

Title: B507: Bridge on Greenwich between 117th St. North and 125th St. North
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@wichita.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Greenwich between 117th St. North and 125th St. North

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2022	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000
2023	Local	\$0	\$0	\$0	\$450,000	\$0	\$0	\$450,000
2021-2024 TOTAL		\$50,000	\$50,000	\$50,000	\$450,000	\$0	\$0	\$600,000
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$50,000	\$450,000	\$0	\$0	\$600,000

40-558 (Ver 1) 21-00 **LOCAL**

Title: B510, B491: Bridge on 71st St. South between Webb and Greenwich
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Replace bridge
Infaltion Assumptions: Cost estimates are reviewed and updated annually
Explain Funding Source: Sedgwick County 2019 CIP

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** 71st St. South between Webb and Greenwich

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
2021-2024 TOTAL		\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000

BP-19-01 (Ver 3) 21-00 LOCAL									
Title: Bike Enhancement Projects (2020, 2022)									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov Shawn Mellies City of V					
Scope: Various bicycle improvements including those recommended by the Wichita Bicycle and pedestrian Advisory board.									
Infaltion Assumptions: Cost estimates are reviewed and updated annually.									
Explain Funding Source: 2019-2028 Wichita CIP, adopted August 2019									
Primary Mode: Ped/Bike		Project Type:			Bike/Ped: Y			KDOT ID: (N/A)	
County: Sedgwick County		Limits: City of Wichita							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2022	Local	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	
<2021	Prior	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	
2021-2024 TOTAL		\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	

B-19-02 (Ver 5) 21-00 FEDERAL									
Title: Bridge #290 on I-135 in Sedgwick County (KA-4910-02) (2019, 2020)									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov					
Scope: Bridge Repair- Polymer Overlay repair with deck patching followed by Single-Layer Polymer Concrete Overlay, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearing and full TMP									
Infaltion Assumptions: 4.5%									
Explain Funding Source: ACNHPP and State Funds									
Primary Mode: Bridge - Highway		Project Type:			Bike/Ped: N			KDOT ID: (087 KA4910-02)	
County: Sedgwick County		Limits: Located at 19th St. North and I-135							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
<2021	Prior	\$0	\$450,000	\$0	\$6,353,800	\$408,600	\$0	\$7,212,400	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$450,000	\$0	\$6,353,800	\$408,600	\$0	\$7,212,400	

B-19-01 (Ver 4) 21-00 FEDERAL									
Title: Bridge #496 & Bridge #497 on US-54 in Sedgwick County (KA-5044-01) (2019, 2020)									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov					
Scope: Bridge Repair- Strip seal replacements, relief slot joint replacements and deck patching as needed									
Infaltion Assumptions: 4.5%									
Explain Funding Source: NHPP and State									
Primary Mode: Bridge - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA5044-01)	
County: Sedgwick County		Limits: 2.362 miles west of junction US-54/I-235 over Tyler Rd in Wichita							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
<2021	Prior	\$0	\$140,000	\$0	\$700,000	\$70,000	\$0	\$910,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$140,000	\$0	\$700,000	\$70,000	\$0	\$910,000	

B-19-06 (Ver 3) 21-00 LOCAL									
Title: Bridge Rehabilitation/Repair - Wichita (2021, 2022, 2023)									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov Shawn Mellies City of V					
Scope: Bridge repair, if needed, for bridged identified in the biennial bridge inspection									
Infaltion Assumptions: Cost estimates									
Explain Funding Source: Wichita 2019-2028 CIP, adopted August 2019									
Primary Mode: Bridge - Other Road			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County		Limits: City of Wichita							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2021	Local	\$0	\$0	\$0	\$700,000	\$50,000	\$0	\$750,000	
2022	Local	\$0	\$0	\$0	\$900,000	\$100,000	\$0	\$1,000,000	
2023	Local	\$0	\$0	\$0	\$900,000	\$100,000	\$0	\$1,000,000	
2021-2024 TOTAL		\$0	\$0	\$0	\$2,500,000	\$250,000	\$0	\$2,750,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$2,500,000	\$250,000	\$0	\$2,750,000	

B-18-01		(Ver 6) 21-00		FEDERAL					
Title: Bridge Repair (#291) on I-135 in Sedgwick County (KA-4910-03) (2019, 2020, 2021)									
Lead Agency: KDOT			Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov						
Scope: Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearings, replace bearings and full TMP									
Infaltion Assumptions: 4.5%									
Explain Funding Source: ACNHP and State									
Primary Mode: Bridge - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA4910-03)	
County: Sedgwick County			Limits: Bridge #291 on I-135 in SG County located at 19th St N and I-135						
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2021	NHPP ACCP	\$0	\$0	\$0	\$9,900,000	\$540,000	\$0	\$10,440,000	
<2021	Prior	\$0	\$600,000	\$0	\$11,000,000	\$600,000	\$0	\$12,200,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$600,000	\$0	\$11,000,000	\$600,000	\$0	\$12,200,000	
*ACCP is not part of Total									

40-559		(Ver 1) 21-00		LOCAL					
Title: Chisholm Trail and Delano Path									
Lead Agency: City of Wichita			Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov						
Scope: The bikeways connect the Delano business district, two universities, the Arkansas Path, the new Wichita stadium and the Wichita Bicycle Network. The project would include installation of paved paths and crossing improvements/signals. Delano Path: the former railroad corridor north of Douglas Avenue from the Arkansas River path to the proposed future park site near Elizabeth Street and intersect with the Chisholm Path. Chisholm Trail Path: would travel along the active Kansas and Oklahoma RR Corridor. The City would work in partnership with the K&O to develop a rail-with-trail path from the Zoo Boulevard Path to the proposed Delano Path, and south to Friends and Newman Universities.									
Infaltion Assumptions: Cost estimates are reviewed and updated annually									
Explain Funding Source: Wichita 2019-2028 CIP, adopted in August 2019									
Primary Mode: Ped/Bike			Project Type:			Bike/Ped:		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Chisholm Trail and Delano Path						
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2024	Local	\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$2,200,000	
2021-2024 TOTAL		\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$2,200,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$2,200,000	

40-088 (Ver 3) 21-00 LOCAL									
Title: Commerce Area Improvements (2023)									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov					
Scope: Re-construct Commerce and St. Francis streets between Waterman and Kellogg to improve drainage, identify parking areas, and improve pedestrian access.									
Infaltion Assumptions: Cost estimates reviewed and updated annually									
Explain Funding Source: City of Wichita, 2019 - 2028 CIP									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Commerce & St Francis, Waterman to Kellogg						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2023	Local		\$0	\$0	\$0	\$5,100,000	\$0	\$0	\$5,100,000
2021-2024 TOTAL			\$0	\$0	\$0	\$5,100,000	\$0	\$0	\$5,100,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$0	\$0	\$5,100,000	\$0	\$0	\$5,100,000

40-099 (Ver 3) 21-00 LOCAL									
Title: Comprehensive Way Finding (2021, 2022)									
Lead Agency: City of Wichita				Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov					
Scope: Install and replace way finding signs throughout the city.									
Infaltion Assumptions: Cost estimates are reviewed and updated annually									
Explain Funding Source: City of Wichita CIP, 2019 - 2028									
Primary Mode: Other			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County			Limits: City of Wichita						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2022	Local		\$0	\$0	\$0	\$1,550,000	\$0	\$0	\$1,550,000
2021-2024 TOTAL			\$0	\$200,000	\$0	\$1,550,000	\$0	\$0	\$1,750,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$200,000	\$0	\$1,550,000	\$0	\$0	\$1,750,000

40-570 (Ver 1) 21-00 FEDERAL									
Title: Delano Transit Center									
Lead Agency: Wichita Transit					Contact(s): Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov				
Scope: Construct a new multimodal transit center									
Infaltion Assumptions: Grant award is fixed.									
Explain Funding Source: Competitive FTA 5339 grant award									
Primary Mode: Transit			Project Type:			Bike/Ped:		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Between US-54/400 and Wichita Ice Center						
FED FY	Revenue Source		IMP	PE	ROW	CON	CAP	OP	TOTAL
<2021	Prior		\$0	\$0	\$0	\$0	\$17,725,520	\$0	\$17,725,520
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$0	\$0	\$0	\$17,725,520	\$0	\$17,725,520

R-19-13 (Ver 3) 21-00 LOCAL									
Title: Douglas, Washington to Grove (2020, 2022, 2023)									
Lead Agency: City of Wichita					Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.govShawn Mellies City of V				
Scope: Preservation project - curb extensions, streetscaping improvements									
Infaltion Assumptions: 4% per year									
Explain Funding Source: 2019-2028 Wichita CIP, adopted August 2019									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Douglas from Washington to Grove						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local		\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2023	Local		\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
<2021	Prior		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2021-2024 TOTAL			\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$200,000	\$0	\$6,000,000	\$0	\$0	\$6,200,000

T-19-01 (Ver 3) 21-00 FEDERAL									
Title: FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities (2021, 2022, 2023, 2024)									
Lead Agency: Wichita Transit				Contact(s): Raven Alexander Wichita Transit (316)352-4868 ralexander@wichita.gov					
Scope: Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.									
Infaltion Assumptions: 3%/year									
Explain Funding Source: 5310 funds are apportioned to the urbanized area annually									
Primary Mode: Transit			Project Type:			Bike/Ped:		KDOT ID: (N/A)	
County: Butler County, Sedgwick			Limits: Wichita urbanized area						
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL	
2021	FTA 5310	\$0	\$0	\$0	\$0	\$276,294	\$148,773	\$425,067	
2021	Local	\$0	\$0	\$0	\$0	\$46,757	\$148,773	\$195,530	
2022	FTA 5310	\$0	\$0	\$0	\$0	\$284,582	\$153,237	\$437,819	
2022	Local	\$0	\$0	\$0	\$0	\$48,160	\$153,237	\$201,397	
2023	FTA 5310	\$0	\$0	\$0	\$0	\$293,120	\$157,834	\$450,954	
2023	Local	\$0	\$0	\$0	\$0	\$49,605	\$157,834	\$207,439	
2024	FTA 5310	\$0	\$0	\$0	\$0	\$301,914	\$162,569	\$464,483	
2024	Local	\$0	\$0	\$0	\$0	\$51,093	\$162,569	\$213,662	
2021-2024 TOTAL		\$0	\$0	\$0	\$0	\$1,351,525	\$1,244,826	\$2,596,351	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$1,351,525	\$1,244,826	\$2,596,351	

B-13-008 (Ver 9) 21-00 FEDERAL									
Title: I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)									
Lead Agency: KDOT (2018, 2019, 2017, 2019, 2020)				Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov					
Scope: Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.									
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.									
Explain Funding Source:									
Primary Mode: Road - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA3110-01)	
County: Sedgwick County			Limits: I-235, from east of Meridian Avenue to west of I-135						
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
<2021	Prior	\$4,000,000	\$4,236,353	\$7,600,000	\$74,090,500	\$5,317,500	\$0	\$95,244,353	
2021-2024 + (Prior & Future Years) TOTAL		\$4,000,000	\$4,236,353	\$7,600,000	\$74,090,500	\$5,317,500	\$0	\$95,244,353	

R-19-19		(Ver 2) 21-00								FEDERAL
Title: I-235 in Sedgwick County (1R Project) (2019, 2020, 2021)										
Lead Agency: KDOT				Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov						
Scope: Surfacing										
Infaltion Assumptions: 4%										
Explain Funding Source: NHPP and State funds										
Primary Mode: Road - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA5510-01)		
County: Sedgwick County		Limits: I-235: Beginning at the East edge wearing surface of the BNSF Bridges thence East to the West edge wearing surface of Hydraulic Bridges								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	NHPP ACCP	\$0	\$0	\$0	\$1,446,301	\$72,315	\$0	\$1,518,616		
<2021	Prior	\$0	\$1,000	\$0	\$1,607,001	\$80,350	\$0	\$1,688,351		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$1,000	\$0	\$1,607,001	\$80,350	\$0	\$1,688,351		
*ACCP is not part of Total										

INT-17-002		(Ver 7) 21-00								STATE
Title: Intersection Improvements at US-54 and Barber Dr. (2020)										
Lead Agency: KDOT				Contact(s): Nelda Buckley KDOT (785) 368-7099 nelda.buckley@ks.gov						
Scope: Intersection Improvements in Goddard										
Infaltion Assumptions: 4%										
Explain Funding Source: State Corridor Management Funds										
Primary Mode: Intersection			Project Type:			Bike/Ped: N		KDOT ID: (087 KA4362-01)		
County: Sedgwick County		Limits: US-54 and Barber Dr. in Goddard								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
<2021	Prior	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000		

INT-19-04 (Ver 2) 21-00 STATE									
Title: K-254 at Rock Road (2020, 2021)									
Lead Agency: KDOT					Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov				
Scope: Construct EB right turn lane and WB right turn taper on K-254									
Infaltion Assumptions: 4%									
Explain Funding Source: State									
Primary Mode: Road - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA5554-01)	
County: Sedgwick County			Limits: K-254 at Rock Road						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	State		\$0	\$0	\$0	\$546,013	\$54,601	\$0	\$600,614
<2021	Prior		\$27,301	\$54,601	\$27,301	\$0	\$0	\$0	\$109,203
2021-2024 TOTAL			\$0	\$0	\$0	\$546,013	\$54,601	\$0	\$600,614
2021-2024 + (Prior & Future Years) TOTAL			\$27,301	\$54,601	\$27,301	\$546,013	\$54,601	\$0	\$709,817

40-572 (Ver 2) 21-00 FEDERAL									
Title: KDOT 1R Resurfacing Preservation projects in the WAMPO region 2021									
Lead Agency: KDOT					Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov				
Scope: Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding.									
Infaltion Assumptions: 4.5% inflation factor per year extended to the letting date of the project, and refined during pre-construction activities									
Explain Funding Source: KDOT									
Primary Mode: Road - Highway			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Butler County, Sedgwick			Limits: Various locations on K, US and Interstate routes in the WAMPO region						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	NHPP		\$0	\$0	\$0	\$5,985,000	\$315,000	\$0	\$6,300,000
2021	State		\$0	\$0	\$0	\$665,000	\$35,000	\$0	\$700,000
2021-2024 TOTAL			\$0	\$0	\$0	\$6,650,000	\$350,000	\$0	\$7,000,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$0	\$0	\$6,650,000	\$350,000	\$0	\$7,000,000

40-578 (Ver 2) 21-00 **FEDERAL**

Title: KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding.
Infaltion Assumptions: 4.5% inflation factor per year extended to the letting date of the project, and refined during pre-construction activities
Explain Funding Source:

Primary Mode: Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Butler County, Sedgwick **Limits:** Various locations on K, US and Interstate routes in the WAMPO region

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2022	NHPP	\$0	\$0	\$0	\$5,985,000	\$315,000	\$0	\$6,300,000
2022	State	\$0	\$0	\$0	\$665,000	\$35,000	\$0	\$700,000
2021-2024 TOTAL		\$0	\$0	\$0	\$6,650,000	\$350,000	\$0	\$7,000,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$6,650,000	\$350,000	\$0	\$7,000,000

40-575 (Ver 2) 21-00 **FEDERAL**

Title: KDOT Bridge Set Aside projects in the WAMPO Region 2021
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Surface preservation, including, patching, overlay, re-decking, and bridge maintenance
Infaltion Assumptions: 4.5% inflation factor per year extended to the letting date of the project, and reevaluated during pre-construction activities
Explain Funding Source:

Primary Mode: Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Various locations on K, US and Interstate routes in the WAMPO region

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	NHPP	\$0	\$0	\$0	\$4,860,000	\$270,000	\$0	\$5,130,000
2021	State	\$0	\$300,000	\$0	\$540,000	\$30,000	\$0	\$870,000
2021-2024 TOTAL		\$0	\$300,000	\$0	\$5,400,000	\$300,000	\$0	\$6,000,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$300,000	\$0	\$5,400,000	\$300,000	\$0	\$6,000,000

40-576		(Ver 2) 21-00		FEDERAL					
Title: KDOT Bridge Set Aside projects in the WAMPO Region 2022									
Lead Agency: KDOT			Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov						
Scope: Surface preservation, including, patching, overlay, re-decking, and bridge maintenance									
Infaltion Assumptions: 4.5% inflation factor per year extended to the letting date of the project, and reevaluated during pre-construction activities									
Explain Funding Source:									
Primary Mode: Bridge - Highway		Project Type:			Bike/Ped: N		KDOT ID: (N/A)		
County: Butler County, Sedgqwic		Limits: Various locations on K, US and Interstate routes in the WAMPO region							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2022	NHPP	\$0	\$0	\$0	\$4,860,000	\$270,000	\$0	\$5,130,000	
2022	State	\$0	\$300,000	\$0	\$540,000	\$30,000	\$0	\$870,000	
2021-2024 TOTAL		\$0	\$300,000	\$0	\$5,400,000	\$300,000	\$0	\$6,000,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$300,000	\$0	\$5,400,000	\$300,000	\$0	\$6,000,000	

R-19-15		(Ver 3) 21-00		LOCAL					
Title: Maple, 135th Street W to 151st Street W (2024)									
Lead Agency: City of Wichita			Contact(s): Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.govShawn Mellies City of W						
Scope: Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalk									
Infaltion Assumptions: 4% per year									
Explain Funding Source: Wichita 2018-2027 CIP, adopted August 2018									
Primary Mode: Road - Other Road		Project Type:			Bike/Ped: Y		KDOT ID: (N/A)		
County: Sedgwick County		Limits: Maple St., from 135th St W to 151st St W							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2024	Local	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	
2021-2024 TOTAL		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	

40-549 (Ver 1) 21-00 LOCAL									
Title: Market St Reconstruction, from Ark River to K-15									
Lead Agency: City of Derby				Contact(s): Dan Squires City of Derby (316)788-6632 dansquires@derbyweb.com					
Scope: Reconstruct Market Street, from Ark River to K-15									
Infaltion Assumptions: Cost estimates are reviewed and updated annually									
Explain Funding Source: Derby CIP									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Market St reconstruction, Ark River to K-15						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local		\$0	\$0	\$0	\$225,000	\$0	\$0	\$225,000
2021-2024 TOTAL			\$0	\$0	\$0	\$225,000	\$0	\$0	\$225,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$0	\$0	\$225,000	\$0	\$0	\$225,000

R-19-07 (Ver 4) 21-00 FEDERAL									
Title: Meridian, from Ford (77th St. N.) to Seward (69th St. N.) (2021, 2023)									
Lead Agency: City of Valley Center				Contact(s): Brent Clark City of Valley Center (316)755-7310 Bclark@valleycenterks.org					
Scope: Reconstruct and pave Meridian from 0.25MI south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained.									
Infaltion Assumptions: 4% per year									
Explain Funding Source:									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Meridian, from 0.25-mi south of Seward (69th St N) to the railroad crossing north of Ford Street (77th St N).						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local		\$0	\$371,536	\$50,000	\$0	\$0	\$0	\$421,536
2023	Local		\$0	\$0	\$0	\$743,072	\$111,461	\$0	\$854,533
2023	MPO-STP		\$0	\$0	\$0	\$2,972,288	\$445,843	\$0	\$3,418,131
2021-2024 TOTAL			\$0	\$371,536	\$50,000	\$3,715,360	\$557,304	\$0	\$4,694,200
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$371,536	\$50,000	\$3,715,360	\$557,304	\$0	\$4,694,200

40-052		(Ver 3) 21-00								FEDERAL
Title: Meridian Ave, Main Street (81st St N) to 5th Street (85th St N) (2023)										
Lead Agency: City of Valley Center				Contact(s): Brent Clark City of Valley Center (316)755-7310 bclark@valleycenterks.org						
Scope: Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.										
Infaltion Assumptions: 4.25% per year										
Explain Funding Source: Temp note during construction, bonding after project is complete.										
Primary Mode: Road - Other Road		Project Type:			Bike/Ped: Y		KDOT ID: (N/A)			
County: Sedgwick County		Limits: Meridian Avenue: Main Street to 5th Street North								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2023	Local	\$50,000	\$231,600	\$50,000	\$682,933	\$0	\$0	\$1,014,533		
2023	MPO-STP	\$0	\$0	\$0	\$2,731,731	\$0	\$0	\$2,731,731		
2021-2024 TOTAL		\$50,000	\$231,600	\$50,000	\$3,414,664	\$0	\$0	\$3,746,264		
2021-2024 + (Prior & Future Years) TOTAL		\$50,000	\$231,600	\$50,000	\$3,414,664	\$0	\$0	\$3,746,264		

40-541		(Ver 1) 21-00								FEDERAL
Title: Nelson Drive Realignment (2023, 2024)										
Lead Agency: City of Derby				Contact(s): Dan Squires City of Derby (316)788-6632 dansquires@derbyweb.com						
Scope: Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby. Includes a new signalized access from K-15 to Nelson Dr.										
Infaltion Assumptions: 4.25% per year										
Explain Funding Source: The City will utilize GO bonds to fund the City's portion of the project costs.										
Primary Mode: Road - Other Road		Project Type:			Bike/Ped: Y		KDOT ID: (N/A)			
County: Sedgwick County		Limits: Nelson Drive, between Patriot and just south of Red Powell								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2023	Local	\$150,000	\$325,000	\$409,704	\$1,259,819	\$0	\$0	\$2,144,523		
2024	MPO-STP	\$0	\$0	\$0	\$5,039,276	\$0	\$0	\$5,039,276		
2021-2024 TOTAL		\$150,000	\$325,000	\$409,704	\$6,299,095	\$0	\$0	\$7,183,799		
2021-2024 + (Prior & Future Years) TOTAL		\$150,000	\$325,000	\$409,704	\$6,299,095	\$0	\$0	\$7,183,799		

R-19-08 (Ver 5) 21-00 FEDERAL									
Title: North Main Street Reconstruction (2020, 2021)									
Lead Agency: City of Haysville				Contact(s): Zach McHatton City of Haysville (316)529-5900 zmchatton@haysville-ks.com					
Scope: Reconstruct and pave North Main Street in Haysville, maintain the existing 4-lane arterial roadway with curb and gutter from Grand Ave. to the Valley Center Floodway Bridge. This project includes a 10' sidewalk along the west side of North Main St and a signalized pedestrian crossing at Karla Ave.									
Infaltion Assumptions: 4% per year									
Explain Funding Source:									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (087 N0694-01)	
County: Sedgwick County		Limits: North Main Street, from Grand Avenue to the Valley Center Floodway Bridge							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2021	Local	\$0	\$0	\$0	\$379,057	\$56,859	\$0	\$435,916	
2021	MPO-STP	\$0	\$0	\$0	\$1,516,230	\$227,434	\$0	\$1,743,664	
<2021	Prior	\$0	\$172,900	\$20,000	\$0	\$0	\$0	\$192,900	
2021-2024 TOTAL		\$0	\$0	\$0	\$1,895,287	\$284,293	\$0	\$2,179,580	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$172,900	\$20,000	\$1,895,287	\$284,293	\$0	\$2,372,480	

40-577 (Ver 2) 21-00 FEDERAL									
Title: Overlay in Sedgwick County on K-96									
Lead Agency: KDOT				Contact(s): Rene hart KDOT (785)296-8593 rene.hart@ks.gov					
Scope: 3 inch Overlay									
Infaltion Assumptions: 4% per year									
Explain Funding Source:									
Primary Mode: Road - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA5606-01)	
County: Sedgwick County		Limits: K-96: Beginning at Junction I-135/K-96 thence East to the end of the Hot Mix Asphalt East of Webb Road							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2021	NHPP ACCP	\$0	\$0	\$0	\$3,260,400	\$244,530	\$0	\$3,504,930	
<2021	Prior	\$0	\$0	\$0	\$4,075,500	\$305,663	\$0	\$4,381,163	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$4,075,500	\$305,663	\$0	\$4,381,163	

*ACCP is not part of Total

INT-19-02 (Ver 3) 21-00 **LOCAL**

Title: Pawnee & 127th Street intersection
Lead Agency: City of Wichita **Contact(s):** Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.govShawn Mellies City of V
Scope: Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout.
Infaltion Assumptions: Cost estimates are reviewed and updated annually.
Explain Funding Source: 2019-2028 Wichita CIP, adopted Aug 2019

Primary Mode: Intersection **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Pawnee & 127th Street

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2022	Local	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
<2021	Prior	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
2021-2024 TOTAL		\$0	\$0	\$150,000	\$1,200,000	\$0	\$0	\$1,350,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$160,000	\$150,000	\$1,200,000	\$0	\$0	\$1,510,000

R-19-09 (Ver 5) 21-00 **FEDERAL**

Title: Pawnee, Webb to Greenwich (2018, 2020, 2021, 2022)

Lead Agency: City of Wichita **Contact(s):** Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.gov Shawn Mellies City of W

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

Infaltion Assumptions: Cost estimates are reviewed and updated annually.

Explain Funding Source:

Primary Mode: Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0696-01)

County: Sedgwick County **Limits:** Pawnee from Webb to Greenwich

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$0	\$0	\$837,000	\$70,000	\$0	\$907,000
2021	MPO-STP	\$0	\$0	\$0	\$3,059,152	\$0	\$0	\$3,059,152
2021	MPO-STP AC	\$0	\$0	\$0	\$533,848	\$0	\$0	\$533,848
2022	MPO-STP ACCP	\$0	\$0	\$0	\$533,848	\$0	\$0	\$533,848
<2021	Prior	\$0	\$350,000	\$150,000	\$0	\$0	\$0	\$500,000
2021-2024 TOTAL		\$0	\$0	\$0	\$4,430,000	\$70,000	\$0	\$4,500,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$350,000	\$150,000	\$4,430,000	\$70,000	\$0	\$5,000,000

*ACCP is not part of Total

40-012 (Ver 3) 21-00 **LOCAL**

Title: Prairie Creek Rd bridge over KTA (2021, 2022, 2023)

Lead Agency: City of Andover

Contact(s): Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com

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

Infaltion Assumptions: 4.25% per year

Explain Funding Source:

Primary Mode: Bridge - Other Road

Project Type:

Bike/Ped: Y

KDOT ID: (N/A)

County: Butler County

Limits: Prairie Creek Road Bridge across the Kansas Turnpike

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000
2022	Local	\$100,000	\$0	\$125,000	\$0	\$0	\$0	\$225,000
2023	Local	\$0	\$0	\$0	\$4,338,512	\$0	\$0	\$4,338,512
2021-2024 TOTAL		\$100,000	\$350,000	\$125,000	\$4,338,512	\$0	\$0	\$4,913,512
2021-2024 + (Prior & Future Years) TOTAL		\$100,000	\$350,000	\$125,000	\$4,338,512	\$0	\$0	\$4,913,512

40-560 (Ver 1) 21-00 **LOCAL**

Title: Prairie Sunset Trail

Lead Agency: City of Wichita

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

Scope: Connect the Prairie Sunset Trail from the Arkansas River Path to Goddard (167th Street). This regional connection will tie together bikeways from Garden Plain and Goddard to the Wichita network. Prairie Sunset Trail : improve the existing trail along the City railbanked sections, improve crossings, wayfinding, upgrades to existing bridges, installation of bridges, including crossing the Cowskin Creek, and connections to adjacent destinations. Big Ditch and I-235 Crossing: acquire of rights to the former RR corridor where needed; improve the existing former railroad bridge at I-235 and the Big Ditch; and connect from the trail at Hoover to Bebe Street. McCormick Bikeway: install bikeways from Bebe Street to the Arkansas River Path consisting largely of on-street bikeways, crossing improvements, and wayfinding.

Infaltion Assumptions: Cost estimates are reviewed and updated annually

Explain Funding Source: Wichita 2019 - 2028 CIP, adopted August 2019

Primary Mode: Ped/Bike

Project Type:

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County

Limits: Prairie Sunset Trail from the Arkansas River Path to Goddard (167th Street)

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local	\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$2,300,000
2021-2024 TOTAL		\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$2,300,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$2,300,000

40-569		(Ver 1) 21-00								LOCAL
Title: R348: Pave 135th St. W. North of 53rd St. N. (Half mile)										
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County 316.660.1777 jim.weber@wichita.gov						
Scope: Pave two lane rural road to industrial two lane rural section.										
Infaltion Assumptions: Cost estimates are reviewed and updated annually										
Explain Funding Source: Sedgwick County 2019 CIP										
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: N		KDOT ID: (N/A)		
County: Sedgwick County		Limits: 135th St. W. North of 53rd St. N.								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	Local	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000		
<2021	Prior	\$0	\$100,000	\$50,000	\$0	\$0	\$0	\$150,000		
2021-2024 TOTAL		\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$100,000	\$50,000	\$900,000	\$0	\$0	\$1,050,000		

40-557		(Ver 1) 21-00								LOCAL
Title: R351: Intersection Improvements at 55th St. S. and Meridian										
Lead Agency: Sedgwick County - Public Works				Contact(s): Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov						
Scope: Addition of turn lanes at 55th St.South and Meridian to serve Campus High School.										
Infaltion Assumptions: Cost estimates are reviewed and updated annually										
Explain Funding Source: Sedgwick County 2019 CIP, USD 261 (Haysville School District) is paying for 50% of cost.										
Primary Mode: Intersection			Project Type:			Bike/Ped: N		KDOT ID: (N/A)		
County: Sedgwick County		Limits: 55th St. S. and Meridian								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2021	Local	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000		
2021-2024 TOTAL		\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000		

S-17-01 (Ver 5) 21-00 **FEDERAL**

Title: Railroad Safety Crossing Improvements (2020, 2021, 2022, 2023, 2024)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov

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

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project

Explain Funding Source: State Funds (AC-HSIP)

Primary Mode: Safety

Project Type:

Bike/Ped: N

KDOT ID: (N/A)

County: Sedgwick County

Limits: Railroad crossings in the WAMPO region

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	HSIP AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2021	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2022	HSIP AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2022	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2023	HSIP AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2023	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2024	HSIP AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2024	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
<2021	Prior	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2021-2024 TOTAL		\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$7,500,000

*ACCP is not part of Total

P-17-02 (Ver 6) 21-00 **FEDERAL**

Title: Regional Asset Inventory (2021)
Lead Agency: WAMPO **Contact(s):** Chad Parasa (316)799-1320 chad.parasa@wampo.org
Scope: WAMPO will develop a regional asset inventory showing the current condition of potentially regionally significant roads and bridges and the locations of ITS and bike/ped facilities in the WAMPO region. This will include developing a database and website that will make this information publicly accessible for the use of WAMPO planning partners, member jurisdictions and other stakeholders; populating the database with current condition and location information on these assets from our planning partners and member jurisdictions; and developing procedures for updating the database on an ongoing basis.
Infaltion Assumptions: 4% per year.
Explain Funding Source: The WAMPO cash account includes the annual dues collected from the member jurisdictions

Primary Mode: Planning & Outreach **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0688-19)

County: Sedgwick County **Limits:** WAMPO Region

FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000
2021	MPO-STP	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000
2021-2024 TOTAL		\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000
2021-2024 + (Prior & Future Years) TOTAL		\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000

R-15-005 (Ver 5) 21-00 STATE									
Title: Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-8234-03, K-8234-04)									
Lead Agency: KDOT (2021, 2022, 2023, 2024) Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov									
Scope: Right of Way Acquisition for a 4-Lane Freeway Section									
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project									
Explain Funding Source: 11/4/15 Agreement between KDOT, Goddard, Maize, and SEdwick County, effective 2016-2020.									
Primary Mode: Road - Highway			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Northwest Wichita Bypass: From approx. 3.5 miles north of US-54 northeast to K-96 near 45th St.						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	State		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2022	Local		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2022	State		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	Local		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	State		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	Local		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	State		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021-2024 TOTAL			\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000

40-562 (Ver 1) 21-00 LOCAL									
Title: Rock Rd Traffic Signal Coordination Phase 2									
Lead Agency: City of Derby Contact(s): Dan Squires City of Derby (316)788-6632 dansquires@derbyweb.com									
Scope: Timing plan and signal controller/gps clock updates									
Infaltion Assumptions: Cost estimates are reviewed and updated annually									
Explain Funding Source: Derby CIP									
Primary Mode: Technology			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Rock Rd, Meadowlark to Madison (79th St.)						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local		\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
2021-2024 TOTAL			\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000

R-17-01		(Ver 5) 21-00		FEDERAL					
Title: SW Butler Rd/SW 150th St Intersection (2018, 2019, 2020)									
Lead Agency: Butler County				Contact(s): Darryl C. Lutz, P.E. 3163224101 dlutz@bucoks.com					
Scope: Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in Rose Hill.									
Infaltion Assumptions: 2% per year increase.									
Explain Funding Source: Local matching funds from Butler County-Funding Source: Local Ad Valorem Property Taxes and Special City County Highway Funds. A copy of the 2016 adopted budget and CIP is available on-line at http://www.bucoks.com/DocumentCenter/View/2848 . The CIP begi									
Primary Mode: Intersection		Project Type:		Bike/Ped: Y		KDOT ID: (008 C4942-01)			
County: Butler County		Limits: SW Butler Rd beginning 0.5 miles south of SW 150th St., thence north 1 mile.							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
<2021	Prior	\$300,000	\$265,000	\$250,000	\$6,500,000	\$500,000	\$0	\$7,815,000	
2021-2024 + (Prior & Future Years) TOTAL		\$300,000	\$265,000	\$250,000	\$6,500,000	\$500,000	\$0	\$7,815,000	

40-544		(Ver 1) 21-00		FEDERAL					
Title: Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation (2023)									
Lead Agency: Sedgwick County Dept of Aging				Contact(s): Michelle Stroot Sedgwick County Department of Aging (316)660-5227 michelle.stroot@sed					
Scope: Conduct a comprehensive operations and technology feasibility study and implement recommendations. The proposed study will be comprehensive; including recommendations on improvements to the current service delivery model and operational structure to improve access, quality of service and productivity. As the system grows, the agency needs to determine whether the current mix of in-house and contracted service is the most efficient way to provide service.									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source: Aging Mill Levy									
Primary Mode: Transit		Project Type:		Bike/Ped: N		KDOT ID: (N/A)			
County: Sedgwick County		Limits: Sedgwick County							
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL	
2023	Local	\$44,563	\$0	\$0	\$0	\$0	\$0	\$44,563	
2023	MPO-CMAQ	\$178,252	\$0	\$0	\$0	\$0	\$0	\$178,252	
2021-2024 TOTAL		\$222,815	\$0	\$0	\$0	\$0	\$0	\$222,815	
2021-2024 + (Prior & Future Years) TOTAL		\$222,815	\$0	\$0	\$0	\$0	\$0	\$222,815	

40-513		(Ver 1) 21-00		FEDERAL					
Title: Training, Best Practices, and Model Policies for Member Jurisdictions (2023)									
Lead Agency: WAMPO				Contact(s): Chad Parasa WAMPO (316)799-1320 Chad.Parasa@sedgwick.gov					
Scope: Provide training for staff of WAMPO and member jurisdictions and draft model policies and best practices to help those jurisdictions implement the vision and goals of the MTP.									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source: WAMPO funding award, local match from TIP fees and member dues									
Primary Mode: Planning & Outreach			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County		Limits: WAMPO region							
FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL	
2023	Local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
2023	MPO-CMAQ	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	
2021-2024 TOTAL		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	
2021-2024 + (Prior & Future Years) TOTAL		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	

40-011		(Ver 2) 21-00		FEDERAL					
Title: US-54/400 Bicycle/Pedestrian Bridge in Andover (2024)									
Lead Agency: City of Andover				Contact(s): Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com					
Scope: The project constructs a grade separated bicycle and pedestrian crossing across US-54/400 near Andover Road to connect active transportation users to work, school, shopping, religious services, and recreation. The project would complete a missing link in the Andover Road Corridor Bicycle/Pedestrian Path, which is the central spine of the active transportation network.									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source:									
Primary Mode: Ped/Bike			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Butler County		Limits: Andover Rd. and US-54/400							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2024	Local	\$100,000	\$205,000	\$481,403	\$569,803	\$0	\$0	\$1,356,206	
2024	MPO-TA	\$0	\$0	\$0	\$2,279,212	\$0	\$0	\$2,279,212	
2021-2024 TOTAL		\$100,000	\$205,000	\$481,403	\$2,849,015	\$0	\$0	\$3,635,418	
2021-2024 + (Prior & Future Years) TOTAL		\$100,000	\$205,000	\$481,403	\$2,849,015	\$0	\$0	\$3,635,418	

40-500		(Ver 1) 21-00								FEDERAL
Title: WAMPO Regional Fiber Plan										
Lead Agency: KDOT				Contact(s): Tom Hein KDOT (316)660-4990 Tom.hein@ks.gov						
Scope: Develop a comprehensive plan to guide fiber optic installation and maintenance to support the WICHway Traffic Management system on area highways. The plan would also include regional fiber sharing between local jurisdictions -- present and future. A map of existing and planned fiber installations of all governmental systems would be compiled and shared with local jurisdictions.										
Infaltion Assumptions: 4.25% per year										
Explain Funding Source: KDOT ITS funds or Innovative Technology funds 039										
Primary Mode: Technology			Project Type:			Bike/Ped: N		KDOT ID: (N/A)		
County: Butler County, Sedgwic Limits: WAMPO region										
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2023	MPO-CMAQ	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000		
2023	State	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000		
2021-2024 TOTAL		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000		
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000		

40-514		(Ver 1) 21-00								FEDERAL
Title: WAMPO Travel Demand Model Update										
Lead Agency: WAMPO				Contact(s): Chris Upchurch WAMPO (316)779-1314 CHRIS.UPCHURCH@WAMPO.ORG						
Scope: Update WAMPO Travel Demand Model, with complete model calibration and validation.										
Infaltion Assumptions: 4.25% per year										
Explain Funding Source: WAMPO funding award, local match from TIP fees and member dues										
Primary Mode: Planning & Outreach			Project Type:			Bike/Ped: N		KDOT ID: (N/A)		
County: Butler County, Sedgwic Limits: WAMPO region										
FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL		
2022	Local	\$340,775	\$0	\$0	\$0	\$0	\$0	\$340,775		
2022	MPO-CMAQ	\$1,363,100	\$0	\$0	\$0	\$0	\$0	\$1,363,100		
2021-2024 TOTAL		\$1,703,875	\$0	\$0	\$0	\$0	\$0	\$1,703,875		
2021-2024 + (Prior & Future Years) TOTAL		\$1,703,875	\$0	\$0	\$0	\$0	\$0	\$1,703,875		

40-545 (Ver 1) 21-00 **FEDERAL**

Title: WICHway Video Wall (2023)
Lead Agency: KDOT **Contact(s):** Tom Hein KDOT (316)660-4990 tom.hein@ks.gov
Scope: Purchase and install a video wall in the Wichita traffic management center. Planned as an LED cube display wall for the WICHway Traffic Management Center, it will allow three operators able to access the wall at the same time to shift views. WICHway uses a multicast systems and will need 30 views of camera feeds in a user configurable array.
Infaltion Assumptions: 4.25% per year
Explain Funding Source: KDOT ITS funds
Primary Mode: Technology **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
County: Butler County, Sedgwic **Limits:** WichWay Traffic Management Center system

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2023	MPO-CMAQ	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2023	State	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2021-2024 TOTAL		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

R-19-11 (Ver 3) 21-00 **LOCAL**

Title: West St, 47th-MacArthur (2021, 2022, 2024)
Lead Agency: City of Wichita **Contact(s):** Shawn Mellies City of Wichita (316)268-4632 smellies@wichita.govShawn Mellies City of V
Scope: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements
Infaltion Assumptions: Cost estimates are reviewed and updated annually.
Explain Funding Source: Wichita 2019-2028 CIP, adopted August 2019
Primary Mode: Road - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
County: Sedgwick County **Limits:** West St from 47th St S to MacArthur

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2022	Local	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2024	Local	\$0	\$0	\$0	\$3,600,000	\$400,000	\$0	\$4,000,000
2021-2024 TOTAL		\$0	\$400,000	\$150,000	\$3,600,000	\$400,000	\$0	\$4,550,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$400,000	\$150,000	\$3,600,000	\$400,000	\$0	\$4,550,000

R-19-16 (Ver 3) 21-00 **FEDERAL**

Title: West St., Harry to Pawnee (2019, 2022, 2023, 2024, 2025)

Lead Agency: City of Wichita

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

Scope: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements

Infaltion Assumptions: 4.25% per year

Explain Funding Source:

Primary Mode: Road - Other Road

Project Type:

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County

Limits: West Street from Kellogg to Pawnee

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2023	Local	\$115,000	\$0	\$0	\$1,966,010	\$0	\$0	\$2,081,010
2023	MPO-STP	\$0	\$0	\$0	\$4,773,617	\$0	\$0	\$4,773,617
2023	MPO-STP AC	\$0	\$0	\$0	\$3,090,422	\$0	\$0	\$3,090,422
2024	MPO-STP ACCP	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
<2021	Prior	\$0	\$385,000	\$0	\$0	\$0	\$0	\$385,000
>2024	Future	\$0	\$0	\$0	\$2,090,422	\$0	\$0	\$2,090,422
2021-2024 TOTAL		\$115,000	\$0	\$100,000	\$9,830,049	\$0	\$0	\$10,045,049
2021-2024 + (Prior & Future Years) TOTAL		\$115,000	\$385,000	\$100,000	\$9,830,049	\$0	\$0	\$10,430,049

*ACCP is not part of Total

R-19-17 (Ver 3) 21-00 FEDERAL									
Title: West St., I-235-MacArthur (2021, 2022, 2023, 2024, 2025)									
Lead Agency: City of Wichita				Contact(s): Sean Mellies City of Wichita (316)268-4632 smellies@wichita.gov					
Scope: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source: Wichita CIP									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County			Limits: West St from I-235 to MacArthur						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
2022	Local		\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2023	Local		\$100,000	\$0	\$0	\$1,048,540	\$0	\$0	\$1,148,540
2024	MPO-STP		\$0	\$0	\$0	\$1,397,952	\$0	\$0	\$1,397,952
2024	MPO-STP AC		\$0	\$0	\$0	\$2,796,202	\$0	\$0	\$2,796,202
>2024	Future		\$0	\$0	\$0	\$2,796,202	\$0	\$0	\$2,796,202
2021-2024 TOTAL			\$100,000	\$300,000	\$150,000	\$5,242,694	\$0	\$0	\$5,792,694
2021-2024 + (Prior & Future Years) TOTAL			\$100,000	\$300,000	\$150,000	\$5,242,694	\$0	\$0	\$5,792,694

40-525 (Ver 1) 21-00 FEDERAL									
Title: Wichita Bicycle Master Plan Update									
Lead Agency: Wichita Transit				Contact(s): Raven Alexander Wichita Transit (316)352-4868 Ralexander@wichita.gov					
Scope: Update the Wichita Bicycle Master Plan and implement a bicycle parking program.									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source: Special Revenue Fund									
Primary Mode: Ped/Bike			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Wichita city limits						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2022	Local		\$0	\$91,747	\$0	\$0	\$0	\$0	\$91,747
2022	MPO-TA		\$0	\$366,988	\$0	\$0	\$0	\$0	\$366,988
2021-2024 TOTAL			\$0	\$458,735	\$0	\$0	\$0	\$0	\$458,735
2021-2024 + (Prior & Future Years) TOTAL			\$0	\$458,735	\$0	\$0	\$0	\$0	\$458,735

T-17-05 (Ver 5) 21-00 FEDERAL									
Title: Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities									
Lead Agency: Wichita Transit				Contact(s): Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov					
Scope: The 5339 program is eligible for bus, bus related and bus facility purchases.									
Infaltion Assumptions: 1% per year									
Explain Funding Source: Federal funding, City of Wichita annual budget									
Primary Mode: Transit			Project Type:			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County			Limits: City of Wichita city limits						
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL	
2021	FTA 5339	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	
2021	Local	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	
2022	FTA 5339	\$0	\$0	\$0	\$0	\$505,000	\$0	\$505,000	
2022	Local	\$0	\$0	\$0	\$0	\$126,250	\$0	\$126,250	
2023	FTA 5339	\$0	\$0	\$0	\$0	\$510,050	\$0	\$510,050	
2023	Local	\$0	\$0	\$0	\$0	\$127,512	\$0	\$127,512	
2024	FTA 5339	\$0	\$0	\$0	\$0	\$515,150	\$0	\$515,150	
2024	Local	\$0	\$0	\$0	\$0	\$128,787	\$0	\$128,787	
2021-2024 TOTAL		\$0	\$0	\$0	\$0	\$2,537,749	\$0	\$2,537,749	
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$2,537,749	\$0	\$2,537,749	

40-509 (Ver 1) 21-00 FEDERAL									
Title: Wichita Transit Network Redesign Plan (2023)									
Lead Agency: Wichita Transit				Contact(s): Raven Alexander Wichita Transit (316)352-4868 RAlexander@wichita.gov					
Scope: Transit Network Redesign plan									
Infaltion Assumptions: 4.25% per year									
Explain Funding Source: WT Operating Funds									
Primary Mode: Transit			Project Type:			Bike/Ped: N		KDOT ID: (N/A)	
County: Sedgwick County			Limits: Wichita city limits						
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL	
2023	Local	\$65,534	\$0	\$0	\$0	\$0	\$0	\$65,534	
2023	MPO-CMAQ	\$262,135	\$0	\$0	\$0	\$0	\$0	\$262,135	
2021-2024 TOTAL		\$327,669	\$0	\$0	\$0	\$0	\$0	\$327,669	
2021-2024 + (Prior & Future Years) TOTAL		\$327,669	\$0	\$0	\$0	\$0	\$0	\$327,669	

T-19-02 (Ver 3) 21-00 **FEDERAL**

Title: Wichita Transit Operating (2021, 2022, 2023, 2024)

Lead Agency: Wichita Transit

Contact(s): Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov

Scope: Operating dollars to support ongoing operations

Infaltion Assumptions: 0% per year

Explain Funding Source: Federal funds from annual urbanized area apportionment, City of Wichita annual budgets, subrecipeint

Primary Mode: Transit

Project Type:

Bike/Ped:

KDOT ID: (N/A)

County: Butler County, Sedgwic **Limits:** Wichita urbanized area

FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL
2021	FTA 5307	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2021	Local	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	FTA 5307	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	Local	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	FTA 5307	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	Local	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	FTA 5307	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	Local	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2021-2024 TOTAL		\$0	\$0	\$0	\$0	\$0	\$16,000,000	\$16,000,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$0	\$16,000,000	\$16,000,000

T-17-02 (Ver 2) 21-00 **FEDERAL**

Title: Wichita Transit Other Capital
Lead Agency: (2021, 2022, 2023, 2024) Wichita Transit
Contact(s): Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov
Scope: Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.
Infaltion Assumptions: 0% per year
Explain Funding Source: Federal funds for other capital items are matched by local funds at 20%: City of Wichita general fund, fare revenues and other revenues such as advertising.

Primary Mode: Transit **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
County: Sedgwick County **Limits:** Wichita city limits

FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL
2021	FTA 5307	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2021	Local	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2022	FTA 5307	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2022	Local	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2023	FTA 5307	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2023	Local	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2024	FTA 5307	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2024	Local	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2021-2024 TOTAL		\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$18,000,000
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$18,000,000

T-19-05 (Ver 3) 21-00 **FEDERAL**

Title: Wichita Transit Replacement Paratransit Vehicles
Lead Agency: Wichita Transit **Contact(s):** Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov
Scope: Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet.

Infaltion Assumptions:

Explain Funding Source:

Primary Mode: Transit **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Wichita Urbanized Area

FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL
2021	Local	\$0	\$0	\$0	\$0	\$142,341	\$0	\$142,341
2021	MPO-CMAQ	\$0	\$0	\$0	\$0	\$569,365	\$0	\$569,365
2022	Local	\$0	\$0	\$0	\$0	\$231,027	\$0	\$231,027
2022	MPO-CMAQ	\$0	\$0	\$0	\$0	\$924,107	\$0	\$924,107
2021-2024 TOTAL		\$0	\$0	\$0	\$0	\$1,866,840	\$0	\$1,866,840
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$1,866,840	\$0	\$1,866,840

40-508 (Ver 1) 21-00 **FEDERAL**

Title: Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway (2021, 2023)
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1379 Jim.weber@sedgwick.gov
Scope: The project rehabilitates the bridge on Zoo Boulevard crossing the M.S. Mitch Mitchell Floodway. The project would repair pier caps and abutment bearing devises, diaphragms, expansion devices, the deck and other features to improve overall bridge condition and extend the life of the existing infrastructure.

Infaltion Assumptions: 4.25% per year

Explain Funding Source: Local funding will come from local sales tax revenue.

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Bridge over M.S. Mitchell Floodway, on Zoo Blvd

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2021	Local	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
2023	Local	\$0	\$0	\$0	\$314,562	\$0	\$0	\$314,562
2023	MPO-STP	\$0	\$0	\$0	\$1,258,246	\$0	\$0	\$1,258,246
2021-2024 TOTAL		\$0	\$150,000	\$0	\$1,572,808	\$0	\$0	\$1,722,808
2021-2024 + (Prior & Future Years) TOTAL		\$0	\$150,000	\$0	\$1,572,808	\$0	\$0	\$1,722,808

R-19-06		(Ver 3) 19-06		FEDERAL					
Title: 61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)									
Lead Agency: City of Park City				Contact(s): Sean Fox City of Park City (316)744-2026 sfox@parkcityks.com					
Scope: Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bike pathways.									
Infaltion Assumptions: 4% per year									
Explain Funding Source:									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: N		KDOT ID: (087 N0691-01)	
County: Sedgwick County			Limits: 61st St N, from Broadway west 1/2 mile to the WVCF bridge						
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2020	Local	\$100,000	\$150,000	\$100,000	\$0	\$0	\$0	\$350,000	
2021	Local	\$0	\$0	\$0	\$589,600	\$88,440	\$0	\$678,040	
2021	MPO-STP	\$0	\$0	\$0	\$2,358,400	\$353,760	\$0	\$2,712,160	
2019-2022 TOTAL		\$100,000	\$150,000	\$100,000	\$2,948,000	\$442,200	\$0	\$3,740,200	
2019-2022 + (Prior & Future Years) TOTAL		\$100,000	\$150,000	\$100,000	\$2,948,000	\$442,200	\$0	\$3,740,200	

S-19-06		(Ver 1) 19-06		FEDERAL					
Title: Guardrail Upgrades on K-96 in Sedgwick County (2020, 2021)									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov					
Scope: Guardrail Upgrades									
Infaltion Assumptions: 4.5%									
Explain Funding Source:									
Primary Mode: Bridge - Highway			Project Type:			Bike/Ped: N		KDOT ID: (087 KA5606-02)	
County: Sedgwick County			Limits: K-96:Beginning at the I-135/K-96 junction east to the end of the hot mix asphalt located east of Webb Road						
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2020	HSIP	\$0	\$132,193	\$0	\$0	\$0	\$0	\$132,193	
2021	HSIP	\$0	\$0	\$0	\$2,643,850	\$132,193	\$0	\$2,776,043	
2019-2022 TOTAL		\$0	\$132,193	\$0	\$2,643,850	\$132,193	\$0	\$2,908,236	
2019-2022 + (Prior & Future Years) TOTAL		\$0	\$132,193	\$0	\$2,643,850	\$132,193	\$0	\$2,908,236	

S-19-02 (Ver 3) 19-06 FEDERAL									
Title: I-135 in Sedgwick County 1R project Guardrail Upgrades: Beginning at the North Edge Wearing Surface Viaduct Bridges thence North to the South End 37th Street Bridges in Sedgwick County									
Lead Agency: KDOT Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov									
Scope: Guardrail Upgrades									
Infaltion Assumptions: 4.5%									
Explain Funding Source: HSIP									
Primary Mode: Road - Highway		Project Type:			Bike/Ped: N			KDOT ID: (087 KA5130-02)	
County: Sedgwick County		Limits: I-135 in Sedgwick County beginning at the Viaduct Bridges North to the South End 37th Street Bridges							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2019	State	\$0	\$3,500	\$0	\$0	\$0	\$0	\$3,500	
2020	HSIP	\$0	\$0	\$0	\$70,001	\$3,500	\$0	\$73,501	
2019-2022 TOTAL		\$0	\$3,500	\$0	\$70,001	\$3,500	\$0	\$77,001	
2019-2022 + (Prior & Future Years) TOTAL		\$0	\$3,500	\$0	\$70,001	\$3,500	\$0	\$77,001	

S-19-04 (Ver 3) 19-06 FEDERAL									
Title: I-135 in Sedgwick County 1R project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass (2019, 2020)									
Lead Agency: KDOT Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov									
Scope: Guardrail Upgrades									
Infaltion Assumptions: 4.5%									
Explain Funding Source: HSIP and State									
Primary Mode: Road - Highway		Project Type:			Bike/Ped: N			KDOT ID: (087 KA5128-02)	
County: Sedgwick County		Limits: I-135: Beginning at the South End of Route at KTA thence North to the South End of the Pawnee Avenue Overpass in Sedgwick County							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2019	State	\$0	\$9,000	\$0	\$0	\$0	\$0	\$9,000	
2020	HSIP	\$0	\$0	\$0	\$180,000	\$9,000	\$0	\$189,000	
2019-2022 TOTAL		\$0	\$9,000	\$0	\$180,000	\$9,000	\$0	\$198,000	
2019-2022 + (Prior & Future Years) TOTAL		\$0	\$9,000	\$0	\$180,000	\$9,000	\$0	\$198,000	

S-19-03		(Ver 3) 19-06								FEDERAL
Title: I-135 in Sedgwick County 1R project Guardrail Upgrades: from the Pawnee Avenue Overpass North to the South End Viaduct Bridges Lead Agency: KDOT Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov Scope: Guardrail Upgrades Infaltion Assumptions: 4.5% Explain Funding Source: HSIP										
Primary Mode: Road - Highway		Project Type:			Bike/Ped: N		KDOT ID: (087 KA5129-02)			
County: Sedgwick County		Limits: Beginning at the North End of the Pawnee Avenue Overpass thence North to the South End Viaduct Bridges in Sedgwick County								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2019	State	\$0	\$7,250	\$0	\$0	\$0	\$0	\$7,250		
2020	HSIP	\$0	\$0	\$0	\$145,000	\$7,250	\$0	\$152,250		
2019-2022 TOTAL		\$0	\$7,250	\$0	\$145,000	\$7,250	\$0	\$159,500		
2019-2022 + (Prior & Future Years) TOTAL		\$0	\$7,250	\$0	\$145,000	\$7,250	\$0	\$159,500		

ICH-17-01B (Ver 4) 19-06 **FEDERAL**

Title: I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities (2019, 2020, 2021, 2024)

Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov

Scope: Reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita

Infaltion Assumptions: 4.9%

Explain Funding Source: AC- STP, AC-NHP and State funds; Wichita and Sedg Co 50/50 split on ROW

Primary Mode: Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA3232-02)

County: Sedgwick County **Limits:** I-235/I-135/K-254 interchange

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2019	KDOT-STP AC	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000
2019	Local	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	State	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
2020	MPO-STP	\$0	\$0	\$1,667,040	\$0	\$0	\$0	\$1,667,040
2020	NHPP AC	\$0	\$0	\$11,695,000	\$0	\$0	\$0	\$11,695,000
2020	State	\$0	\$0	\$1,485,000	\$0	\$0	\$0	\$1,485,000
2021	NHPP AC	\$6,075,000	\$0	\$0	\$0	\$0	\$0	\$6,075,000
2021	State	\$675,000	\$0	\$0	\$0	\$0	\$0	\$675,000
>2022	Future	\$6,075,000	\$2,250,000	\$11,695,000	\$0	\$0	\$0	\$20,020,000
2019-2022 TOTAL		\$6,750,000	\$2,500,000	\$15,847,040	\$0	\$0	\$0	\$25,097,040
2019-2022 + (Prior & Future Years) TOTAL		\$6,750,000	\$2,500,000	\$15,847,040	\$0	\$0	\$0	\$25,097,040

S-19-05 (Ver 1) 19-06 **FEDERAL**

Title: I-235 in Sedgwick County Guardrail Upgrades (2020, 2021)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov

Scope: Guardrail Upgrades

Infaltion Assumptions: 4.5%

Explain Funding Source:

Primary Mode: Road - Highway

Project Type:

Bike/Ped: N

KDOT ID: (087 KA5510-02)

County: Sedgwick County

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

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2020	HSIP	\$0	\$55,646	\$0	\$0	\$0	\$0	\$55,646
2021	HSIP	\$0	\$0	\$0	\$1,112,925	\$55,646	\$0	\$1,168,571
2019-2022 TOTAL		\$0	\$55,646	\$0	\$1,112,925	\$55,646	\$0	\$1,224,217
2019-2022 + (Prior & Future Years) TOTAL		\$0	\$55,646	\$0	\$1,112,925	\$55,646	\$0	\$1,224,217

R-17-05 (Ver 7) 19-06 **FEDERAL**

Title: Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020, 2021, 2022)

Lead Agency: City of Wichita

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

Scope: The project will re-construct the existing street to provide a 3-lane roadway with on-street bike lanes. 6' sidewalks will be constructed on each side of Mt. Vernon. Traffic signal upgrades will be made at existing signalized intersections and crosswalks.

Inflation Assumptions: 2% inflation per year

Explain Funding Source: The project is funded with \$4,300,000 of local GO \$s in 2019 and 2020 in the 2015 - 2024 Capital Improvement Program.

Primary Mode: Road - Other Road

Project Type:

Bike/Ped: Y

KDOT ID: (087 N0660-01)

County: Sedgwick County

Limits: Mt. Vernon, Broadway to S.E. Blvd

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2019	Local	\$0	\$0	\$0	\$2,600,000	\$400,000	\$0	\$3,000,000
2019	MPO-CMAQ	\$0	\$0	\$0	\$1,780,000	\$0	\$0	\$1,780,000
2019	MPO-CMAQ AC	\$0	\$0	\$0	\$1,967,291	\$0	\$0	\$1,967,291
2020	MPO-CMAQ ACCP	\$0	\$0	\$0	\$1,065,031	\$0	\$0	\$1,065,031
2021	MPO-CMAQ ACCP	\$0	\$0	\$0	\$902,260	\$0	\$0	\$902,260
2022	MPO-CMAQ ACCP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<2019	Prior	\$0	\$500,000	\$200,000	\$0	\$0	\$0	\$700,000
2019-2022 TOTAL		\$0	\$0	\$0	\$6,347,291	\$400,000	\$0	\$6,747,291
2019-2022 + (Prior & Future Years) TOTAL		\$0	\$500,000	\$200,000	\$6,347,291	\$400,000	\$0	\$7,447,291

*ACCP is not part of Total

TA-17-01 (Ver 4) 19-06		FEDERAL						
Title: North Andover Rd. Improvements Redbud Trail to Ira Ct. (2020, 2022)								
Lead Agency: City of Andover				Contact(s): Leslie E. Mangus City of Andover 3167331303 lmangus @andoverks.com				
Scope: The project widens Andover Road to include turn lanes and new traffic signals at the Andover Road and Allison Street intersection and the Andover Road and Andover High School entrance intersection to provide safe turning movements. The existing sidewalk is also improved to accommodate a wider bicycle and pedestrian path to provide safe routes to school.								
Infaltion Assumptions: 4.25% annual								
Explain Funding Source: The project is included in the adopted local CIP and the PE, R/W acquisition, utility relocation, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements.								
Primary Mode: Road - Other Road			Project Type:		Bike/Ped: Y		KDOT ID: (N/A)	
County: Butler County		Limits: Andover Rd. - From Redbud Trail Crossing to Ira Ct.						
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2020	Local	\$28,800	\$306,085	\$25,215	\$0	\$0	\$0	\$360,100
2022	HIF	\$0	\$0	\$0	\$1,802,636	\$0	\$0	\$1,802,636
2022	Local	\$0	\$0	\$0	\$450,659	\$146,935	\$0	\$597,594
2022	MPO-STP	\$0	\$0	\$0	\$0	\$587,738	\$0	\$587,738
2019-2022 TOTAL		\$28,800	\$306,085	\$25,215	\$2,253,295	\$734,673	\$0	\$3,348,068
2019-2022 + (Prior & Future Years) TOTAL		\$28,800	\$306,085	\$25,215	\$2,253,295	\$734,673	\$0	\$3,348,068

ICH-19-02 (Ver 2) 19-06 **FEDERAL**

Title: North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2 (2020, 2021, 2022)
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Construct Fly-Over Bridge for NB I-135 to SB I-235, the Directional Ramp for SB I-135 to SB I-235, and the Bridge Structure over the BNSF
Infaltion Assumptions: 4.5%
Explain Funding Source: NHPP, State and Local

Primary Mode: Interchange **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA3232-03)

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

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2020	NHPP AC	\$9,000,000	\$3,626,531	\$0	\$0	\$0	\$0	\$12,626,531
2020	State	\$1,000,000	\$402,948	\$1,150,000	\$0	\$0	\$0	\$2,552,948
2021	KDOT-STP	\$0	\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000
2021	Local	\$0	\$0	\$0	\$3,855,000	\$0	\$0	\$3,855,000
2021	NHPP AC	\$0	\$0	\$0	\$20,028,500	\$4,079,700	\$0	\$24,108,200
2021	State	\$0	\$0	\$0	\$2,636,500	\$453,300	\$0	\$3,089,800
2022	NHPP ACCP	\$9,000,000	\$3,626,531	\$0	\$20,028,500	\$4,079,700	\$0	\$36,734,731
2019-2022 TOTAL		\$10,000,000	\$4,029,479	\$1,150,000	\$30,220,000	\$4,533,000	\$0	\$49,932,479
2019-2022 + (Prior & Future Years) TOTAL		\$10,000,000	\$4,029,479	\$1,150,000	\$30,220,000	\$4,533,000	\$0	\$49,932,479

*ACCP is not part of Total

INT-17-01		(Ver 4) 19-06		FEDERAL					
Title: Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2020)									
Lead Agency: City of Derby				Contact(s): Dan Squires 3167886632 dansquires@derbyweb.com					
Scope: Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter. Project also includes replacement of signal poles at the intersection of Patriot Ave. (63rd St. S.) and K-15.									
Inflation Assumptions: 4% inflation annually for 5 years									
Explain Funding Source: The City will incorporate the project into the 5 year CIP upon award of funding. It is anticipated that the City portion of the project costs will be paid through the issuance of general obligation bonds.									
Primary Mode: Intersection		Project Type:		Bike/Ped: N		KDOT ID: (087 N0674-01)			
County: Sedgwick County		Limits: North side of Patriot Ave. (63rd St. S.) between Commerce Dr. and Highway K-15							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2019	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000	
2020	Local	\$0	\$0	\$0	\$292,200	\$43,830	\$0	\$336,030	
2020	MPO-STP	\$0	\$0	\$0	\$220,800	\$33,120	\$0	\$253,920	
2020	State	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	
<2019	Prior	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	
2019-2022 TOTAL		\$50,000	\$0	\$50,000	\$713,000	\$76,950	\$0	\$889,950	
2019-2022 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$50,000	\$713,000	\$76,950	\$0	\$939,950	

ITS-18-04 (Ver 4) 19-06 STATE									
Title: Phase 5 Wichita Traffic Management Center Device and Fiber Exp									
Lead Agency: KDOT				Contact(s): Tom Hein KDOT (316)660-4990 tom.hein@ks.gov					
Scope: Installation of queue detectors, fiber, CCTV cameras, and dynamic message signs									
MTP IDs: 40-113, 40-120									
Infaltion Assumptions: 4% per year.									
Explain Funding Source:									
Primary Mode: Technology			Project Type:			Bike/Ped: N		KDOT ID: (087 KA5174-01)	
County: Sedgwick County			Limits: Wichita metro K-96, U-54, K-254, K-42, I-135						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2020	State		\$0	\$280,000	\$0	\$1,900,000	\$150,000	\$0	\$2,330,000
2019-2022 TOTAL			\$0	\$280,000	\$0	\$1,900,000	\$150,000	\$0	\$2,330,000
2019-2022 + (Prior & Future Years) TOTAL			\$0	\$280,000	\$0	\$1,900,000	\$150,000	\$0	\$2,330,000

R-17-02 (Ver 3) 19-06 FEDERAL									
Title: Woodlawn: 45th St to 37th St. N (2019, 2020)									
Lead Agency: City of Bel Aire				Contact(s): Anne Stephens, P.E. City of Bel Aire 3167442451 astephens@belaireks.gov					
Scope: Reconstruct Woodlawn with curb and gutter from 37th to 45th Streets. The project will include a 10' multiuse path that connects with the multiuse path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.									
Infaltion Assumptions: KDOT's Inflation Rate Table was utilized to provide the estimate in YOE dollars.									
Explain Funding Source: The City's portion of the project will be 100% debt financed.									
Primary Mode: Road - Other Road			Project Type:			Bike/Ped: Y		KDOT ID: (087 N0678-01)	
County: Sedgwick County			Limits: Woodlawn, beginning at the north return of 37th Street and continuing through the intersection of 45th Street.						
FED FY	Revenue Source		UT	PE	ROW	CON	CE	OP	TOTAL
2019	Local		\$900,000	\$586,406	\$30,000	\$0	\$0	\$0	\$1,516,406
2020	HIF		\$0	\$0	\$0	\$0	\$550,000	\$0	\$550,000
2020	Local		\$0	\$0	\$0	\$1,236,547	\$158,240	\$0	\$1,394,787
2020	MPO-STP		\$0	\$0	\$0	\$4,946,190	\$82,960	\$0	\$5,029,150
2019-2022 TOTAL			\$900,000	\$586,406	\$30,000	\$6,182,737	\$791,200	\$0	\$8,490,343
2019-2022 + (Prior & Future Years) TOTAL			\$900,000	\$586,406	\$30,000	\$6,182,737	\$791,200	\$0	\$8,490,343

FINANCIAL PLAN

The primary goal of this financial plan is to demonstrate how the total estimated costs of the projects in this TIP plus the estimated cost of adequately operating and maintaining the federal aid transportation system relates to estimated revenues that are expected to be available for spending on the regional transportation system in the short term. It is not to show project-specific funding information. That information can be found on the project summary sheets. Rather, it is to show how the region can afford all of the projects in the TIP while adequately maintaining the federal aid system. This concept is also called fiscal constraint. It is premised on the following three assumptions:

- The revenues projected are “reasonably expected to be made available to carry out the TIP.” (23 CFR 450.324)
- The estimated costs account for expected inflation and represent the dollar amounts that will be actually incurred.
- If the construction phase is not explicitly programmed in this TIP, funding can reasonably be expected to be available for full construction (or operating) of any project that is included in the TIP.

By demonstrating that the region can afford the projects in the TIP while adequately maintain the existing federal aid system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the region’s long range metropolitan transportation plan – *REIMAGINED MOVE 2040*. In effect, the TIP serves as the region’s agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years.

ANTICIPATED FUNDING AND FINANCING

Funding for the transportation projects in this region comes from a variety of sources and programs. Broadly speaking these can be categorized by the level of government that provides the funds:

- **Federal Government Funding:** Funding programs that are made available through legislation passed by Congress and signed by the President. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation cabinet agency. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it

was intended to be exclusively funded with federal motor fuel taxes. However, over the last several years, Congress has approved over \$50 billion transfers from the General Fund to ensure the fund's solvency.

- **State of Kansas Funding:** Funding programs that are made available by the State of Kansas through approval by the State Legislature. These programs are usually administered by the Kansas Department of Transportation (KDOT). These include the State's Motor Fuel Tax Sharing Program (also known as the Special City County Highway Fund) and the state funding in the State's transportation programs – Eisenhower Legacy Transpiration Program (2021 – 2030). State provided sources include state motor fuel taxes, vehicle registration and permits, bond proceeds, and state sales taxes.
- **Local Government Funding:** Funding made available by local governments, including counties and cities in the WAMPO region. These include local sales taxes, property taxes, general fund, special assessments, and special taxing districts.

Most transportation projects programmed in the TIP are funded by a combination of federal, state and/or local government funding. For example, when local governments or the State of Kansas use federal funding to pay for a portion of a project, they usually contribute at least 20% of the cost of the project. Federal funds are typically reimbursed; local and state governments must pay for the project and then are reimbursed up to the federal funding limit for the project.

FEDERAL GOVERNMENT FUNDING

Total projected federal revenues expected to be available for spending on the regional transportation system between FFY 2021 and FFY 2024 equal **\$98 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan; these projections assume marginal growth in federal funding.

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Fixing America's Surface Transportation (FAST) Act. It was passed in 2015, and it will expire in 2020. The programs are administered by either the Federal Highway Administration or the Federal Transit Administration, and, in the WAMPO region are awarded by KDOT, WAMPO, and Wichita Transit. See the table below for a breakdown on which agency awards which funding program. Eligible uses for federal funding are typically limited to capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility. Federal funding is typically not eligible to be used to pay for routine maintenance and operations of the system.

The following federal funding programs are funding projects in this TIP:

Federal Highway Administration Programs

- [National Highway Performance Program \(NHPP\)](#) provides funding for preservation of existing highways and roads on the National Highway System (NHS) and for construction of new facilities on the NHS. In the WAMPO region, the NHS is composed of all Interstate and U.S. highways, state highways, and approximately 5 miles of the City of Wichita’s arterial street network.
- [Surface Transportation Program \(STP\)](#) is the most flexible federal program available. It can be used to fund projects on any Federal-aid highway, road, bridge and tunnel projects on any public road, transit capital projects, and planning.
- [Highway Safety Improvement Program \(HSIP\)](#) provides funding for improvements intended to reduce traffic fatalities and injuries.
- [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#): assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS). These areas are designated as non-attainment for a criteria pollutant. In states which do not have any areas that do not meet the NAAQS, CMAQ funding can be spent on any project eligible for STP funds. This is currently the case in the state of Kansas. If Wichita or other areas in Kansas end up violating the NAAQS, some of this money will need to be directed towards transportation projects aimed specifically at improving air quality.
- [Transportation Alternatives \(TA\)](#): funds are a subset of the STP program. TA funding is for non-highway and non-road projects including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation.
- [Highway Infrastructure Program \(HIP\)](#): funds are used to construct capital road and bridge projects.
- [Earmark](#): funds are set aside by Congress for specific projects.

Federal Transit Administration Programs

- [Urbanized Area Formula Program \(Section 5307\)](#): supports urban transit systems, like Wichita Transit, in communities of over 50,000 people. These funds are allocated to urban areas based on a formula that takes into account population, population density, and performance evaluations of the transit system. Wichita Transit is the designated recipient for these funds in the WAMPO region.

- [Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities \(Section 5310\)](#): provides funding for transit services that are focused on serving the elderly and people with disabilities.
- [Bus and Bus Facilities Formula Grants \(Section 5339\)](#): provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Federal Program Awarding Agency

FEDERAL PROGRAM	AWARDING AGENCY		
	KDOT	WAMPO	WICHITA TRANSIT
NHPP	✓		
STP	✓	✓*	
HSIP	✓		
CMAQ	✓	✓**	
TA	✓***	✓	
HIP	✓	✓	
FTA Section 5307			✓
FTA Section 5310			✓
FTA Section 5339	✓		✓

*80% of WAMPO's STP program is provided to WAMPO by Congressional legislation. The other 20% is made up of a portion of KDOT's STP program that it chooses to pass through to WAMPO.

**KDOT chooses to pass through a portion of its CMAQ funding to WAMPO to award.

***KDOT chooses to spend its TA funding in areas of that the state that are outside of the metro Wichita and Kansas City areas.

STATE OF KANSAS FUNDING

Total projected state revenues expected to be available for spending on the regional transportation system between FFY 2021 and FFY 2024 equal **\$270 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan; these projections assume marginal growth in state transportation funding.

This funding is provided through two State programs – Eisenhower Legacy Transportation Program and the State’s Motor Fuel Tax Program. State provided funding is typically used for both capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility and routine maintenance and operations of the system.

- **Eisenhower Legacy Transportation Program:** The Kansas Legislature passed Eisenhower Legacy Transportation Program in Spring 2020, and the Governor signed it into law soon after. The Eisenhower Legacy Transportation Program is a 10 year program guaranteeing at least \$8 million will be spent in each Kansas county.
- **Motor Fuel Tax Program (also known as the Special City County Highway Fund):** KDOT receives funding from state motor fuel taxes, motor carrier property taxes, motor vehicle registration fees, and a 4/10 cent sales tax. State statute calls for KDOT to transfer some of these funds to cities and counties through the Special City and County Highway Fund (SCCHF) to be used for construction, reconstruction, alteration, repair, and maintenance (including payment of bonds and associated interest) of the streets and highways in each city.

LOCAL GOVERNMENT FUNDING

Total projected local revenues from cities and counties in the WAMPO region are expected to be available for spending on the regional transportation system between FFY 2021 and FFY 2024 equal **\$401 million**. The revenue projections used in this TIP are derived from the Reimagined MOVE 2040 Financial Plan. Local governments fund transportation improvements through a wide mix of property taxes, sales and use taxes, and other local tax revenue. It is typically used for both capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility and routine maintenance and operations of the system.

FUNDING AND FINANCING METHODS

A combination of cities, counties, and the state government own and operate the regional transportation system in the WAMPO region. These entities are responsible for implementing the projects that are in this TIP and operating and maintaining the regional transportation system. Local and state governments in the WAMPO region use one of the following three methods to pay for (or finance) transportation projects they implement.

- **Cash:** The sponsoring entity (e.g., a local city or county or the state government) pay for the work with cash on hand that is collected through some sort of taxes (e.g., sales tax, income tax, or property tax).

- Debt Financing:** Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future. As of 2019, the region holds a total of approximately \$245 million in debt principal and an additional \$55 million in interest. Every year, the region adds \$38 million of new debt financing and pays off \$43 million in debt service.
- Advance Construction:** This financing technique is used for many large scale, expensive, multi-year projects that are fully or partially funded with federal funds. It is a financing technique that allows state or local government to initiate a project using non-federal funds while preserving eligibility for future federal funds. In practice, it allows the sponsoring entity to start a project under the assumption that federal funding will be made available to reimburse the sponsoring agency in the future. Reimbursements in the future are planned to take place under either current federal legislation or some future out year after the current legislation is expired. Approximately \$10 million of state and local government funding is being advanced during this TIP period.

FUNDING AND FINANCING PROJECTIONS BY SOURCE

FUNDING SOURCE	2020 – 2040	FFY 2021 – 2024
Local Government	\$2.6 billion	\$401 million
KDOT Programs (mix of state and federal funding)	\$1.6 billion	\$270 million
Federal Government	\$561 million	\$98 million
Debt Financing (state and local governments)	\$1 billion	\$154 million
Total	\$5.7 billion	\$923 million

**All revenue projections are shown in Year of Expenditure (YOE) dollars. That is, the revenue projections account for assumptions made in the rate of growth/stability/decline in each revenue*

COSTS

The TIP includes three categories of costs: costs to adequately operate and maintain the federal aid transportation system in this region, debt service, and costs associated with programmed projects. For this TIP period, these costs total **\$835 million**.

ANTICIPATED COSTS

EXPENDITURE TYPE	2020 - 2040	FFY 2021 - 2024
System Operations and Maintenance (O & M)	\$977 million	\$200 million
Debt Service	\$1.2 billion	\$181 million
New Projects (Local Governments, KDOT, WAMPO)	\$3.3 billion	\$454 million
Total Expenditures	\$5.47 billion	\$835 million

All projected expenditures are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.

SYSTEM OPERATIONS AND MAINTENANCE

It is projected to cost **\$200 million** to adequately maintain and operate the federal aid transportation system in this region over the course of this TIP. This amount is the projected year of expenditure cost that cities, counties, and the State will spend in aggregate maintaining and operating the federal aid transportation system in the region over the course of this TIP. The federal aid transportation system in this region includes all the interstates, state highways, most of the major roads, and Wichita Transit's operations.

These projections were calculated by averaging the annual expenditures on operating and maintenance per system component over a recent five year period. *REIMAGINED MOVE 2040* assumed no change in the annual maintenance and operating budgets during this TIP time period, so the annual average per system component was carried over for each year.

OPERATIONS AND MAINTENANCE COSTS

SYSTEM COMPONENT	AVERAGE ANNUAL EXPENDITURES (2013 – 2017)	2021 PROJECTION	2022 PROJECTION	2023 PROJECTION	2024 PROJECTION	2021 – 2024 TOTAL
Interstates & State Highways	\$6 million	\$6 million	\$6 million	\$6 million	\$6 million	\$24 million
Local Roads on the Regional System	\$29 million	\$29 million	\$29 million	\$29 million	\$29 million	\$116 million
Transit	\$15 million	\$15 million	\$15 million	\$15 million	\$15 million	\$60 million
Total	\$50 million	\$50 million	\$50 million	\$50 million	\$50 million	\$200 million

All projected expenditures are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation. The public transit system is defined as Wichita Transit's operations.

- What type of expenses are considered maintenance and operating costs?

Highways and Roads: Salaries, fringe benefits, materials and equipment needed to deliver roadway and bridge maintenance programs. Basic maintenance activities include minor surface treatments, such as sealing, small concrete repairs and pothole patching, mowing right of way, snow removal, sign replacement, striping, guardrail repairs, and traffic signals repairs. These maintenance activities require employees, vehicles and other machinery, and facilities to house equipment and materials such as salt, asphalt and fuel.

Public Transit: Administrative costs (personnel expenses, office supplies and expenses, computer and computer supplies, copies, postage, mileage, meals, registration fees, and uniforms) and the following operations costs: Advertising, Vehicle Insurance, Personnel expenses for drivers, dispatchers, and mechanics, fuel, maintenance, repairs, lubrication, parts, labor, Storage paid, Contracted services (taxi vouchers), Communications (telephone, cell phones), Maintenance facility costs, License & tags, KPTA membership dues and annual meeting expenses, RTAP driver's training and manager's training, KCC registration fees, and DOT driver's physicals.

- How do we know if this is enough to adequately maintain and operate the federal aid transportation system?

We don't definitively. This is the amount that state and local government spend to maintain their respective portions of the system. This region has not yet defined what "adequate" means for itself. There is currently not a consistent approach to measure the condition of the components of the regional transportation system. This analysis assumes that each jurisdiction makes its own decisions during its annual budget development process to determine the amount to budget for maintaining and operating its portion of the federal aid transportation system.

DEBT SERVICE

Based on current rates of indebtedness and issue frequency, it is estimated that the region will add \$38 million in new debt financing and pay off \$43 million in debt service. Over the four-year time period of the TIP, a total of \$181 million will be paid in debt service at state and local levels.

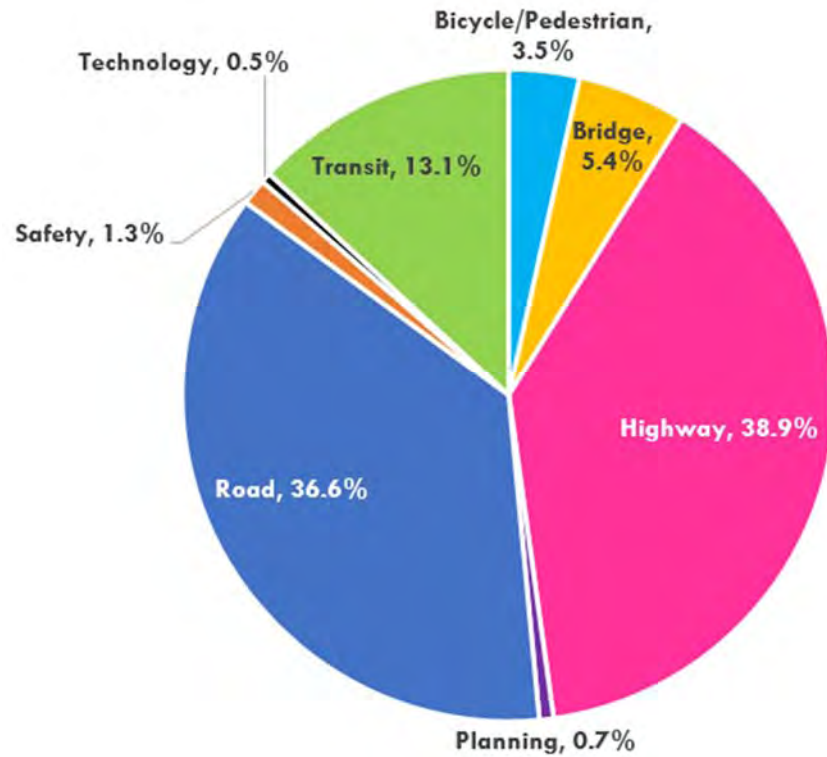
PROJECTS PROGRAMMED IN THE TIP

A total of **\$454 million** of projects is programmed in the TIP over the four-year TIP period. Because it's important to use the most accurate estimates for the cost of these projects based on the year that the project costs will actually be expended, each project sponsor took future inflation into account when developing their cost estimates. Costs are inflated between 4.25% and 4.5% annually, depending on project sponsor. The KDOT projects are inflated 4.5%, as per KDOT's policy. The remaining projects are inflated at 4.25% to be consistent with the *REIMAGINED MOVE 2040* adopted annual inflation rate. Since the project sponsor is financially contributing to the project, they have a vested interest in ensuring the cost estimate is reasonable. The costs shown for the projects are called, Year of Expenditure (YOE) costs meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred.

PROJECTS BY TYPE

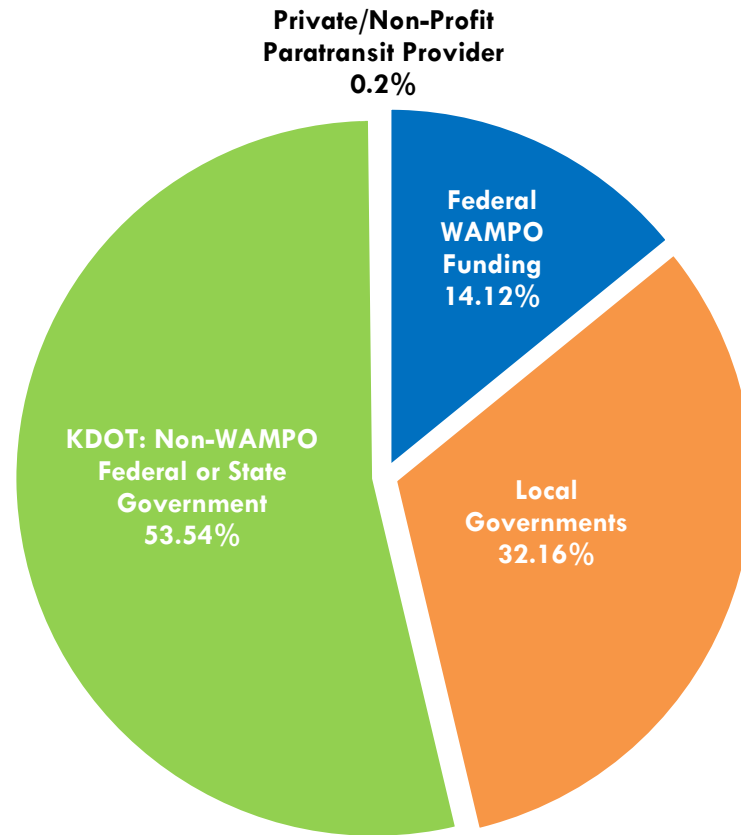
Construction of the North Junction Green Phase is the most expensive project in the TIP, at approximately \$100 million. The following table and chart illustrate the distribution of projects by type.

Project Type	\$ in Millions
Bicycle/Pedestrian	\$16.0
Bridge	\$24.4
Highway	\$176.7
Planning	\$3.3
Road	\$166.3
Safety	\$6.0
Technology	\$2.2
Transit	\$59.4
Total	\$454.3



FUNDING SOURCES

As illustrated by the following funding source chart, the Kansas Department of Transportation provides the most dollars in the region, by far.



FISCAL CONSTRAINT ANALYSIS

After accounting for the total projected revenues reasonably expected to be available for spending on the regional transportation system between FFY 2021 and FFY 2024 (\$923 million) and the amount estimated to be spent to adequately maintain the system (\$200 million), debt service (\$181 million), the amount available for programming in the TIP equals \$542 million, which is approximately \$88 million greater than the total amount programmed in this TIP. Therefore, this TIP is fiscally constrained.

The table below shows the dollar totals by funding program, revenues available, total programmed, and the balance by year and for the total TIP period.

FISCAL CONSTRAINT ANALYSIS	
Anticipated Funding and Financing	
Federal Funding	\$401 million
State Funding*	\$270 million
Local Funding	\$98 million
Debt Financing	\$154 million
Total	\$923 million
Anticipated Costs	
Maintenance and Operations	\$200 million
Debt Service	\$181 million
TIP Projects	\$454 million
Total	\$835 million

TOTAL ANTICIPATED FUNDING AND FINANCING	-	TOTAL ANTICIPATED	=	BALANCE
\$923 million	-	\$835 million	=	\$88 million

It is likely this gap between projected revenues and planned projects is due to two factors. One, the revenue projections include revenues set aside for non-regionally significant projects that aren't routine operations and maintenance projects. This is because the

accounting systems for most local governments' revenue projections do not separate out the revenues and expenditures based on the road classification type (e.g., federal aid or local). Therefore, the data from the local government is not as granulated as this analysis would ideally require. Second, the state and local governments not submitting projects or project phases to WAMPO to include in the TIP, either because they are not yet internally authorized or the project is not yet sufficiently scoped out yet.

2021 - 2024 TIP Fiscal Constraint

PROGRAM	PRIOR	2021			2022			2023			2024			AFTER	2021 - 2024			TOTAL TIP
		REVENUES	PROGRAMMED	BALANCE	REVENUES	PROGRAMMED	BALANCE	REVENUES	PROGRAMMED	BALANCE	REVENUES	PROGRAMMED	BALANCE		REVENUES	PROGRAMMED	BALANCE	
FTA 5307	\$0	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$22,400,000	\$22,400,000	\$0	\$22,400,000
FTA 5310	\$0	\$425,067	\$425,067	\$0	\$437,819	\$437,819	\$0	\$450,954	\$450,954	\$0	\$464,483	\$464,483	\$0	\$0	\$1,778,323	\$1,778,323	\$0	\$1,778,323
FTA 5339	\$14,232,816	\$500,000	\$500,000	\$0	\$505,000	\$505,000	\$0	\$510,050	\$510,050	\$0	\$515,150	\$515,150	\$0	\$0	\$2,030,200	\$2,030,200	\$0	\$16,263,016
HIF		\$3,944,614	\$3,944,614	\$0	\$1,802,636	\$1,802,636	\$0			\$0			\$0		\$5,747,250	\$0	\$5,747,250	\$5,747,250
HSIP	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$7,500,000
KDOT STP		\$3,700,000	\$3,700,000	\$0	\$0	\$0	\$0			\$0			\$0		\$3,700,000	\$0	\$3,700,000	\$3,700,000
MPO-CMAQ	\$4,317,957	\$1,872,308	\$2,054,969	(\$182,660)	\$1,817,340	\$2,287,207	(\$469,867)	\$1,530,133	\$1,120,387	\$409,746	\$2,409,746	\$2,500,000	(\$90,254)	\$0	\$7,629,528	\$7,060,303	\$1,221,752	\$11,947,485
MPO-STP	\$34,527,530	\$9,457,165	\$8,074,976	\$1,382,189	\$10,552,189	\$5,866,586	\$4,685,603	\$12,331,379	\$12,181,725	\$149,654	\$9,099,654	\$7,437,228	\$1,662,426	\$4,886,624	\$41,440,387	\$30,260,617	\$5,111,978	\$80,854,541
MPO-TA	\$4,326,129	\$689,640	\$725,000	(\$35,360)	\$689,640	\$992,751	(\$303,111)	\$421,889	\$0	\$421,889	\$1,146,889	\$2,279,212	(\$1,132,323)	\$0	\$2,948,058	\$3,996,963	(\$710,434)	\$7,274,187
NHPP	\$76,589,515	\$26,893,546	\$26,893,546	\$0	\$48,164,731	\$48,164,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,058,277	\$38,323,546	\$36,734,731	\$151,647,792
FEDERAL SUBTOTAL	\$135,493,947	\$54,582,341	\$53,418,172	\$1,164,169	\$71,069,355	\$67,156,730	\$3,912,625	\$22,344,405	\$21,363,116	\$981,289	\$20,735,922	\$20,296,073	\$439,849	\$4,886,624	\$168,732,023	\$111,849,952	\$51,805,277	\$309,112,594
LOCAL SUBTOTAL	\$36,416,450	\$20,325,863	\$20,325,863	\$0	\$20,725,040	\$20,725,040	\$0	\$36,366,261	\$36,366,261	\$0	\$31,648,655	\$31,648,655	\$0	\$0	\$109,065,819	\$103,935,185	\$5,130,634	\$145,482,269
STATE SUBTOTAL	\$23,161,227	\$6,935,414	\$6,935,414	\$0	\$2,570,000	\$2,570,000	\$0	\$1,120,000	\$1,120,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$11,625,414	\$7,860,614	\$3,764,800	\$34,786,641
TOTAL	\$195,071,624	\$81,843,618	\$80,679,449	\$1,164,169	\$94,364,395	\$90,451,770	\$3,912,625	\$59,830,666	\$58,849,377	\$981,289	\$53,384,577	\$52,944,728	\$439,849	\$4,886,624	\$289,423,256	\$223,645,751	\$60,700,711	\$489,381,504

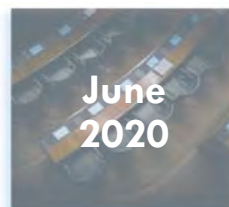
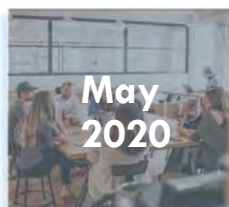
OUTREACH AND ENGAGEMENT

WAMPO worked to incorporate significant engagement activities and analysis of Environmental Justice population impacts into both the TIP and *REIMAGINED MOVE 2040* updates. With a focused strategy designed to “go to them” the WAMPO staff, board, and committees took a proactive approaches to recognizing the potential barriers to involvement, which included language barriers. The below table highlights the outreach approaches employed by WAMPO by population characteristic.

TRADITIONALLY UNDERSERVED OUTREACH PROCEDURES

Outreach Approach	Minority	Low-Income	LEP	Disabled	Older Adults	Zero-Car Household
Targeted Ads & Notices	X	X			X	
Language Outreach Strategies	X		X			
Transit-Accessible Meetings		X		X		X
Convenient Meeting Times & Locales		X			X	X
Partnerships	X	X	X	X	X	X
Coordination	X	X		X	X	

The following highlights the engagement timeline:



Project List

Public review and comment of the list of 113 WAMPO Funding Menu candidate projects.

Public Meetings

Meetings of the WAMPO Policy Body and Advisory Committee serve as opportunities for the public to engage with decision-makers during the review process.

Consideration

Public review and comment officially closes. The WAMPO Policy Body undertakes consideration of the updated MTP and TIP documents.

Execution

October 2020:
TIP becomes active

November 2020:
TIP incorporation into the State and Federal processes.

For more information about engagement plans and activities, please visit www.wampo.org/planning-documents and click on the Public Participation Plan link. For current opportunities to engage visit www.wampo.org/get-involved.

ENVIRONMENTAL JUSTICE

Compliance with Environmental Justice at the MPO level incorporates non-discriminatory considerations and practices into the transportation planning and decision-making processes. The use of information gathered from mapping and secondary data informed Environmental Justice analysis for the projects found in the MTP and the TIP. The MTP appendix on Environment Justice documents the environmental justice analysis process includes the following three core elements:

The following infographic summarizes at a high level the information found in the Environmental Justice Appendix. For detailed analysis, check out the Environmental Justice Appendix, which is available online at www.wampo.org/metropolitan-transportation-plan-mt.

#1: IDENTIFICATION

Data supported by descriptive statistics and mapping to describe and identify low income, minority, and LEP populations in the region.

#2: ASSESSMENT

Documentation of the planned transportation projects in relation to EJ populations and the outreach strategies designed to engage traditionally underserved populations.

#3: EVALUATION

Discussion of the regional benefits and burdens identified based on an overall assessment of the slate of planned transportation projects.

This assessment aids in informing whether there is the potential for disproportionate/adverse impacts to Environmental Justice populations and considerations.

Equity considerations, specifically the evaluation of regional benefits and burdens was accomplished through an overall assessment of the slated regional transportation projects. The assessment activities undertaken by WAMPO were key in informing the public engagement strategy as well as determining the presence of significant disproportionate and/or adverse impacts to the below target populations:

- Minority Residents
- Residents reporting Low-Incomes
- Residents with Limited-English Proficiency

Population Categories		Percentage
Race/Ethnicity	Minorities	17.9%
	White	82.1%
Low Income	'Persons Below Poverty'	13.6%
Limited English Proficiency	Speaks English Less than "Very Well" (5 Years and Older)	12.3%

Source: ACS 2013-2017 5-Year Estimates

For more information on Environmental Justice, visit www.transportation.gov/transportation-policy/environmental-justice.

TIP AMENDMENTS

Amendments to the 2021 - 2024 TIP will be scheduled on a quarterly basis, and special amendments may occur when deemed necessary by the TPB or WAMPO Director. The TIP amendment process is similar to the TIP development and approval process. First, a Request for Amendments application period is opened. The Request for Amendments application period allows project sponsors to submit applications for changes to existing projects in the TIP or to request the addition of new non-competitive projects. There are two types of requests that may be made to the TIP: amendments and administrative adjustments.

AMENDMENTS

A TIP amendment is necessary when one or more of the following thresholds have been met:

- Major scope change, involving changes to project extent or number of lanes
- Addition or removal of a funding source (not program) or change in amount greater than 25% of the total project cost
- Addition or remove of a project from the TIP

ADMINISTRATIVE ADJUSTMENTS

These types of adjustments include changes to the TIP that do not reach any of the thresholds for an amendment. These changes may include:

- Programming of additional funding limited to the lesser of 25% of the total project cost or \$5 million
- Minor editorial changes that result in no change to project scope or design
- Change in the programmed Federal Fiscal Year
- Changes to conversion amounts and years

The TAC will review a draft TIP amendment and may provide the following recommendations to the TPB: approve the TIP amendment as-is; approve the amendment with specific changes; do not approve the TIP amendment. Follow the TAC's recommendation, the TPB will take action on the proposed amendment. It may:

- Approve the amendment as proposed
- Make changes to the amendment as deemed appropriate

- Table the item for further discussion
- Not approve the amendment
- Send it back to the TAC for further deliberation

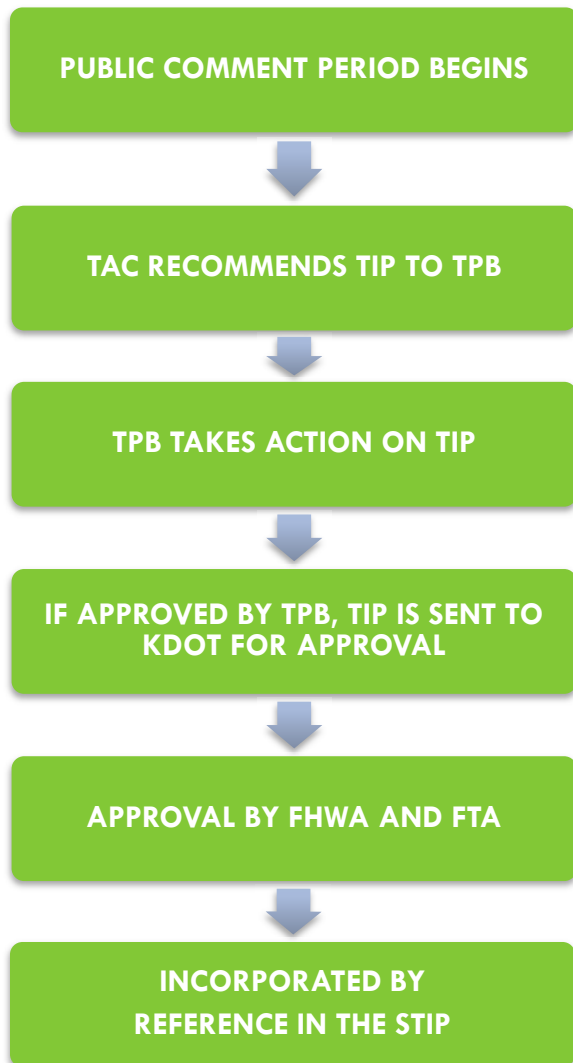
Before TPB action on any amendment, a public review and comment period will be held. Guidelines for public review and comment may be found in the WAMPO Public Participation Plan (https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d_3ffe775e70764fd5baf319e3a8d63b37.pdf).

Administrative adjustments will be reflected in the TIP once a new amendment is processed. If an amendment period is opened and all of the changes requested qualify as administrative adjustments, TAC recommendation and TPB action will not be sought. WAMPO staff reviews all requested changes to determine whether they are eligible to proceed.

After the TPB approves a new TIP, WAMPO submits a letter to KDOT requesting inclusion of the new TIP into the STIP by reference. KDOT then processes an amendment to the STIP and request USDOT approval of the STIP amendment. Once USDOT approves the STIP amendment, KDOT and WAMPO are notified, and WAMPO informs the project sponsors.



TIP APPROVAL PROCESS



Public involvement opportunities begin prior to any recommendation of the TIP, and public comments are reported to the TAC and TPB before any action is requested. The TAC receives the draft TIP and is asked to recommend it to the TPB, with the same options outlined in the “TIP Amendments” chapter, above. The TPB receives the draft document along with the TAC’s recommendation and is asked to approve the TIP, also with the same options they have for an amendment. Both bodies first receive the draft document at the meeting prior to the request for action so that there will be adequate time for consideration.

After the TPB approves the TIP, it is then submitted to the Kansas Secretary of Transportation (as the official representative of the Governor) for approval to amend into the Statewide Transportation Improvement Program (STIP) by reference. The Kansas Secretary of Transportation is charged with requesting FHWA and FTA approval of any amendments to the STIP. Each agency charged with approving the TIP or STIP verifies that the TIP is consistent with WAMPO’s MTP. Once the TIP is incorporated into the STIP, WAMPO and KDOT are notified. At this point, the projects listed in the TIP are considered “agreed to,” and no further project selection process will be required for project implementation.

APPENDIX A: SELF CERTIFICATION

Concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the Wichita Area Metropolitan Planning Organization (WAMPO) and the Kansas Department of Transportation (KDOT) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 20 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title IV of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America’s Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises (DBE) in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 27, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Dan Woydziak, WAMPO Transportation Policy Body Chairperson

Date

Matt Messina, KDOT Comprehensive Transportation Planning Manager

Date

APPENDIX B: PUBLIC COMMENTS

<pending receipt of public comments>

APPENDIX C: 2020 WAMPO FUNDING CYCLE CANDIDATE PROJECT SUMMARIES

2020 WAMPO Funding Cycle Candidate Project Ratings

WAMPOID	Name	Project Sponsor	Readiness Rating	MTP Best Project Rating	Urgency Rating	Total Rating (max is 99)
40-532	Major Regional Priority Planning	WAMPO	33	n/a	17	n/a
40-513	Training, Best Practices, and Model Policies for Member Jurisdictions	WAMPO	33	n/a	17	n/a
40-514	WAMPO Travel Demand Model Update	WAMPO	33	n/a	17	n/a
40-510	17th St N, I-135 to Hillside	Wichita	33	29	28	90
R-19-16	West St, Harry to Pawnee	Wichita	33	28	28	89
40-526	Downtown Wichita Intelligent Transportation System	Wichita	33	25	28	86
40-056	Wichita Intelligent Transportation System program	Wichita	33	25.4	27.5	85.9
40-522	Redbud Path, Woodlawn to Rock Rd	Wichita	33	19	33	85
40-525	Wichita Bicycle Master Plan Update	Wichita Transit	33	23	28	84
TA-17-01	North Andover Road Improvements, from Redbud Trail to Ira Court	Andover	33	28	22	83
R-19-17	West St, I-235 to MacArthur	Wichita	33	22	28	83
40-015	45th St N, N Oliver Ave to N Woodlawn St	Bel Aire	33	27.94	22	82.94
40-541	Nelson Drive Realignment	Derby	17	32	33	82
40-509	Wichita Transit Network Redesign Plan	Wichita Transit	33	27	22	82
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	33	19	28	80
R-17-02	Woodlawn: 45th St to 37th St N	Bel Aire	33	25	22	80
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	Valley Center	33	23	22	78
R-19-14	143rd Kellogg-Harry	Wichita	33	20	22	75
40-530	Wichita State Bikeway Connections	Wichita	16.5	25.4	33	74.9
40-521	Mt. Vernon, Southeast Blvd to Oliver	Wichita	16.5	30.48	27.5	74.48
40-524	Webb Rd, Central to 13th St N	Wichita	16.5	30.48	27.5	74.48
40-546	Oliver Ave and 45th St N Intersection Improvements	Bel Aire	33	19.05	22	74.05
40-082	13th St N, McLean-Zoo Blvd	Wichita	16.5	29.21	27.5	73.21
40-516	119th Street Improvements from 45th Street to 53th Street	Maize	33	23	17	73
40-547	Cross-jurisdictional Corridor Management: Rock Rd Signal Coordination and Fiber	KDOT	33	23	17	73
40-544	Sedg. Co. Paratransit Service Activities - Comprehensive Operations and Technology	Sedgwick County	17	34	22	73
40-544	Sedg. Co. Paratransit Service Activities - Replacement Vehicles	Sedgwick County	17	34	22	73
40-548	Academy Avenue Improvements from Maize Road to 119th Street	Maize	17	28	28	72
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	33	17	22	72
40-503	31st Street South Bikeway	Wichita	16.5	27.94	27.5	71.94
40-511	Maple Street Pathway	Sedgwick County	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-500	Fiber Optics Installations: Expand/connect fiber on US 54/400 from West to Sycamore	KDOT	33	17	17	67
40-500	Fiber Optics Installations: K-15 Fiber Install thru Derby	KDOT	33	17	17	67
40-077	Maize, 31st St S. to Pawnee	Wichita	16.5	21.59	27.5	65.59
40-067	Maize, 31st S to MacArthur	Wichita	16.5	20.32	27.5	64.32
40-011	US-54/400 Bicycle/Pedestrian Bridge in Andover	Andover	17	20	28	64
40-073	143rd St E., Harry-Pawnee	Wichita	16.5	25.4	22	63.9
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	33	8	22	63
R-19-06	61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Park City	33	23	6	62
40-066	Pawnee, Greenwich to 127th St E	Wichita	16.5	22.86	22	61.36
40-012	Prairie Creek Rd bridge over KTA	Andover	33	11	17	61
40-538	Multi-Use Path along Seneca and 63rd Sts	Haysville	17	14	28	58
40-517	Douglas, Seneca to Meridian	Wichita	0	29.21	27.5	56.71
40-502	Santa Fe Street: Main Street to 391st Street West	Cheney	17	17	22	56
40-504	Arkansas River to Haysville Bikeway	Wichita	0	22.86	33	55.86
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	Derby	16.5	16.51	16.5	49.51
40-505	183rd Street Corridor Improvements from Maple Street to US-54/400	Goddard	17	15	17	48
R-19-12	37th St N, Hydraulic to Hillside	Wichita	0	19.05	27.5	46.55
40-079	Hillside, 37th-45th	Wichita	0	17.78	16.5	34.28

Project (1): 17th St N, I-135 to Hillside

Project Type: Road Modernization

Total Cost: \$2,162,611

WAMPO Funding Request: \$1,572,808

Sponsor Funding: \$589,803

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	29	27.5	90

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	22	1	23	29
Explanation		17th, I-135 to Broadway		



Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						

Project (2): West St, Harry to Pawnee

Project Type: Road Modernization

Total Cost: \$17,431,953

WAMPO Funding Request: \$7,864,039

Sponsor Funding: \$9,567,914

Scope: Improve West Street from Harry to Pawnee.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	28	27.5	89

Readiness

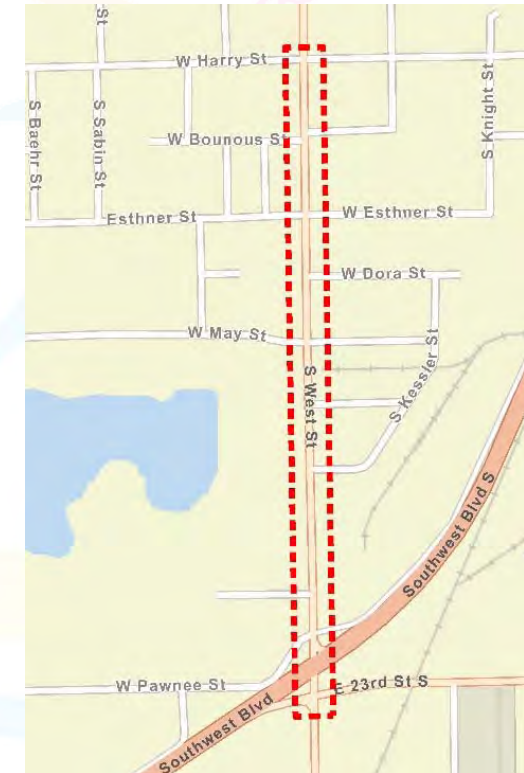
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	21	1	22	28
Explanation		west, kellogg to harry		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						



Project (3): Downtown Wichita Intelligent Transportation System

Project Type: Technology

Total Cost: \$3,604,351

WAMPO Funding Request: \$2,621,346

Sponsor Funding: \$983,005

Scope: Along Douglas, Central, Broadway (top priorities), and Kellogg, Market, Main, 1st, and 2nd Streets (secondary priorities), upgrade traffic signals with pedestrian push buttons, new controllers, signal head backplates, server software license, and traffic detection where needed. Communication back to the central server and fiber network may also be included depending on available funding. Project also includes analyzing corridors and remaining downtown signals to see if they still meet warrants. If they don't, signals will be removed where feasible. The City of Wichita plans to start on this work in 2020, and will focus on the three priority corridors of Douglas, Central, and Broadway thru downtown Wichita and will continue to build on this work along the secondary corridors.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	25	27.5	86

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	19	1	20	25
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						

WICHITA TRANSIT

Project (5): Wichita Bicycle Master Plan Update

Project Type: Planning

Total Cost: \$458,735

WAMPO Funding Request: \$366,988

Sponsor Funding: \$91,747

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	28	84

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		Wichita bike projects		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	1	5	28
Explanation						



Project (6): North Andover Road Improvements, from Redbud Trail to Ira Court

Project Type: Road Rehabilitation

Total Cost: \$3,348,068

WAMPO Funding Request: \$2,390,374

Sponsor Funding: \$957,694

(Note: This is a current WAMPO-funded project for bicycle/pedestrian facility; current funding is \$615,168. Sponsor is requesting additional \$1,775,206 for scope expansion.)

Scope: The project widens Andover Road to include turn lanes and new traffic signals at the Andover Road and Allison Street intersection and the Andover Road and Andover High School entrance intersection to provide safe turning movements. The existing sidewalk is also improved to accommodate a wider bicycle and pedestrian path to provide safe routes to school.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	28	22	83

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	21	1	22	28
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	0	4	22
Explanation						



Project (7): West St, I-235 to MacArthur

Project Type: Road Modernization

Total Cost: \$5,963,562

WAMPO Funding Request: \$4,194,154

Sponsor Funding: \$1,769,408

Scope: Improve West Street from I-235 to MacArthur

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	22	27.5	83

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	16	1	17	22
Explanation		west, 47th of mcarthur		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						





Project (8): Nelson Drive Realignment

Project Type: Road Rehabilitation

Total Cost: \$7,183,799

WAMPO Funding Request: \$5,039,276

Sponsor Funding: \$2,144,523

Scope: Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. Improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	32	33	82

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		functional classification		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	25	0	25	32
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	1	6	33
Explanation				K-15 Area Plan		



WICHITA TRANSIT

Project (9): Wichita Transit Network Redesign Plan

Project Type: Transit

Total Cost: \$327,669

WAMPO Funding Request: \$262,135

Sponsor Funding: \$65,534

Scope: Develop a Transit Network Redesign plan

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	27	22	82

Readiness

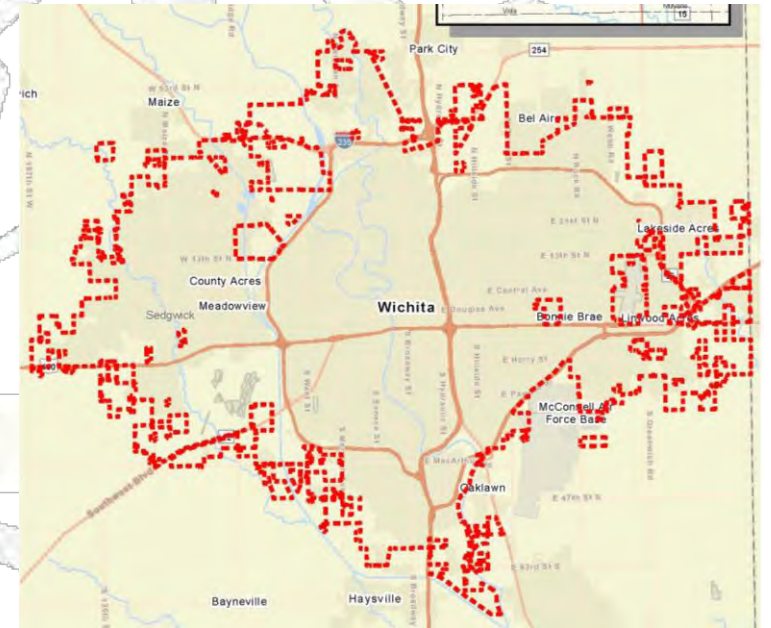
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	20	1	21	27
Explanation		Paratransit reassessment		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						



Project (10): Woodlawn: 45th St to 37th St N

Project Type: Road Rehabilitation

Total Cost: \$8,490,343

WAMPO Funding Request: \$5,579,150

Sponsor Funding: \$2,911,193

(Note: This is a current WAMPO-funded project; current funding award is \$4,219,920; sponsor is requesting additional \$1,359,230 to meet the full 80% available.)

Scope: This project reconstructs Woodlawn from the north edge of 37th Street through and including the intersection with 45th Street. The reconstruction of this portion of Woodlawn will reduce bottlenecks that form at the intersection of 45th and Woodlawn during peak hours. It will provide connectivity and extend the network of existing bike/ped facilities on 37th Street and provide for safer passage for bicyclists, pedestrians and the traveling public. This project is critical for the economic vitality of the area by providing easier access to employers and freight movement through the region as Woodlawn provides the only full-access, grade separated interchange with K-254 east of Hillside.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	25	22	80

Readiness

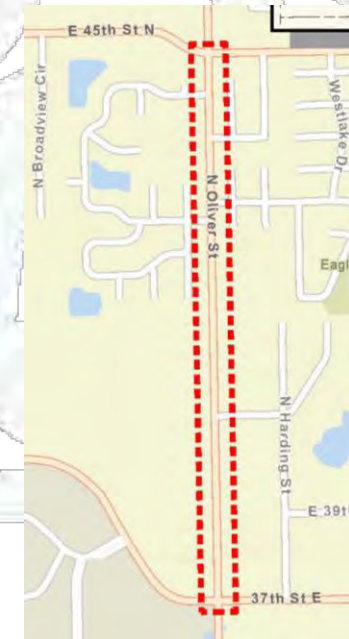
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation		railroad crossing, but currently programmed		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	19	1	20	25
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						



BUTLER COUNTY

Project (11): SW Butler Road Improvements from SW 155th Street to SW 170th Street

Project Type: Road Rehabilitation

Total Cost: \$14,299,445

WAMPO Funding Request: \$10,275,678

Sponsor Funding: \$4,023,767

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	19	27.5	80

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	14	1	15	19
Explanation		sw 150th, butler rd intersection		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	1	5	27.5
Explanation				Butler Rd Corridor Plan		



CITY OF VALLEY CENTER

Project (12): Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)

Project Type: Road Rehabilitation

Total Cost: \$3,849,283

WAMPO Funding Request: \$2,731,731

Sponsor Funding: \$1,117,552

Scope: Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	22	78

Readiness

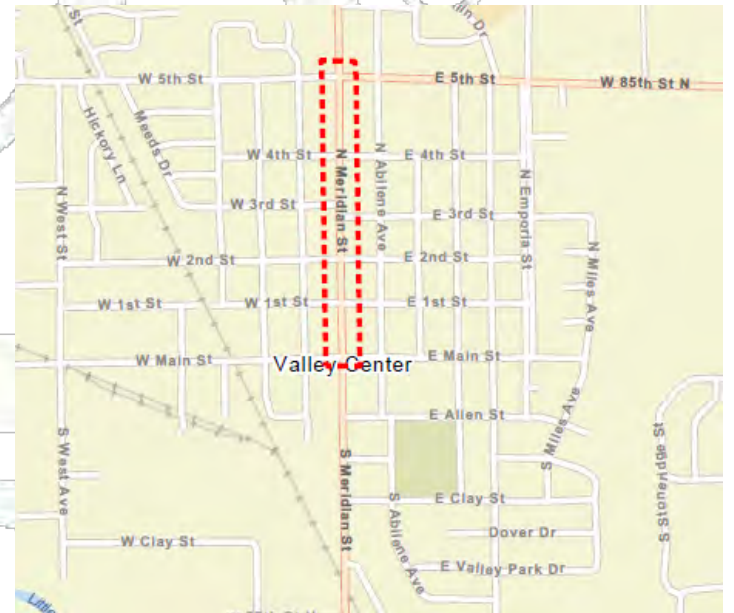
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		meridian, 69th to 77		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						



Project (13): 143rd Kellogg-Harry

Project Type: Road Modernization

Total Cost: \$6,618,900

WAMPO Funding Request: \$4,718,423

Sponsor Funding: \$1,900,477

Scope: Improve 143rd Street East from Kellogg to Harry

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	20	22	75

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	15	1	16	20
Explanation		143rd, harry to pawnee		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	0	4	22
Explanation						





**Project (14): Cross-jurisdictional Corridor Management:
Rock Rd Signal Coordination and Fiber Install, US-54/400 to Mulvane**

Project Type: Technology

Total Cost: \$4,500,000

WAMPO Funding Request: \$3,600,000

Sponsor Funding: \$900,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	17	73

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

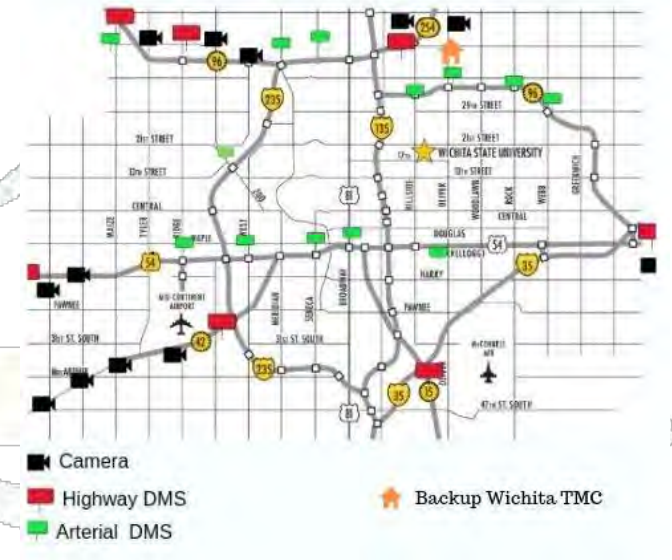
MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Wichita Deployments



CITY OF MAIZE

Project (15): 119th Street Improvements from 45th Street to 53th Street

Project Type: Road Modernization

Total Cost: \$7,595,351

WAMPO Funding Request: \$5,420,944

Sponsor Funding: \$2,174,407

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	16.5	73

Readiness

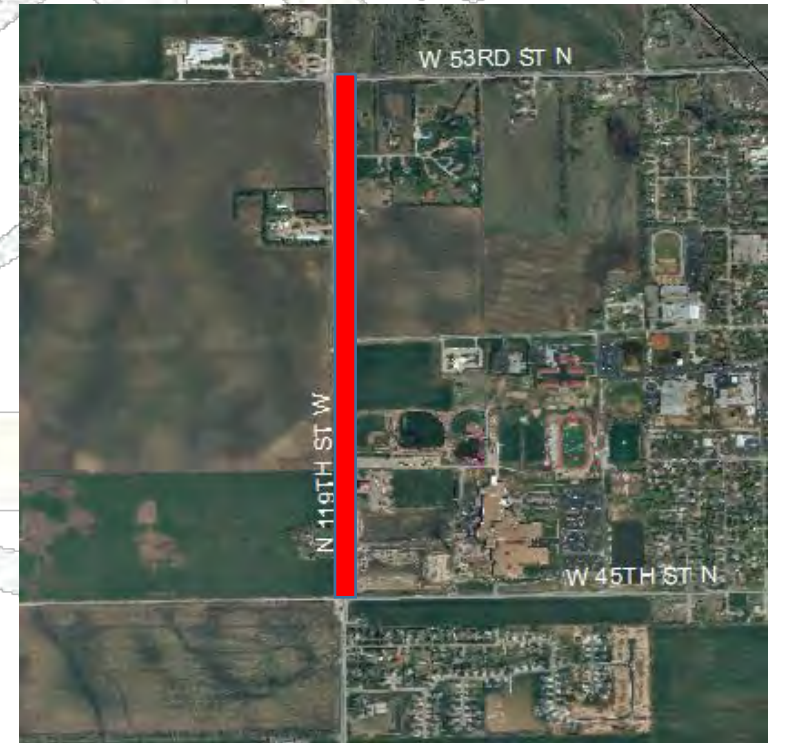
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		academy avenue		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	0	0	3	16.5
Explanation						



Project (16): Sedgwick Co. Paratransit Service Activities: Replacement Vehicles

Project Type: Transit

Total Cost: \$104,976

WAMPO Funding Request: \$83,981

Sponsor Funding: \$20,995

Scope: Purchase two (2) modified minivans

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	34	22	73

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		grant administratin		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	26	1	27	34
Explanation		WT Redesign		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						



**Project (17): Sedgwick Co. Paratransit Service Activities:
Comprehensive Operations and Technology Feasibility Study and Implementation**

Project Type: Transit

Total Cost: \$222,815

WAMPO Funding Request: \$178,252

Sponsor Funding: \$44,563

Scope: The proposed study and subsequent implementation will be comprehensive, including improvements to the current service delivery model and operational structure to improve access, quality of service and productivity. As the system grows, the agency needs to determine whether the current mix of in-house and contracted service is the most efficient way to provide service. The purpose of this study is to direct future investments and to explore new technologies and operational concepts, and the implementation phase will implement the recommended investments.

Background: Sedgwick County is responsible for operating rural and urban Public Transit in the County. Total annual ridership is approximately 22,544 one-way rides in its service area. Sedgwick County Transit (SCT) provides transportation service to older adults, persons with disabilities, and the general public. The program currently has four (4) full-time driver positions, two (2) part-time driver positions, and seven (7) vehicles; to provide transportation as a direct service. Additionally, SCT contracts with four (4) outside transportation providers to build service capacity during peak hours and times when SCT is not open for business.

Accessibility and collaboration are the two major focus areas of the recently updated WAMPO Coordinated Plan for Public Transit Human Service, which provide recommendations and strategies for providers in our region to support older adults, people with disabilities and low income populations.

Accessibility:

As SCT faces the certainty of increased demand for transit services in the coming years, the agency is interested in conducting a study of its current business model to ensure that it employs the most beneficial operational concepts (including any relevant technological advances), in order to improve accessibility and remove barriers that make transportation prohibitive for the people we serve.

Collaboration:

The study will include an evaluation of the current options for upgrading or replacing current software and communication technologies, and potential collaboration with ride hailing or other transportation services to improve mobility and better meet the future needs of SCT customers.

Project (17) continued: Sedgwick Co. Paratransit Service Activities:

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	34	22	73

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		grant administratin		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	26	1	27	34
Explanation		WT Redesign		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						





**Project (18): KDOT Fiber Optics Installations:
WAMPO Regional Fiber Plan**

Project Type: Technology

Total Cost: \$100,000
WAMPO Funding Request: \$80,000
Sponsor Funding: \$20,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	17	22	72

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	12	1	13	17
Explanation		WichWay network		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						



Project (19): Academy Avenue Improvements from Maize Road to 119th Street

Project Type: Road Rehabilitation

Total Cost: \$10,283,493

WAMPO Funding Request: \$7,440,390

Sponsor Funding: \$2,843,103

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	28	27.5	72

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		autonomous vehicle features		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	21	1	22	28
Explanation		45th st improvements		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	1	5	27.5
Explanation				Maize PWP		





**Project (20): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
WICHway Video Wall**

Project Type: Technology

Total Cost: \$500,000

WAMPO Funding Request: \$400,000

Sponsor Funding: \$100,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		



Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						



Project (21): WICHway Traffic Management Center Deployments, Upgrades and Expansions: Expansion on US-54, K-96, I-235

Project Type: Technology

Total Cost: \$4,000,000

WAMPO Funding Request: \$3,200,000

Sponsor Funding: \$800,000

Scope: West US 54 to Goddard; K-96 from Central to US 54; K-96 from I-235/Ark River to Maize

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

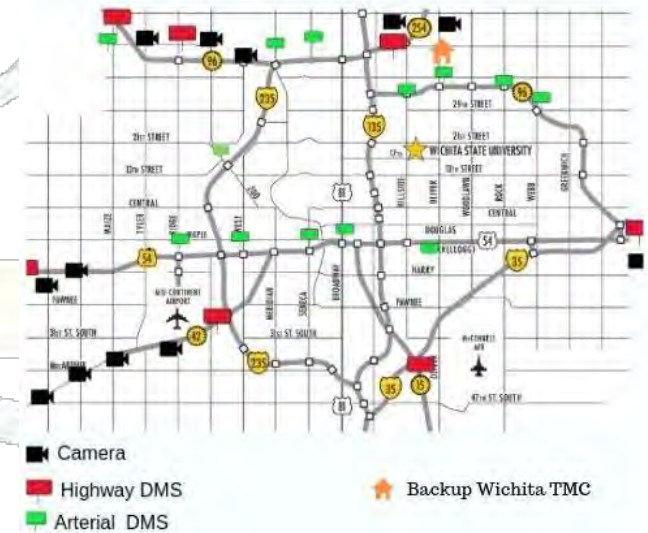
MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Wichita Deployments





**Project (22): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
Dynamic Message Signs on Arterial Roads**

Project Type: Technology

Total Cost: \$1,800,000
 WAMPO Funding Request: \$1,440,000
 Sponsor Funding: \$360,000

Scope: Arterial Dynamic Message Signs, at K-42, Zoo, 37th, 1st/2nd, Washington, Downtown, Seneca, West, Sycamore, Maize, Tyler

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						





**Project (23): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
Connected Vehicle Pilot Project**

Project Type: Technology

Total Cost: \$1,500,000
 WAMPO Funding Request: \$1,200,000
 Sponsor Funding: \$300,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Project (24): Maple Street Pathway

Project Type: Bike/Ped

Total Cost: \$2,064,310

WAMPO Funding Request: \$1,310,673

Sponsor Funding: \$753,637

Scope: Add pathway on Maple from 135th Street to 167th Street and another half mile south to Eisenhower Schools on 167th Street to meet the needs of residents for alternate mode of transportation, safe travel to school, and physical activity. The pathway will connect the cities of Wichita and Goddard and provide a link to the Prairie Sunset Trail.

Screening Criteria

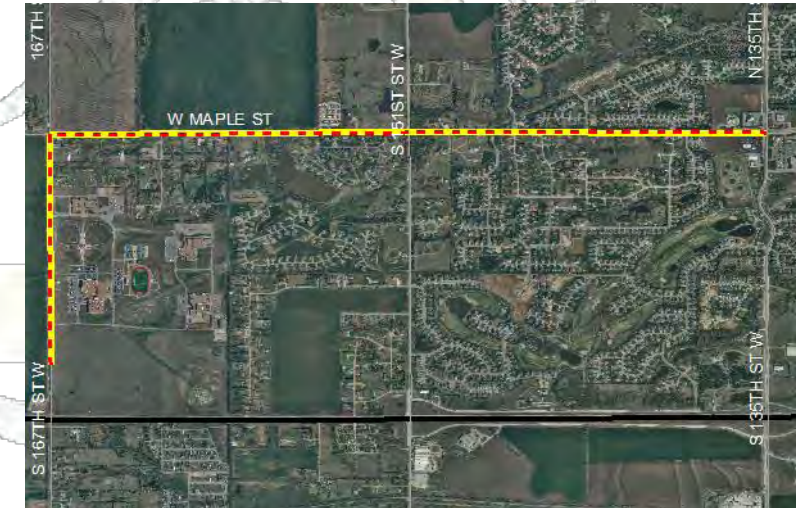
Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	16.5	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		maple, 151st to 167		



Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	16.5
Explanation						



**Project (25): KDOT Fiber Optics Installations:
Expand/connect fiber on US 54/400 from West to Sycamore, and I-135 to Greenwich**

Project Type: Technology

Total Cost: \$1,000,000

WAMPO Funding Request: \$800,000

Sponsor Funding: \$200,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	17	17	67

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

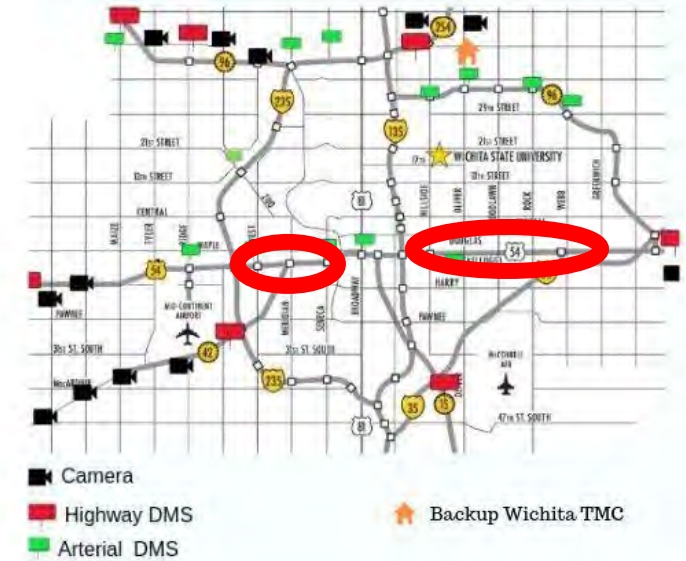
MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	12	1	13	17
Explanation		WichWay network		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Wichita Deployments





**Project (26): KDOT Fiber Optics Installations:
K-15 Fiber Install thru Derby**

Project Type: Technology

Total Cost: \$500,000
WAMPO Funding Request: \$400,000
Sponsor Funding: \$100,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	17	17	67

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	12	1	13	17
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						



Project (27): US-54/400 Bicycle/Pedestrian Bridge in Andover

Project Type: Bike/Ped

Total Cost: \$3,635,418

WAMPO Funding Request: \$2,279,212

Sponsor Funding: \$1,356,206

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	20	27.5	64

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		crossing state highway		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	15	1	16	20
Explanation		Andover bike ped network		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	1	5	27.5
Explanation				Andover's US-54/400 corridor plan		



Project (28): Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway

Project Type: Bridge Rehabilitation

Total Cost: \$1,769,409

WAMPO Funding Request: \$1,258,246

Sponsor Funding: \$511,163

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	8	22	63

Readiness

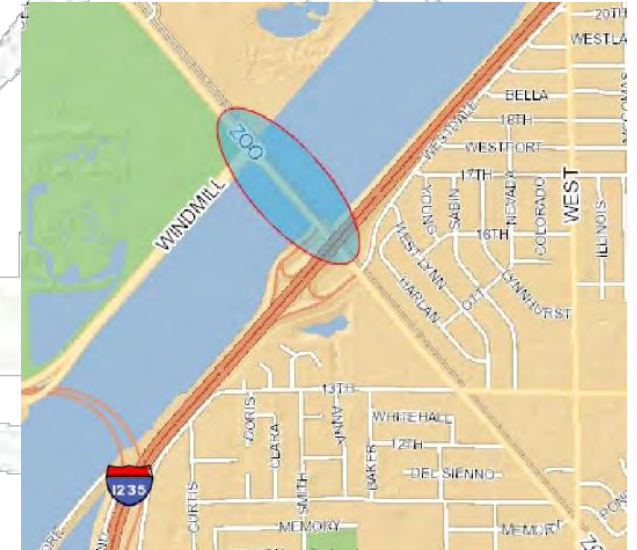
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	6	0	6	8
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						





Project (29): 61st St North, Broadway to the Wichita Valley Center Floodway Bridge

Project Type: Road Rehabilitation

Total Cost: \$3,153,700

WAMPO Funding Request: \$2,712,160

Sponsor Funding: \$441,540

(Note: This is a current WAMPO-funded project; current funding is \$2,242,960. Sponsor is requesting additional \$469,200 funding to accommodate alternative design options.)

Scope: Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bicycle features.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	5.5	62

Readiness

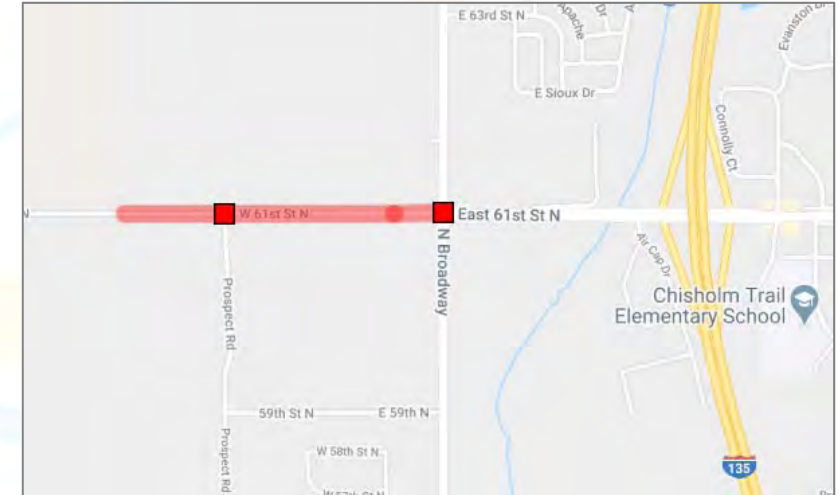
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	0	1	0	1	5.5
Explanation						



CITY OF ANDOVER

Project (30): Prairie Creek Rd bridge over I-35 (Kansas Turnpike)

Project Type: Bridge Modernization

Total Cost: \$6,440,009

WAMPO Funding Request: \$4,549,098

Sponsor Funding: \$1,890,911

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	11	16.5	61

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	8	1	9	11
Explanation		159th st bridge upgrade		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	0	0	3	16.5
Explanation						



Project (31): Multi-Use Path along Seneca and 63rd Sts

Project Type: Bike/Ped

Total Cost: \$1,709,937

WAMPO Funding Request: \$1,252,610

Sponsor Funding: \$457,327

Scope: Construct a multi-use path along Seneca Street and 63rd Street to provide a safe, accessible path for bicyclists and pedestrians to connect to the Plagens-Carpenter Park and the existing multimodal network near Downtown Haysville.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	14	27.5	58

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		railroad crossing, jurisdictional ownership		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	10	1	11	14
Explanation		north main st project		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	1	5	27.5
Explanation				Haysville PWP		



CITY OF CHENEY

Project (32): Santa Fe Street: Main Street to 391st Street West

Project Type: Road Rehabilitation

Total Cost: \$2,883,481

WAMPO Funding Request: \$1,518,448

Sponsor Funding: \$1,365,033

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	17	22	56

Readiness

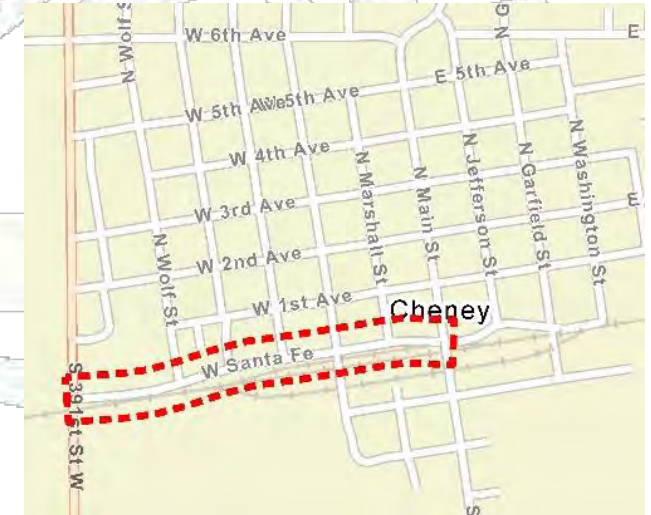
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		functional classification		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	0	13	17
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						



Project (33): 183rd Street Corridor Improvements from Maple Street to US-54/400

Project Type: Road Modernization

Total Cost: \$9,242,081

WAMPO Funding Request: \$6,816,969

Sponsor Funding: \$2,425,112

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	15	16.5	48

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		intersect with kdot facility		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	11	1	12	15
Explanation		183rd, kellogg project in goddard		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	16.5
Explanation						





Project (34): Training, Best Practices, and Model Policies for Member Jurisdictions

Project Type: Planning

Total Cost: \$655,336

WAMPO Funding Request: \$524,269

Sponsor Funding: \$131,067

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	n/a	17	n/a

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu “Score” (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	n/a	1	n/a	n/a
Explanation		implementing outcomes		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	1	1	1	3	17
Explanation						

WAMPO

Project (35): WAMPO Travel Demand Model Update

Project Type: Planning

Total Cost: \$1,703,875

WAMPO Funding Request: \$1,363,100

Sponsor Funding: \$340,775

Scope: Update WAMPO's Travel Demand Model.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	n/a	17	n/a

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	n/a	1	n/a	n/a
Explanation		required		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

WAMPO

Project (36): Major Regional Priority Planning

Project Type: Planning

Total Cost: \$1,310,674

WAMPO Funding Request: \$1,048,539

Sponsor Funding: \$262,135

Scope: Conduct planning studies to advance major regional priorities in the WAMPO region.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	n/a	16.5	n/a

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	n/a	1	n/a	n/a
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	n/a	1	3	16.5
Explanation						