

# TIP

# 2025 - 2028

## **Transportation Improvement Program**

**Wichita Area Metropolitan Planning Organization**  
**Adopted **xxx****

# **Wichita Area Metropolitan Planning Organization**

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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.

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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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# 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- l) 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.

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Becky Tuttle, WAMPO Transportation Policy Body Chairperson

Date \_\_\_\_\_

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Michael J. Moriarty, KDOT - Chief of Transportation Planning

Date \_\_\_\_\_

# Introduction

## What is a TIP?

The Transportation Improvement Program (TIP) is an ongoing 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 period of October 1, 2024, through September 30, 2028 (Federal Fiscal Years (FFYs) 2025 through 2028).

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 is required to be included in the TIP. These projects may include:

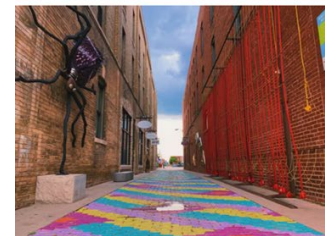
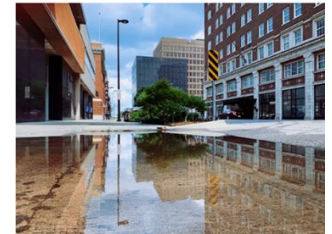
- Capital highway, road, or bridge construction projects
- Operations and maintenance of the transportation system
- Equipment purchases, such as replacement buses
- Transportation planning initiatives

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). MTP 2050 is expected to be adopted in Summer 2025. This 2025 – 2028 TIP is the first implementing MTP 2050.

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



**Appendix A:** Project Details provides a listing of programmed projects for the 2025-2028 TIP, including descriptions of the proposed work, project location, costs, and funding breakdowns. It also includes the names of the agencies responsible for the projects and the years when the projects are expected to have financial activity. The WAMPO TIP website (<https://www.wampo.org/transportation-improvement-program/>) is the most up to date source to view and learn about the current TIP projects, reflecting any amendments made to this TIP since its original adoption.

## The TIP’s Relationship to the MTP REIMAGINED MOVE 2040 PLAN

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, multimodal 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 the performance of the transportation system based on goals and data to inform future multimodal transportation planning. The plan document includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals.

The MTP is currently being updated.



### 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.

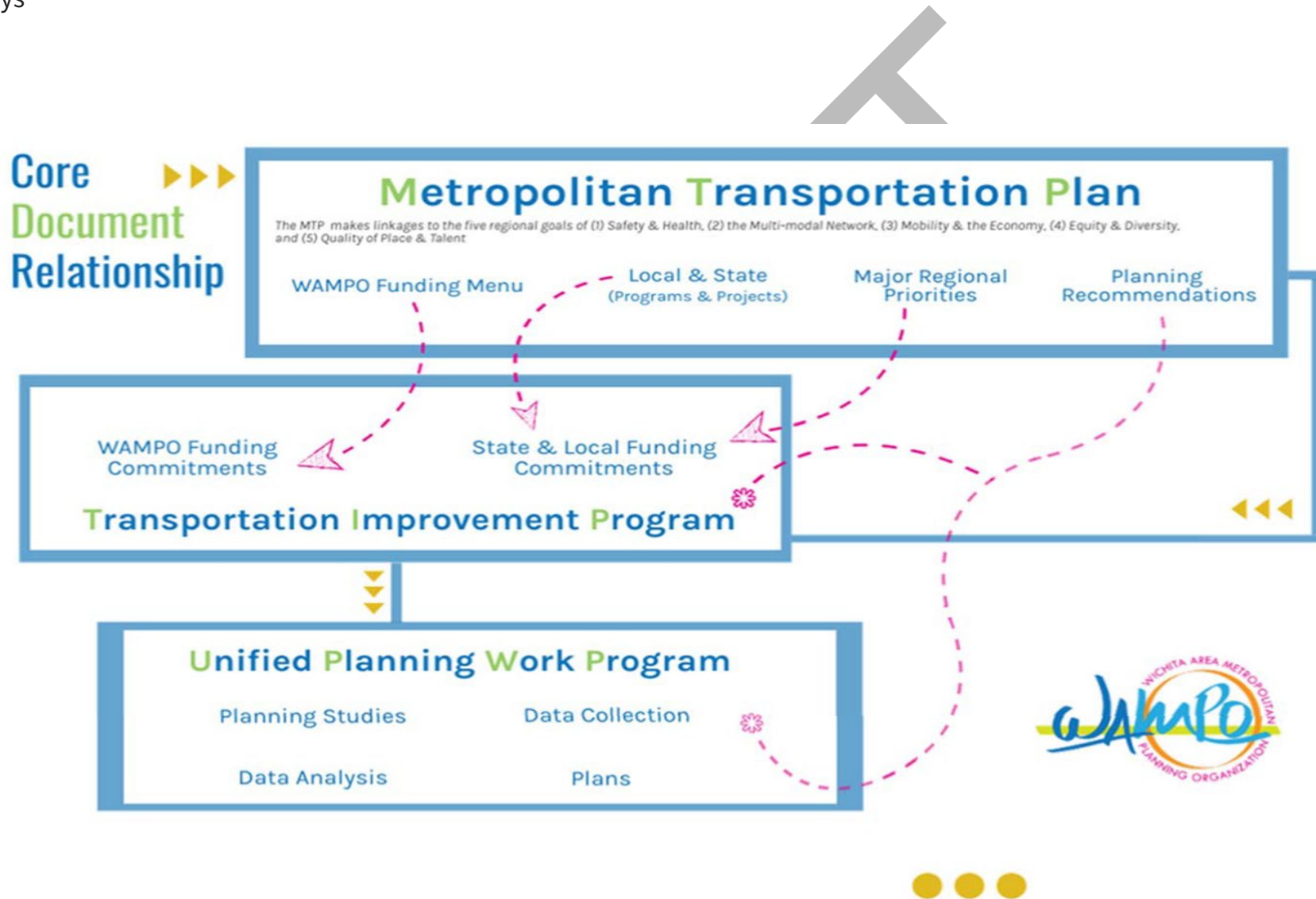


### Quality of Place & Talent

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.

# MTP - TIP Connections

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



MTP and the TIP are connected in four essential ways:

1. **Long-Term Vision vs. Short-Term Action:** MTP serves as the long-range blueprint, outlining transportation priorities, strategies, and potential projects for the next 25 years. The TIP, on the other hand, translates these aspirations into actionable steps for a shorter timeframe (typically 4 years). It identifies specific projects that will be implemented within that period to achieve the goals outlined in MTP.
2. **Prioritization and Funding:** MTP assesses transportation needs and identifies the most critical projects for the region's future. This prioritization helps guide the selection of projects for the TIP. The TIP then considers factors like cost, feasibility, and potential funding sources to determine which projects get included in the short-term program.
3. **Focus on a Connected System:** MTP emphasizes the importance of a comprehensive and interconnected transportation system, encompassing roadways, public transit, biking, and walking infrastructure. The TIP reflects this focus by incorporating projects that improve connectivity across different transportation modes, ensuring a more holistic approach.
4. **Regular Updates and Alignment:** MTP is a dynamic document, updated every five years to reflect changing demographics, travel patterns, and technological advancements. The TIP is also updated regularly, typically every two years, to ensure alignment with the long-term vision of MTP. This ongoing communication ensures the short-term program remains relevant and contributes to the achievement of the long-term goals.

In essence, MTP provides strategic direction, while the TIP translates that vision into concrete actions for the near future. They work together to create a cohesive transportation plan for the Wichita area.

## WAMPO FUNDING

WAMPO awards approximately \$15 million per year in federal funding for transportation projects, under the federal Bipartisan Infrastructure Law. Currently, the federal funding sources that WAMPO awards include:

- The Surface Transportation Block Grant program
- The Congestion Mitigation and Air Quality program
- The Transportation Alternatives program
- The Carbon Reduction Program

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



## Who develops the TIP?

**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 on 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 that 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. Projects' 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 F of this document and in WAMPO's Public Participation Plan (PPP), which can be found electronically at [www.wampo.org](http://www.wampo.org) under the "What We Do" tab.

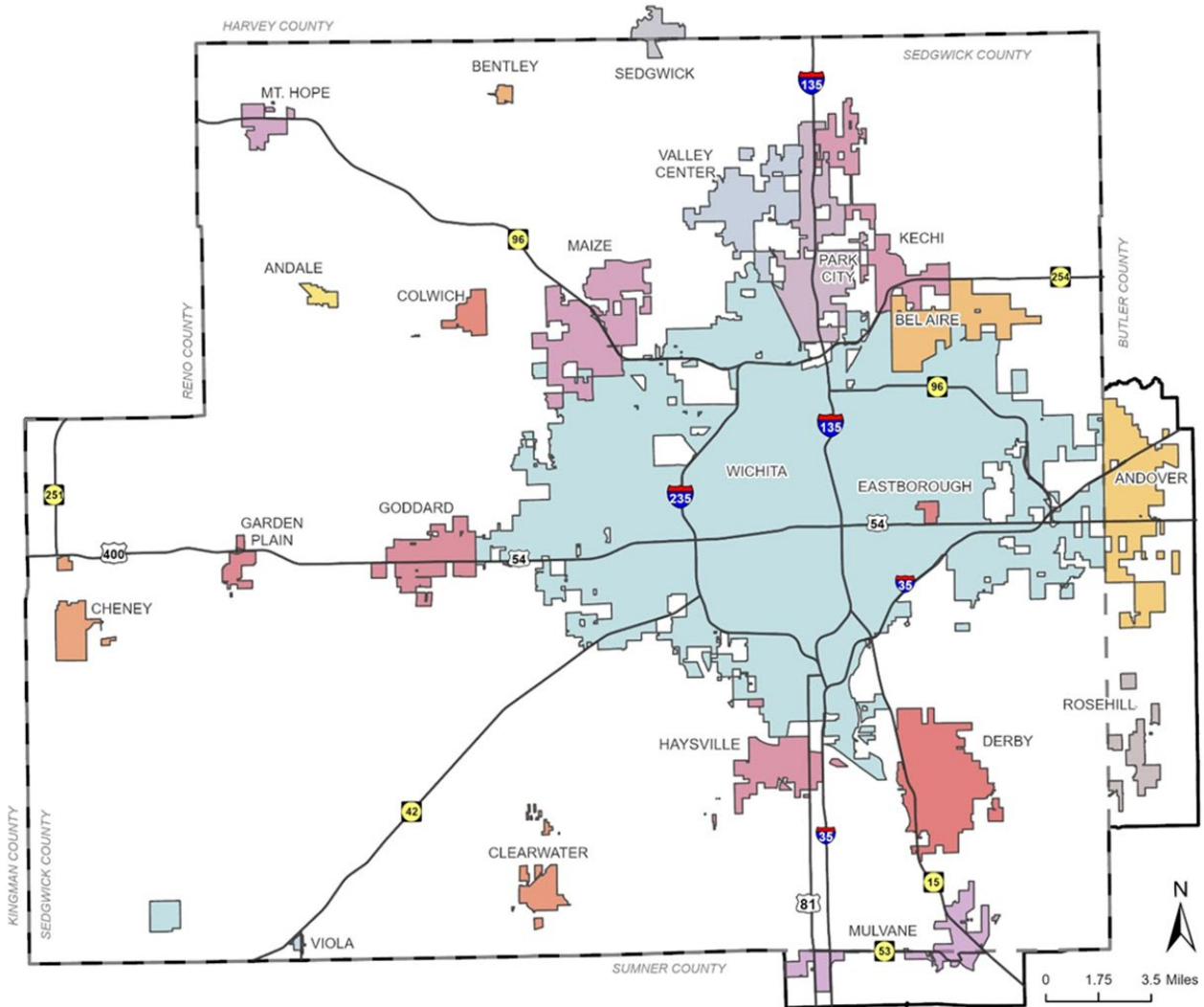
Once adopted, the TIP is sent to the Kansas Department of Transportation (KDOT) for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The TIP is amended on a quarterly basis; amendment processes are described later in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

# The WAMPO Region

## Regional Profile

The WAMPO region contains 25 jurisdictions (22 cities and three counties), including all of Sedgwick County and portions of Butler County and Sumner County, as shown in Map 1. The WAMPO boundary is reviewed after each decennial Census.

Map 1: WAMPO Region





## 2020 Census Population

Approximately 550,000 people live in the WAMPO region today. Since 2000, the population has experienced a slow, steady increase (less than 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:

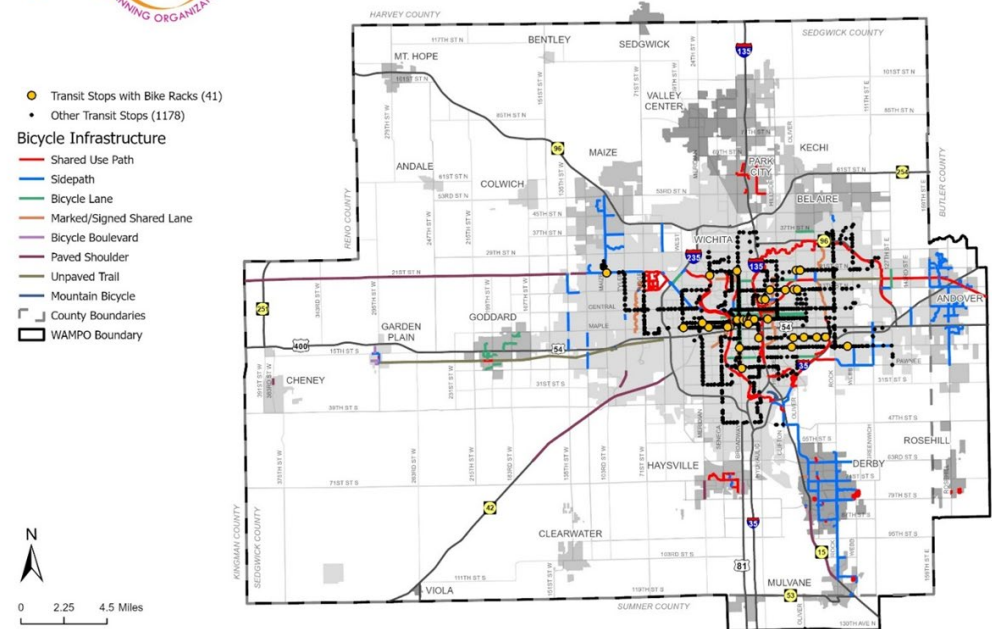
- The WAMPO region is responsible for 18% of Kansas’s Gross Domestic Product (GDP), which is the second-highest GDP by county in the state.
- Wichita is noted for its high concentration of advanced manufacturing. According to a (2012) Brookings Institution study of the 100 largest U.S. metropolitan areas, Wichita ranks #1 in manufacturing jobs as a percentage of all jobs.
- Wichita suffers from “brain drain,” which is the loss of trained professionals to other areas of greater opportunities and not attracting or retaining professionals as well as other areas.

- The highway and major road systems are 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.

## Map 2: Fixed-Route Transit and Bicycle Network



### Fixed Route and Bicycle Network



Source: WAMPO/Wichita Transit. Produced by: WAMPO. Date Exported: 1/25/2024 Folder: G:\Safety\MTP\MTP 2050\Projects\MTP\_maps\_Marcelo  
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

# The TIP Development Process

## Process Overview

The FFY2025-FFY2028 TIP is the third to implement the current MTP, *REIMAGINED MOVE 2040*.

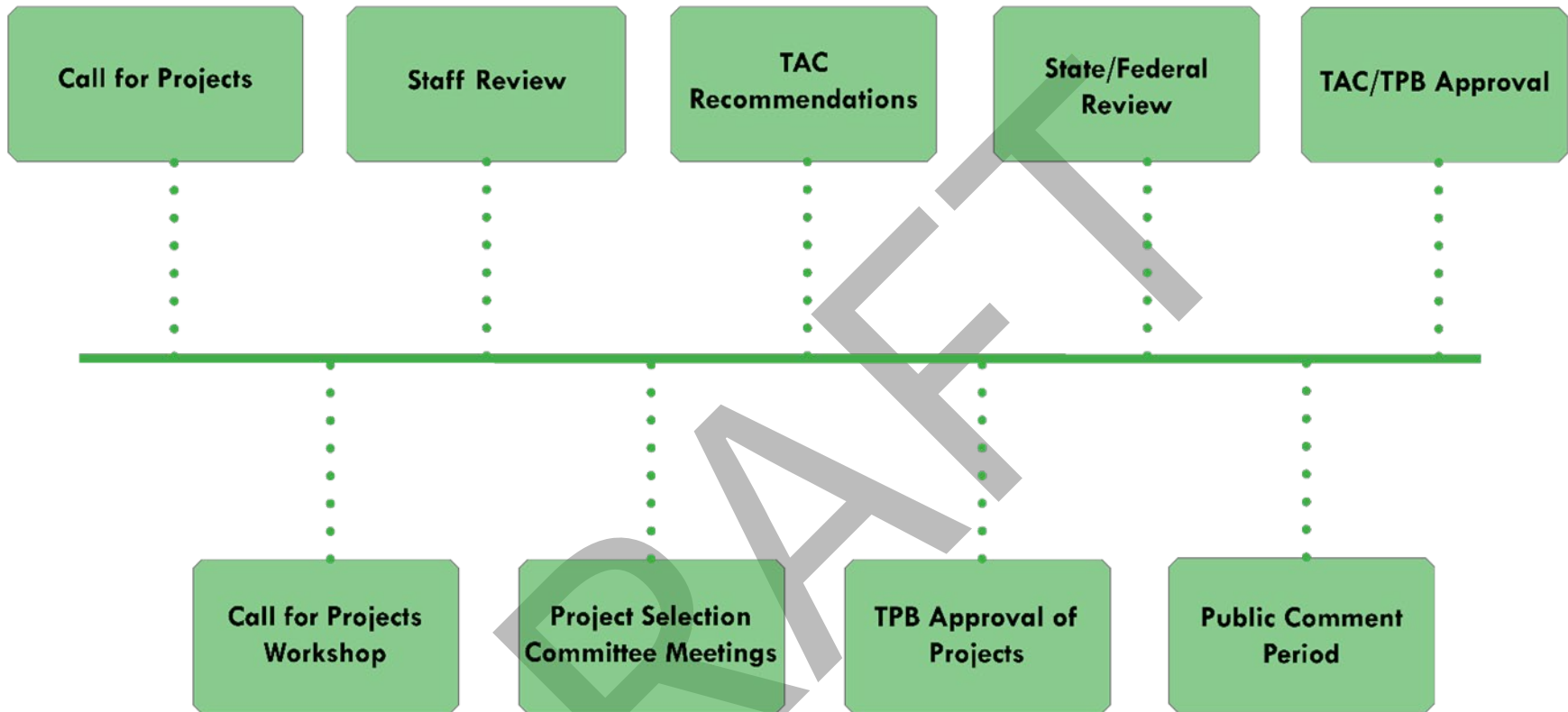
**Table 1: Process Step Highlights**

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 Scoring	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
SC Review and Selection	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

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for the FFY2025-FFY2028 TIP and long-range Metropolitan Transportation Plan 2050 (MTP 2050). Project sponsors/member jurisdictions were e-mailed Excel-workbook forms to use for submitting projects. A Call for Projects Workshop was held virtually on November 8, 2024, to answer any questions from the project sponsors. Of the 108 total projects submitted during the combined Call for Projects, which also included project submissions meant only for MTP 2050, 32 projects were submitted and considered for funding recommendations in the FFY2025-FFY2028 TIP.

**Figure 1: TIP Timeline**



## Project Scoring

After the close of the project solicitation period, WAMPO staff worked extensively with project sponsors to ensure the completeness and correctness of their application materials. Following this review, the projects were evaluated against criteria adopted by WAMPO's TPB in October of 2021. These scoring criteria consider projects differently based on their type (e.g., bridge projects, road projects, transit projects). Wherein projects are scored separately from one another with different weights assigned to different metrics. WAMPO staff developed scorecards based on these adopted criteria (see Appendix H) and used them to generate scores for the projects submitted in the combined call for projects. These scores were provided to the Project Selection Committee (PSC) as one of the pieces of information available as a basis on which to make their funding recommendations.

## Project Selection Committee

The Project Selection Committee (PSC) for the FFY2025-FFY2028 TIP was formed to evaluate candidate projects and develop recommendations. It was composed of seven individuals appointed by the Chair of the Transportation Policy Body (TPB) in March 2023. Membership included representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC met several times in spring 2024. At these meetings, the PSC reviewed the project applications, discussed the candidate projects, and developed a recommended list of projects.

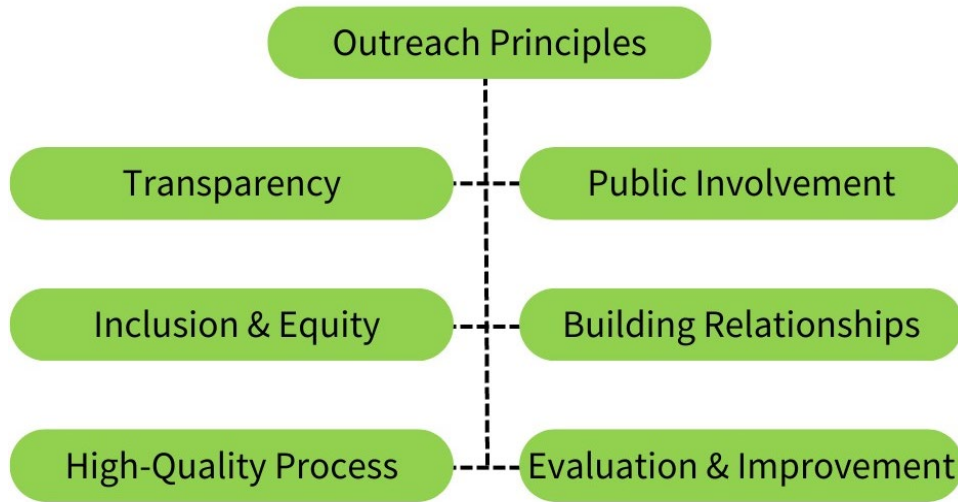
## Selected Projects

The PSC ultimately chose to recommend ten (10) new projects for WAMPO-suballocated funding in the new TIP years, FFY2027 & FFY2028. The PSC also made funding recommendations for several projects already programmed in the FFY2023 – FFY2026 TIP. These projects already had some WAMPO-suballocated funding, but were at less than the maximum of 80% Federal funding.

## Plan Development

WAMPO is committed to fostering a robust and inclusive public outreach process for regional transportation planning. The principles are transparency, public involvement, inclusion and equity, building relationships, high-quality process, and evaluation and improvement. The following principles guide WAMPO's efforts in public outreach:

**Figure 2: WAMPO Outreach Principles**



## Engagement Opportunities

### Ways to Be Informed

WAMPO’s website provides comprehensive up-to-date information about all the MPO’s work, such as:

- Studies, reports, technical memoranda, dashboards, certification documents, and other work products related to the regional planning process
- Information about the structure and composition of the MPO, including the full MPO members and designee lists with contact information
- MPO meeting agendas, minutes, virtual platform links to MPO meeting, and links to event video recordings
- Latest news that highlights MPO activities, programs, and the results of MPO studies and reports
- Links to all social media platforms

The WAMPO website features a translation function for Spanish and Vietnamese languages. In addition, vital documents and outreach materials are professionally translated into Spanish and Vietnamese, which are the most commonly spoken non-English languages in the WAMPO region. The digital translated materials are posted on the website and the print translated materials are available at the office, outreach events and upon request.



Videos of past MPO meetings and virtual MPO-sponsored activities are posted to the Wichita Area MPO YouTube channel and linked to the corresponding board and committees on the website. YouTube provides Closed Captions on all videos. In addition, the support documents and endorsed minutes are attached to each corresponding meeting.

WAMPO uses a variety of other tools to inform the public, including paid newspaper notices, social media posts on X, Facebook, Instagram, and LinkedIn, and email subscriptions. The MPO has email lists for general outreach, media contacts, the Transportation Policy Body, the Technical Advisory Committee, and ICT Safe: A Regional Transportation Coalition, among others.



## Ways to Be Involved

WAMPO hosts a number of meetings and events where the public can learn about MPO activities and participate in the regional transportation planning process. These include official board meetings, committee meetings, and hosting or presenting at outreach events. The purpose of the meetings is to present and discuss pertinent information, solicit feedback, and gather input from the public on specific topics and projects to inform transportation planning decisions for the region.

### Transportation Policy Body Meetings

TPB meetings are held every 2nd Tuesday of the month at 3:00 PM, unless otherwise noted. Meetings are held in MAPC Meeting Room 203, inside the Ronald Reagan Building in Wichita, with the option to access and attend virtually through a video-conferencing platform. Links to virtual meetings are available on the [WAMPO webpage](#), along with agendas and support materials for that day. Members of the public can provide a comment in any language. Staff will translate comments received in languages other than English.

### Technical Advisory Committee Meetings

TAC meetings are held every 4th Monday of the month at 10:00 AM, unless otherwise noted. Meetings are held in MAPC Meeting Room 203, inside the Ronald Reagan Building in Wichita, with the option to access and attend virtually through a video-conferencing platform. Links to virtual meetings are available on the [WAMPO webpage](#), along with agendas and support materials for that day. Members of the public can provide a comment in any language. Staff will translate comments received in languages other than English.

## **Other Committee Meetings**

Committees meet as needed and are open to the public; they also have a virtual participation component.

## **MPO Meetings and Activities**

The public-comment period for the FFY2025-FFY2028 TIP was from June 12 through July 11, 2024.

For further information, refer to [Appendix F](#).

DRAFT

# Performance Report

Federal legislation requires performance-based planning, including 24 federally mandated Transportation Performance Measures (TPMs). WAMPO has adopted targets for these TPMs, separated into five (5) categories: safety (PM1), pavement and bridge condition (PM2), reliability (PM3), transit asset management (TAM), and transit safety.

As performance-based planning is a continuous process, WAMPO has consistently supported the State of Kansas's yearly transportation safety targets, most recently in 2023, with plans to continue this support into 2024. WAMPO has also officially adopted the State's performance targets for pavement and bridge condition, reliability, and transit asset management for both 2024 and 2026. Additionally, WAMPO has demonstrated its commitment to transit safety by formally endorsing transit safety targets developed by state and local government entities in 2023, with plans to support future targets for 2024. Looking ahead, WAMPO will collaborate with KDOT to support the State's targets and supplement these shared goals with local data to provide relevant regional context.

State TPM targets for PM1, PM2, and PM3 can be found on the KDOT performance measure website: <https://www.ksdot.gov/bureaus/divPlanning/perfmeasures.asp>. Table 2 shows the 24 federally mandated TPMs, organized by category.

**Table 2: Performance Measures**

## PM1: Safety Performance Measures

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-motorized Fatalities and Serious Injuries

## PM2: System Condition Performance Measures

- Interstate Pavement in Good Condition
- Interstate Pavement in Poor Condition
- Non-Interstate NHS Pavement in Good Condition
- Non-Interstate NHS Pavement in Poor Condition
- NHS Bridges in Good Condition
- NHS Bridges in Poor Condition

## PM3: System Reliability Performance Measures

- % of Interstate travel that is reliable
- % of non-Interstate travel that is reliable
- NHS Truck Travel Time Reliability Index

## Transit Asset Management Performance Measures

- % of revenue vehicles that exceed the useful life benchmark
- % of non-revenue service vehicles that exceed the useful life benchmark
- % of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM)

## Transit Safety Performance Measures

- Fatalities
- Fatality Rate
- Injuries
- Injury Rate
- Safety Events
- Safety Event Rate
- System Reliability



The projects in the FFY2025-FFY2028 TIP assist in meeting these targets. Table 3, below, shows a summary of the numbers of projects supporting each target category. A project may assist in meeting more than one performance measure. Appendix B includes the full list of projects in the FFY2025-FFY2028 TIP and indicates the performance-measure categories whose targets each project assists in meeting.

## Congestion Management Process

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has developed a CMP specifically tailored to the region’s needs. In addition to informing short range plans such as the TIP, this CMP, and its future updates, will also be incorporated into WAMPO’s long-range Metropolitan Transportation Plan, reflecting an ongoing commitment to improving transportation in the WAMPO region.

A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life for residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

WAMPO adopted its current CMP on May 14, 2024: <https://www.wampo.org/congestion-management-process>.

**Table 3: Number of Projects Assisting to Meet Specific Targets**

	SAFETY (PM1)				CONDITION (PM2)		RELIABILITY (MP3)		Transit Asset Management (TAM)	Transit Safety
	General Safety	Intersection/Interchange Reconstruction	Slowing Vehicle Speeds through walkable Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology/ITS Projects	Traffic Flow Projects		
Number of Projects Helping to Achieve	14	16	20	32	21	36	8	20	10	5

# TIP Project List

The FFY2025-FFY2028 TIP includes 130 individual projects and programs, valued at over \$1.1 billion. Map 3 illustrates the locations of these projects. The current, detailed TIP project list, reflecting all amendments and adjustments to the TIP, can always be found on the WAMPO TIP website, at <https://www.wampo.org/transportation-improvement-program>, including project names, locations, scopes, and lead agencies as well as tables showing how much money is programmed to be spent on each project, broken out by Federal Fiscal Year project phase, and funding source. Also included is contact information for the individual(s) placed in charge of each project by the lead agency.

20 of the 130 projects in the TIP are programmed to receive WAMPO-suballocated federal funds during FFY2025-FFY2028, as shown in Table 4 and Map 4. These FFY2025-FFY2028 WAMPO-suballocated funds total about \$62 million and come from the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program, and Carbon Reduction Program (CRP).

See [Appendix A](#) for the full, detailed project list.

See [Appendix D](#) for a list of projects from the FFY2023-FFY2026 TIP that have been completed and removed from the FFY2025-FFY2028 TIP.

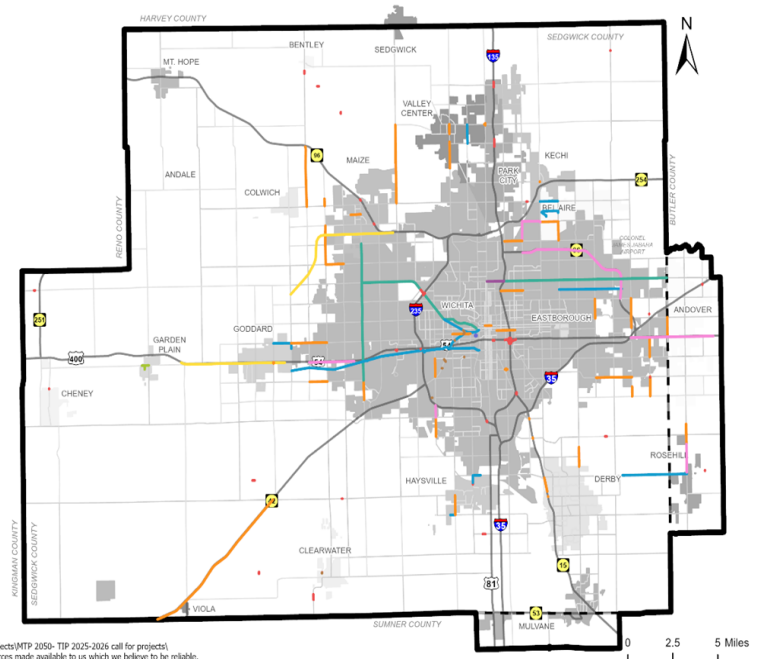
**Map 3: FFY2050-FFY2028 TIP Projects**



## FFY2025-FFY2028 Transportation Improvement Program Projects

### 2025-2028 TIP Projects

- Bridge
- Traffic Management
- Roadway Reconstruction/Modernization
- Roadway Expansion
- New Roadway
- Multiuse Trail/Bicycle Facility
- Pedestrian Facility
- Public Transit
- Planning
- Rail
- WAMPO Planning Boundary
- County Boundaries



Source: WAMPO  
 Produced by: WAMPO  
 Date Exported: 5/23/2024  
 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050-TIP 2025-2026 call for projects  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

**Table 4: FFY2025-FFY2028 WAMPO-Suballocated Projects**

Map #	WAMPO ID	Agency	Project	FFY2025-FFY2028 WAMPO-Suballocated Funds
1	R-19-17*	City of Wichita	West St., I-235-MacArthur	\$650,983
2	BP-23-02	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$292,242
3	40-517	City of Wichita	Douglas, Seneca to Meridian	\$3,912,000
4	40-510	City of Wichita	17th St N, I-135 to Hillside	\$2,400,000
5	BP-23-03	City of Valley Center	Seneca St Multiuse Path	\$417,310
6	40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$9,347,040
7	40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$4,200,000
8	40-511	Sedgwick County	Maple Street Pathway	\$1,320,000
9	40-522	City of Wichita	Redbud Path from Woodlawn to K-96	\$7,101,985
10	40-540	City of Derby	Rock Road Corridor Improvements	\$4,915,049
11	BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,238,997
12	RM-25-008	City of Haysville	Meridian Street (79th St to Grand Ave)	\$4,589,020
13	RM-25-022	City of Park City	85th Street and Broadway Roundabout	\$581,183
14	MB-25-001	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$778,400
15	MB-25-007	City of Haysville	Meridian - Saddle Brook Multiuse Trail	\$673,941
16	40-015	City of Bel Aire	45th St N, Oliver to Woodlawn	\$7,527,266
17	TM-25-001	City of Wichita	ITS - 21st St and Maize to Downtown	\$2,832,000
18	RM-25-038	City of Wichita	127th St E, 13th to Douglas	\$5,960,547
19	MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,062,672
20	MB-25-006	Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path	\$2,573,600
<b>Total Programmed</b>				<b>\$62,374,235</b>

\*This is an FFY2024 project with part of its funding scheduled as an Advance Construction conversion in FFY2025. The FFY2024 funds are not shown.

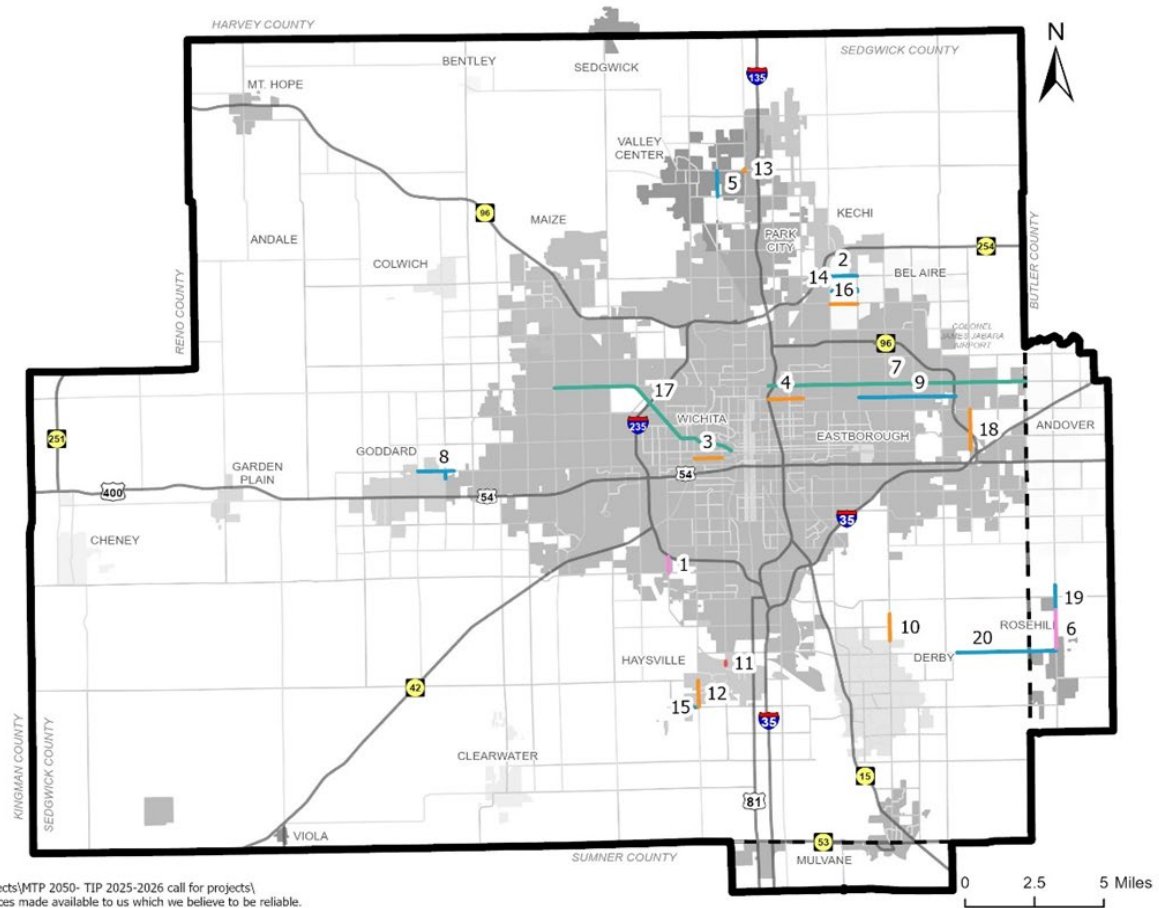
# Map 4: FFY2025-FFY2028 WAMPO-Suballocated Projects



## FFY2025-FFY2028 WAMPO-Suballocated Projects

### 2025-2028 TIP Projects

- Bridge
- Traffic Management
- Roadway Reconstruction/Modernization
- Roadway Expansion
- Multiuse Trail/Bicycle Facility
- WAMPO Planning Boundary
- County Boundaries
- County Boundaries



Source: WAMPO  
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 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

# 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 relate 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 (see Appendix A). 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 450.326)
- The estimated costs account for expected inflation and represent the dollar amounts that will actually be 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 maintaining 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 (MTP). 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, in recent years, Congress has also approved transfers from the General Fund to ensure the HTF’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 administered by the Kansas Department of Transportation (KDOT) and include the State’s Motor Fuel Tax Sharing Program (also known as the Special City County Highway Fund) and the Eisenhower Legacy Transportation Program (2021 – 2030). State-provided revenue sources include state motor fuel taxes, vehicle registrations 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. This includes local sales taxes, property taxes, general funds, 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 FFY2025 and FFY2028 equal \$102 million. The revenue projections used in this TIP are derived from the Financial Plan in *REIMAGINED MOVE 2040*, the WAMPO MTP in force at the time of this TIP’s adoption. The projections assume marginal growth in federal funding.

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Bipartisan Infrastructure Law (BIL), signed into law in November 2021, which provides funding for Federal Fiscal Years (FFYs, October 1-September 30) 2022-2026.

The programs funded through this legislation are administered by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), and, in the WAMPO region, are awarded by KDOT, WAMPO, and Wichita Transit. See the table below for a breakdown of 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 fund projects in this TIP:

### **Federal Highway Administration Programs**

- **National Highway Performance Program (NHPP):** Provides funding for the 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.
- **Highway Safety Improvement Program (HSIP):** Provides funding for improvements intended to reduce traffic fatalities and injuries.

- Bridge Replacement and Rehabilitation (BRF) program: A formula program that apportions funding to states for the replacement or rehabilitation of bridges.
- Railway-Highway Crossings Program (RHCP): Provides funding for the elimination of hazards at railway-highway crossings.
- Surface Transportation Block Grant (STBG) program: The most flexible federal transportation funding program available. Funds may be used for a wide variety of transportation projects, including, but not limited to, highway/road improvements, bridge/tunnel projects, public-transit capital projects, Intelligent Transportation Systems (ITS), planning, and safety. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): Assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS) if those areas are designated as in non-attainment for a criteria pollutant. In states where no urbanized area is in non-attainment, CMAQ funding can be spent on any project eligible for STBG funds; this is currently the case in the state of Kansas. If the Wichita metropolitan area or any other area of Kansas ceases to be in attainment, some of the state's CMAQ funding will need to be directed towards transportation projects aimed specifically at improving air quality. A portion of the funds from this program are awarded to projects by WAMPO.
- Transportation Alternatives (TA): A set-aside within the STBG 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. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- Carbon Reduction Program (CRP): Provides funding for projects that will reduce carbon dioxide emissions from transportation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- Highway Infrastructure Program (HIP): Funds are used to construct capital road and bridge projects. In the past, a portion of the funds from this program have been suballocated to WAMPO to award to projects.
- Better Utilizing Investments to Leverage Development (BUILD) grant program: A discretionary grant program for surface-transportation projects with a significant impact in their local or regional communities, including roads, bridges, public transit, rail facilities, ports, and intermodal transportation.
- Reconnecting Communities Pilot (RCP) grant program: A discretionary grant program for planning efforts and construction projects aimed at reconnecting communities that have been divided by transportation infrastructure, with a priority of helping disadvantaged communities improve access to daily needs, including jobs, schools, healthcare, grocery stores, and recreation.
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA): A one-time funding opportunity made available in response to the COVID-19 pandemic. The allowed uses of funding are mostly the same as for the STBG program. A portion of the funds from this program were suballocated to WAMPO to award to 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.
- **Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** Formula grants for transit services that focus on serving the elderly and people with disabilities.
- **Bus and Bus Facilities Infrastructure Investment Program (Section 5339):** Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

**Table 5: Federal Program Awarding Agencies**

FEDERAL PROGRAM	AWARDING AGENCY		
	KDOT	WAMPO	WICHITA TRANSIT
NHPP	✓		
HSIP	✓		
BRF	✓		
RHCP	✓		
STBG	✓	✓	
CMAQ	✓	✓*	
TA	✓***	✓	
CRP	✓	✓	
HIP	✓	✓	
BUILD***			
RCP***			
CRRSAA	✓	✓	
FTA Section 5307			✓
FTA Section 5310			✓
FTA Section 5339	✓		✓

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

\*\*KDOT has previously chosen to spend its TA funding in areas of the state that are outside of the metropolitan Wichita and Kansas City areas. However, now, nonurbanized areas of the WAMPO region may qualify for these funds.

\*\*\*Competitive federal grant program.



## State of Kansas Funding

Total projected state revenues expected to be available for spending on the regional transportation system between FFY2025 and FFY2028 equal \$393 million. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan and from the projects that KDOT has committed to funding during FFY2025-FFY2028. The projections assume marginal growth in state transportation funding. This funding is provided through two State programs – the Eisenhower Legacy Transportation Program and the State’s Motor Fuel Tax Program. State-provided funding is typically used both for capital-type projects, such as road construction, transit-vehicle purchases, or construction of a bike facility, and for routine maintenance and operations of the system.

- Eisenhower Legacy Transportation Program: The Kansas Legislature passed the 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 county in Kansas.
- 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 sales and compensating use taxes. 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 expected to be available for spending on the regional transportation system between FFY2025 and FFY2028 equal \$447 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. These funds are typically used both for capital-type projects, such as road construction, transit-vehicle purchases, or construction of a bike facility, and for 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) pays 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 held approximately \$245 million in debt principal and an additional \$56 million in interest. Each year, the region adds about \$38.7 million of new debt financing and pays off \$45.3 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 governments 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 (the Bipartisan Infrastructure Law) or some future successor legislation. Approximately \$347 million of state- and local-government funding is being advanced during FFY2025-FFY2028. On some projects in this TIP, state funds that were spent prior to FFY2025 are programmed to be reimbursed by the federal government during FFY2025-FFY2028, and other state funds are programmed to be spent during FFY2025-FFY2028 but not be reimbursed by the federal government until after FFY2028; in these cases, the below analysis counts the affected project or project phase as being in the FFY2025-FFY2028 period if the year of expenditure is during that period, as opposed to the year of conversion or reimbursement.

**Table 6: Funding and Financing Projections by Source**

FUNDING SOURCE	2020 - 2040	FFY 2025 - 2028
<b>Local Government</b>	\$2.6 billion	\$447 million
<b>KDOT Programs (mix of state and federal funding)</b>	\$1.6 billion	\$393 million
<b>Federal Government</b>	\$572 million	\$102 million
<b>Debt Financing (state and local governments)</b>	\$1 billion	\$155 million
<b>Total</b>	\$5.8 billion	\$1.10 billion

**Costs**

The TIP includes three categories of costs: costs to adequately operate and maintain the federal aid transportation system in the region, debt service, and costs associated with programmed projects. For this TIP period, these costs total \$1.09 billion.

**Table 7: Anticipated Costs**

EXPENDITURE TYPE	2020 - 2040	FFY 2025 - 2028
<b>System Operations and Maintenance (O&amp;M)</b>	\$977 million	\$186 million
<b>Debt Service</b>	\$1.2 billion	\$181 million
<b>Projects (Local Governments, KDOT, WAMPO)</b>	\$3.3 billion	\$727 million
<b>Total Expenditures</b>	\$5.76 billion	\$1.09 billion

## Funding and Financing Methods

It is projected to cost \$186 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 and state highways, most of the other major roads, and Wichita Transit’s operations.

These projections were calculated by averaging the annual expenditures on operations 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 period, so the annual average per-system component was carried over for each year.

**Table 8: Operations and Maintenance Costs**

SYSTEM COMPONENT	AVERAGE ANNUAL EXPENDITURES (2013 -2017)	2025 PROJECTION	2026 PROJECTION	2027 PROJECTION	2028 PROJECTION	2025-2028 TOTAL
Interstates & State Highways	\$6 million	\$6 million	\$6 million	\$6 million	\$6 million	\$23 million
Local Roads on the Regional System	\$27 million	\$27 million	\$27 million	\$27 million	\$27 million	\$108 million
Transit	\$14 million	\$14 million	\$14 million	\$14 million	\$14 million	\$56 million
<b>Total</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$186 million</b>

## What types 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 rights-of-way, snow removal, sign replacement, striping, guardrail repairs, and traffic-signal repairs. These maintenance activities require employees, vehicles, 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, computers 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 (phones); maintenance-facility costs; licenses & tags; Kansas Public Transit Association (KPTA) membership dues and annual meeting expenses; Rural Transit Assistance Program (RTAP) drivers’ training and managers’ training; Kansas Corporation Commission (KCC) registration fees; and Department of Transportation (DOT) drivers’ 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 governments 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 how much 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 \$38.7 million in new debt financing and pay off \$45.3 million in debt service. Over the four-year period of the TIP, \$181 million will be paid in debt service at state and local levels.

### **Projects Programmed in the TIP**

\$727 million worth of projects are programmed in the TIP over its four-year period. This does not count projects and project phases programmed for years prior to FFY2023 that have been carried forward from the FFY2023-FFY2026 TIP into the FFY2025-FFY2028 TIP project list because the projects are not yet complete. On projects that are financed through Advance Construction (see above), the year of expenditure, rather than the year of reimbursement, is used to determine whether a project or project phase is during FFY2025-FFY2028.

Because it is important to use the most accurate possible estimates for the costs of these projects in the year(s) of actual expenditure, each project sponsor took future inflation into account when developing their cost estimates. The costs of new projects in the FFY2025-FFY2028 TIP are inflated 4.5% annually, matching the inflation rate used by KDOT, per their policy. 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 Year of Expenditure (YOE) costs, meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred.

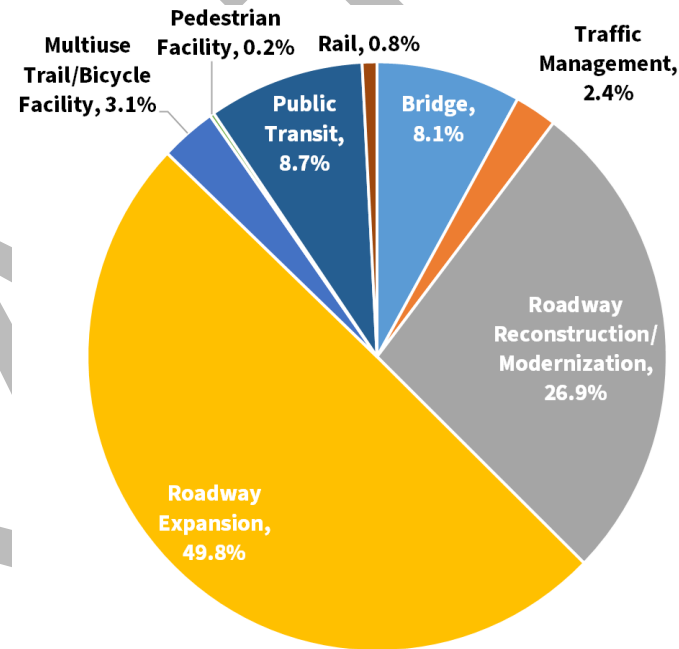
## Projects by Type

Converting US-54/US-400 (East Kellogg Avenue) between the I-35/K-96 interchange (in Sedgwick County) and a half-mile east of Prairie Creek Road (in Butler County) to a limited-access freeway is the most expensive project in the TIP, at approximately \$409 million. Table 9 and Figure 3 illustrate the distribution of spending by project type in FFY2025-FFY2028.

**Table 9: Project Types**

Project Type	\$ in Millions
Bridge	\$58.6
Traffic Management	\$17.1
Roadway Reconstruction/Modernization	\$195.8
Roadway Expansion	\$361.9
Multiuise Trail/Bicycle Facility	\$22.6
Pedestrian Facility	\$1.7
Public Transit	\$63.3
Rail	\$6.0
<b>Total</b>	<b>\$727.0</b>

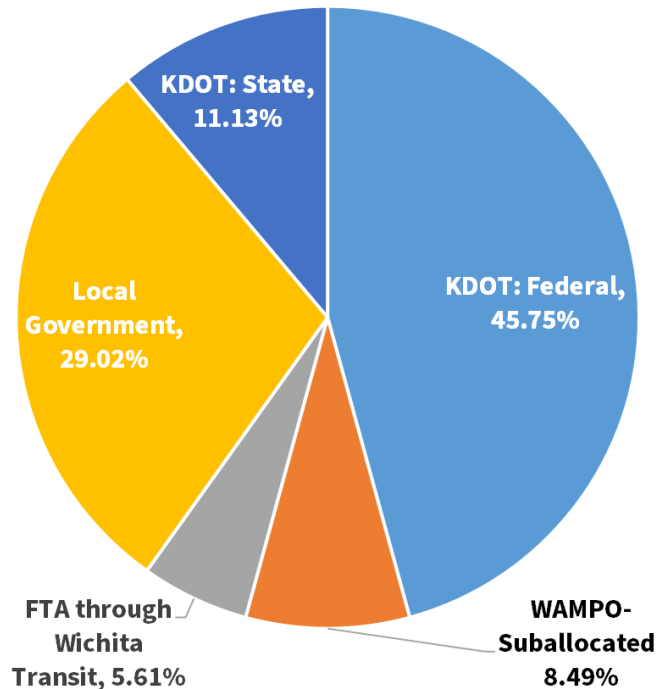
**Figure 3: Project Types**



## Projects Funding Sources

As illustrated in Figure 4, funding provided to TIP projects in the WAMPO region by the Kansas Department of Transportation (KDOT), both through its own funds and through federal funds that it distributes, far surpasses WAMPO-suballocated funding or local-government transportation funds directed to TIP projects.

**Figure 4: Project Funding Source**



## Fiscal Constraint Analysis

After accounting for revenues reasonably expected to be available for the regional transportation system during FFY2025-FFY2028 (\$1.10 billion) and estimated spending to adequately maintain the system (\$186 million), and debt service payments (\$181 million), the amount available for programming in the TIP is \$729 million, approximately \$1.77 million more than what is programmed in this TIP, meaning this TIP is fiscally constrained.

**Table 10: FFY2025-FFY2028 Fiscal Constraint Analysis**

Anticipated Funding and Financing	
Federal Funding	\$102 million
State Funding	\$393 million
Local Funding	\$447 million
Debt Financing	\$155 million
<b>Total</b>	<b>\$1.10 billion</b>
Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$727 million
<b>Total</b>	<b>\$1.09 billion</b>

<b>ANTICIPATED FUNDING AND FINANCING</b>	-	<b>ANTICIPATED COSTS</b>	=	<b>BALANCE</b>
\$1.10 billion		\$1.09 billion		\$1.77 million



This projected positive balance may turn out to be different from the true final balance of unspent revenues at the end of FFY2028 for the following reasons:

- New projections of revenues and of operations & maintenance costs (including for FFY2025-FFY2028) will be included in WAMPO's next long-range plan, Metropolitan Transportation Plan 2050 (MTP 2050), which will be adopted in 2025.
- The revenue projections include funds set aside for non-regionally-significant projects that do not qualify as routine maintenance and operations, since the accounting systems most local governments use for revenue projections do not separate out revenues and expenditures by road classification (Federal-aid vs. local). Therefore, the data from local governments is not as granulated as this analysis would ideally call for.
- There may be some projects that state and local governments plan to pursue but have not yet submitted to WAMPO for inclusion in the TIP, either because the projects are not yet internally authorized or are not yet sufficiently scoped out. Such projects would eventually either be submitted to be added to the TIP through an amendment or be submitted for inclusion in the next new TIP adoption, which conventionally happens well before the expiration of the current TIP and supersedes it.
- Individual projects' estimated costs could be revised as their start dates approach and more information becomes available.

### **Fiscal Constraint by Year**

Most of the WAMPO-suballocated federal funds that WAMPO awards to transportation projects in the Wichita metropolitan area are either STBG, CMAQ, TA, or CRP funds. KDOT limits the overall amount of those funds that may be carried over from

one FFY to the next, in addition to requiring that more overall funding not be spent in a given FFY than what is available. Therefore, for the sake of these funding programs, in addition to the above fiscal-constraint analysis, WAMPO also projects starting and ending balances for each of the four FFYs in the TIP period, separated out by funding program, as shown in Table 11:

- For the purposes of this table, Advance Construction funding on a project is associated with the programmed year of reimbursement by the federal government, rather than the programmed year of expenditure by the state or local government, because the year of reimbursement is when the federal funds need to be available.
- Amounts of STBG, CMAQ, TA, and CRP funds expected to be apportioned to WAMPO in FFY2025, FFY2026, FFY2027, and FFY2028 are assumed to equal the amounts that were apportioned in FFY2024, assuming that funding levels under the current federal transportation-funding legislation, the Bipartisan Infrastructure Law (BIL), will continue past FFY2026, the last year covered by the legislation.
- From time to time, there are unanticipated obligations and deobligations of WAMPO-suballocated federal funds on projects from prior FFYs. When this happens, WAMPO performs TIP amendments and administrative adjustments, in accordance with guidance in the WAMPO TIP Policy (Appendix I), to get all projected year-end balances as close to zero as possible, prior to the end of the FFY for which a non-zero balance is projected.
- In light of the above finding of fiscal constraint for the WAMPO FFY2025-FFY2028 TIP and lacking more specific information from state and local governments, this table does not show maintenance and operations costs, debt financing, or debt servicing, and all revenues and expenditures of funds other than STBG, CMAQ, TA, and CRP funds are not shown.

**Table 11: Fiscal Constraint by TIP FFY and WAMPO-Suballocated Federal Funding Source**

	FFY2025				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2024	\$0	\$65,958	\$88,908	\$3,047,401	\$3,202,267
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
<b>Total Funds Available</b>	\$9,948,507	\$2,013,294	\$1,581,578	\$4,447,939	\$17,991,318
<b>Total Programmed</b>	\$9,948,506	\$2,013,293	\$1,581,578	\$4,447,939	\$17,991,316
<b>End-of-FFY Funds Balance</b>	\$1	\$1	\$0	\$0	\$2
	FFY2026				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2025	\$1	\$1	\$0	\$0	\$2
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
<b>Total Federal Funds Available</b>	\$9,948,507	\$1,947,337	\$1,492,670	\$1,400,538	\$14,789,052
<b>Total Programmed</b>	\$9,948,507	\$1,963,103	\$1,492,670	\$1,400,538	\$14,804,818
<b>End-of-FFY Funds Balance</b>	\$0	-\$15,766	\$0	\$0	-\$15,766
	FFY2027				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2026	\$0	-\$15,766	\$0	\$0	-\$15,766
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
<b>Total Federal Funds Available</b>	\$9,948,507	\$1,931,570	\$1,492,670	\$1,400,538	\$14,773,285
<b>Total Programmed</b>	\$9,948,506	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
<b>End-of-FFY Funds Balance</b>	\$1	-\$15,766	\$0	\$0	-\$15,765
	FFY2028				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2027	\$1	-\$15,766	\$0	\$0	-\$15,765
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
<b>Total Federal Funds Available</b>	\$9,948,507	\$1,931,570	\$1,492,670	\$1,400,538	\$14,773,285
<b>Total Programmed</b>	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,051
<b>End-of-FFY Funds Balance</b>	\$0	-\$15,766	\$0	\$0	-\$15,766
	FFY2025-FFY2028				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2024	\$0	\$65,958	\$88,908	\$3,047,401	\$3,202,267
Anticipated Obligation Limitation	\$39,794,026	\$7,789,344	\$5,970,680	\$5,602,152	\$59,156,202
<b>Total Federal Funds Available</b>	\$39,794,026	\$7,855,302	\$6,059,588	\$8,649,553	\$62,358,469
<b>Total Programmed</b>	\$39,794,026	\$7,871,068	\$6,059,588	\$8,649,553	\$62,374,235
<b>End-of-FFY2028 Funds Balance</b>	\$0	-\$15,766	\$0	\$0	-\$15,766



# Environmental Justice Analysis

The U.S. Environmental Protection Agency (EPA) defines environmental justice (EJ) as the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice plays an important role in transportation planning. No group of people – by race, ethnicity, or socioeconomic status – should bear a disproportionate share of negative impacts as a result of decisions made at the federal, state, regional, or local level. Incorporating non-discriminatory considerations and practices into the transportation planning and decision-making processes is one of the main focal areas of the efforts WAMPO has undertaken as part of the FFY2025-FFY2028 Transportation Improvement Program (TIP). For more information on Environmental Justice, see [Appendix E](#).

The following is a summary of the EJ analysis for the FFY2025-FFY2028 TIP, organized into three core elements: identification, assessment, and evaluation.

## Identification

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

## Regional Community Profile

The EJ analysis process begins with developing an understanding of the EJ populations present in the region. To do this, WAMPO has gathered data on the sizes and locations of low-income, minority, and LEP populations.

Table 12 highlights the distributions of EJ populations in the WAMPO region. For the purposes of this analysis, minority and low-income populations are defined as “EJ populations.”

**Table 12: Minority and Low-Income Populations**

POPULATION CATEGORIES		# OF PEOPLE	PERCENTAGE
<b>Total Population</b>		542,572	100%
<b>RACE/ETHNICITY</b>	Minority	144,286	26.6%
	Black or African American	42,491	7.8%
	American Indian and Alaska Native	4,897	0.9%
	Asian	22,895	4.2%
	Native Hawaiian and Pacific Islander	442	0.1%
	Some other race	23,881	4.4%
	Two or more races	49,681	9.2%
	[Hispanic or Latino*]	[79,054]	[14.1%]
	White	398,286	73.4%
<b>LOW INCOME</b>	'Persons Below Poverty'	70,903	13.3%

\* Individuals with overlapping Hispanic or Latino ethnicity have been captured in one of the above-listed race categories. Source: ACS 2018-2022 5-Year Estimate (B02001, B03003 and S1701)

## Assessment

Documenting the conditions of the system in relation to the EJ populations, including traditionally underserved population engagement strategies. WAMPO has used the information gathered from mapping to inform the engagement strategies for the FFY2025-FFY2028 Transportation Improvement Program (TIP) update. With a focused strategy designed to “go to them,” the WAMPO staff, TPB, and committees took a proactive approach to recognizing the potential barriers to involvement, which include language barriers.

## Evaluation

Summarizing the assumptions related to regional benefits and burdens associated with the slated FFY2025-FFY2028 TIP projects. See [Appendix E](#) for more detailed information. This analysis indicates that the fiscally constrained transportation investments included in this TIP do not disproportionately burden or deny benefits to EJ communities. Roughly 20.6% of mappable projects fall within minority EJ areas in the WAMPO region, while the other 79.4% are planned in non-minority-EJ areas, and roughly 26.2% of mappable projects fall within low-income EJ areas in the WAMPO region, while the other 73.8% are planned in non-low-income-EJ areas. It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects. In the event that there are disproportionate and adverse impacts identified, WAMPO will work with its member jurisdictions, planning partners (Kansas Department of Transportation and Wichita Transit) and the USDOT to identify and document strategies to avoid, mitigate, or minimize the impacts. This may include modifying or selecting additional projects that can be programmed prior to the adoption of the WAMPO Transportation Improvement Program (TIP) through line items and amendments. Individual project sponsors will consider potential project-level environmental justice impacts for federally funded transportation projects in conjunction with the National Environmental Policy Act (NEPA) process.

# TIP Amendments

Amendments to the FFY2025-FFY2028 TIP will be scheduled on a quarterly basis, and additional special amendments may occur when deemed necessary by the TPB or the 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, to request the addition of new non-suballocated projects, or to request the removal of a project. Two types of changes to the TIP may be requested: amendments and administrative adjustments.

## Amendments

A TIP amendment is necessary when one or more of the following criteria are met:

- Major scope change (e.g., changing the project extent or number of lanes)
- Addition or removal of a funding source (not program) or increase in the project cost of greater than 25% or \$5 million, whichever is less
- Addition of a project to or removal of a project from the TIP

## Administrative Adjustments

Administrative adjustments include changes to the TIP that do not reach any of the thresholds for an amendment, including:

- 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
- Changes to programmed Federal Fiscal Years
- Changes to Advance Construction conversion amounts and years

A proposed TIP amendment will be reviewed by the TAC, which may provide one of the following recommendations to the TPB: approve the TIP amendment as-is; approve the amendment with specific changes; do not approve the TIP amendment. Following 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 they deem appropriate
- Table the item for further discussion
- Not approve the amendment
- Send the TIP amendment 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://www.wampo.org/public-participation>).

Administrative adjustments may be performed by WAMPO staff and will be reported to the TAC and TPB at the same time as the next TIP amendment. If a Request for Amendments application period is opened and all of the requested project changes qualify for administrative adjustments, a TAC recommendation and TPB action will not be sought. WAMPO staff review all requested project changes to determine whether they are eligible to proceed.

After the TPB approves a new TIP, TIP amendment, or TIP administrative adjustment, WAMPO submits a letter to KDOT requesting inclusion of the new/updated TIP in the State Transportation Improvement Program (STIP) by reference. KDOT then processes an amendment to the STIP and requests FHWA and FTA approval of the STIP amendment. Once the FHWA and FTA approve 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, as well as listed in the TIP, along with any actions taken in response to the comments. 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 as 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 State 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. 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.

**Figure 5: TIP Approval Process**



# Appendix: A

## Project Details

### Projects in the FFY2025 - FFY2028 TIP

The WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) includes 130 projects, with a combined cost of over \$1.1 billion. This includes:

- Projects that are programmed to use WAMPO-suballocated federal funding (39) and projects that only use other federal, state, or local funding sources (91).
- Projects carried over from the FFY2023-FFY2026 TIP (92, some with modifications) and projects that are new for the FFY2023-FFY2026 TIP (38).
- Projects programmed to be carried out during FFY2025-FFY2028 and projects from prior years that have been kept in the TIP because they are not yet complete (including projects some of whose phases are in FFY2024 or earlier and other of whose phases are in FFY2025 or later).

The following pages provide detailed information on each project in the FFY2023-FFY2026 TIP, including its name, location, scope, and lead agency, as well as a table showing how much money is programmed to be spent on the project, broken out by Federal Fiscal Year, project phase, and funding source. Also included is contact information for the individual(s) placed in charge of each project by the lead agency.

It is common for TIP project details to be amended several times before the next adoption of a new TIP. For the most up-to-date, detailed TIP project list for the WAMPO region, visit <https://www.wampo.org/transportation-improvement-program>.



## Table A1: Project List

The Transportation Improvement Program (TIP) lists all federally funded transportation projects within the Wichita Area Metropolitan Planning Organization planning area, as well as other transportation projects deemed regionally significant. The TIP provides a prioritized, four-year list of projects planned for the WAMPO area.

WAMPO I. D.	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
40-012	Carry Over Project (Unchanged)	City of Andover	Prairie Creek Rd bridge over KTA	\$5,882,920	\$0
R-19-05	Carry Over Project (Unchanged)	City of Andover	159th St. East, from US-54/400 to Central Ave.	\$9,189,322	\$4,485,000
40-015	Amend/Adjust Project	City of Bel Aire	45th St N, Oliver to Woodlawn	\$12,348,404	\$7,527,266
BP-23-02	Carry Over Project (Unchanged)	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$404,628	\$292,242
MB-25-001	New Project	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$1,247,963	\$778,400
R-17-02	Carry Over Project (Unchanged)	City of Bel Aire	Woodlawn: 45th St to 37th St. N	\$8,490,343	\$5,579,150
40-540	Amend/Adjust Project	City of Derby	Rock Road Corridor Improvements	\$6,703,812	\$4,915,049
40-541	Carry Over Project (Unchanged)	City of Derby	Nelson Drive Realignment	\$9,453,618	\$6,799,131
BP-23-01	Amend/Adjust Project	City of Garden Plain	Harry and Main Street Sidewalks	\$532,326	\$0
40-538	Carry Over Project (Unchanged)	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	\$1,249,534	\$756,652
MB-25-007	New Project	City of Haysville	Meridian - Saddle Brook Multiuse Trail	\$965,984	\$673,941
RM-25-008	New Project	City of Haysville	Meridian Street (79th St to Grand Ave)	\$7,909,143	\$4,589,020
INT-19-01	Carry Over Project (Unchanged)	City of Kechi	Oliver and Kechi Rd. Intersection	\$4,355,217	\$2,433,853
40-548	Carry Over Project (Unchanged)	City of Maize	Academy Avenue Improvements from Maize Road to Maize City Park	\$8,310,199	\$4,095,649
RM-25-022	New Project	City of Park City	85th Street and Broadway Roundabout	\$1,145,326	\$581,183
BP-23-03	Carry Over Project (Unchanged)	City of Valley Center	Seneca St Multiuse Path	\$591,185	\$417,310
R-19-07	Carry Over Project (Unchanged)	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	\$11,695,901	\$7,373,315
40-056	Amend/Adjust Project	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$5,500,000	\$4,200,000
40-066	New Project	City of Wichita	Pawnee, Greenwich to 127th St E	\$8,955,000	\$0
40-077	New Project	City of Wichita	Maize Road, Pawnee to 31st Street South	\$9,300,000	\$0
40-079	New Project	City of Wichita	Hillside, 37th St N to 45th St N	\$7,410,000	\$0
40-099	Carry Over Project (Unchanged)	City of Wichita	Comprehensive Way Finding	\$1,925,000	\$0
40-510	Carry Over Project (Unchanged)	City of Wichita	17th St N, I-135 to Hillside	\$3,300,000	\$2,400,000
40-517	Carry Over Project (Unchanged)	City of Wichita	Douglas, Seneca to Meridian	\$5,775,000	\$3,912,000
40-522	Amend/Adjust Project	City of Wichita	Redbud Path from Woodlawn to K-96	\$14,185,000	\$7,101,985
40-524	New Project	City of Wichita	Webb Road, Central to 13th St N	\$9,390,000	\$0
40-526	Carry Over Project (Unchanged)	City of Wichita	Wichita Intelligent Transportation System - Central Business District	\$3,450,000	\$0
40-559	Carry Over Project (Unchanged)	City of Wichita	Chisholm Trail and Delano Path	\$2,200,000	\$0
40-560	Carry Over Project (Unchanged)	City of Wichita	Prairie Sunset Trail	\$2,300,000	\$0
B-19-06	Carry Over Project (Unchanged)	City of Wichita	Bridge Rehabilitation/Repair - Wichita	\$2,750,000	\$0
BP-19-01	Carry Over Project (Unchanged)	City of Wichita	Bike Enhancement Projects	\$300,000	\$0
INT-19-02	Carry Over Project (Unchanged)	City of Wichita	Pawnee & 127th Street intersection	\$2,580,000	\$0
P-23-04	Carry Over Project (Unchanged)	City of Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	\$1,250,000	\$0
R-19-09	Carry Over Project (Unchanged)	City of Wichita	Pawnee, Webb to Greenwich	\$5,000,000	\$3,593,000
R-19-10	Carry Over Project (Unchanged)	City of Wichita	2nd St., Main to St. Francis	\$5,500,000	\$0
R-19-11	Carry Over Project (Unchanged)	City of Wichita	West St, 47th-MacArthur	\$6,650,000	\$0
R-19-12	Carry Over Project (Unchanged)	City of Wichita	37th St N., Hydraulic to Hillside	\$6,545,000	\$0
R-19-13	Carry Over Project (Unchanged)	City of Wichita	Douglas, Washington to Grove	\$7,397,500	\$0
R-19-14	Carry Over Project (Unchanged)	City of Wichita	143rd St. E., Kellogg-Harry	\$5,655,000	\$0

WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
R-19-15	Amend/Adjust Project	City of Wichita	Maple, 135th St W to 167th St W	\$20,180,000	\$0
R-19-16	Carry Over Project (Unchanged)	City of Wichita	West St., Harry to Pawnee	\$27,926,718	\$8,518,589
R-19-17	Carry Over Project (Unchanged)	City of Wichita	West St., I-235-MacArthur	\$6,192,694	\$4,274,155
R-21-05	Carry Over Project (Unchanged)	City of Wichita	West Kellogg/US-54/400 Expansion	\$7,500,000	\$0
RM-25-038	New Project	City of Wichita	127th St E, 13th to Douglas	\$9,978,571	\$5,960,547
RM-25-039	New Project	City of Wichita	Mt. Vernon and Hydraulic Intersection	\$3,050,000	\$0
RX-25-004	New Project	City of Wichita	45th Street N, Hillside to Oliver	\$7,675,000	\$0
T-23-02	Carry Over Project (Unchanged)	City of Wichita	Multimodal Facility (MMF)	\$1,250,000	\$1,000,000
TM-25-001	New Project	City of Wichita	ITS - 21st St and Maize to Downtown	\$3,890,000	\$2,832,000
TM-25-002	New Project	City of Wichita	ITS - Maize Rd, 37th St N to Pawnee	\$3,490,000	\$0
40-537	Amend/Adjust Project	County of Butler	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$13,047,000	\$9,347,040
B-24-03	Carry Over Project (Unchanged)	County of Butler	SW Prairie Creek Rd Bridge over Eightmile Creek	\$1,110,000	\$0
MB-25-005	New Project	County of Butler	SW Butler Rd Multi-use Path at SW 150th St.	\$1,455,000	\$1,062,672
R-17-01	Carry Over Project (Unchanged)	County of Butler	SW Butler Rd/SW 150th St Intersection	\$7,815,000	\$5,600,000
MB-25-006	New Project	County of Butler/County of Sedgwick	W Rosewood/E 63rd St. S. Multi-use Path	\$3,793,000	\$2,573,600
40-508	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	\$3,060,000	\$2,195,582
40-511	Amend/Adjust Project	County of Sedgwick - Public Works	Maple Street Pathway	\$1,975,000	\$1,320,000
40-555	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B502: Bridge on Greenwich between 109th St. North and 117th St. North	\$765,000	\$0
40-564	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B485: Bridge on 151st St West over Ninnescah River	\$4,600,000	\$0
40-567	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B498: Bridge on 143rd St. East between Pawnee and 31st St. South	\$925,000	\$0
40-569	Amend/Adjust Project	County of Sedgwick - Public Works	R348: Pave 135th St. W. North of 53rd St. N.	\$1,307,660	\$0
BR-25-002	New Project	County of Sedgwick - Public Works	B533: Bridge on Seneca between 63rd and 71st St South	\$1,872,944	\$1,238,997
BR-25-003	New Project	County of Sedgwick - Public Works	B503: Bridge on 21st St. North between 391st St. and 407th St. West	\$2,200,000	\$0
BR-25-005	New Project	County of Sedgwick - Public Works	B537: Bridge on 53rd North between Hillside and Oliver Street	\$1,050,000	\$0
BR-25-006	New Project	County of Sedgwick - Public Works	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.	\$870,000	\$0
BR-25-007	New Project	County of Sedgwick - Public Works	B522: Bridge on 383rd St. West between 23rd and 31st St. South	\$950,000	\$0
BR-25-009	New Project	County of Sedgwick - Public Works	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North	\$1,050,000	\$0
BR-25-011	New Project	County of Sedgwick - Public Works	B511: Bridge on 71st St. South between 119th and 135th St. West	\$870,000	\$0
BR-25-012	New Project	County of Sedgwick - Public Works	B514: Bridge on 87th St. South between Seneca St. and Broadway St.	\$1,700,000	\$0
BR-25-013	New Project	County of Sedgwick - Public Works	B515: Bridge on 151st St. West between 101st and 109th St. North	\$870,000	\$0
BR-25-014	New Project	County of Sedgwick - Public Works	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.	\$900,000	\$0
BR-25-016	New Project	County of Sedgwick - Public Works	B523: Bridge on 63rd St. South between 199th and 215th St. West.	\$760,000	\$0
BR-25-017	New Project	County of Sedgwick - Public Works	B524: Bridge on 199th St. West between 95th and 103rd St. South	\$800,000	\$0
BR-25-018	New Project	County of Sedgwick - Public Works	B525: Bridge on 101st St. North between 135th and 151st St. West	\$875,000	\$0
BR-25-019	New Project	County of Sedgwick - Public Works	B527: Bridge over Eagle Ditch on 119th St. West between 85th and 93rd St. North	\$875,000	\$0
RM-25-023	New Project	County of Sedgwick - Public Works	R363: 135th St. West from 29th St North to 45th St. North	\$4,800,000	\$0
RM-25-024	New Project	County of Sedgwick - Public Works	R339: 143rd St. East from Pawnee to 31st Street South	\$2,750,000	\$0
RM-25-025	New Project	County of Sedgwick - Public Works	R365: Pawnee St. from 135th St West to 151st St. West	\$4,100,000	\$0
RM-25-027	New Project	County of Sedgwick - Public Works	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North	\$1,675,000	\$0
RM-25-028	New Project	County of Sedgwick - Public Works	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North	\$1,600,000	\$0
RM-25-029	New Project	County of Sedgwick - Public Works	R356: 151st St. West from 53rd St. North to K-96	\$4,600,000	\$0
RM-25-031	New Project	County of Sedgwick - Public Works	R362: 127th St. East for Half Mile North of 31st St. South	\$950,000	\$0
RM-25-032	New Project	County of Sedgwick - Public Works	R364: 29th St. North between 119th and 135th St. West	\$2,825,000	\$0
40-545	Amend/Adjust Project	KDOT	WICHway Video Wall	\$500,000	\$400,000
B-20-01	Amend/Adjust Project	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	\$1,005,200	\$0

WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
B-22-01	Amend/Adjust Project	KDOT	Bridge #132 on US-54 in Sedgwick County	\$3,777,700	\$0
B-22-02	Carry Over Project (Unchanged)	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$2,897,700	\$0
B-22-03	Amend/Adjust Project	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	\$657,391	\$0
B-23-02	Carry Over Project (Unchanged)	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	\$1,847,200	\$0
B-23-06	Amend/Adjust Project	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	\$2,044,600	\$0
B-23-07	Amend/Adjust Project	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	\$1,067,300	\$0
B-23-11	Amend/Adjust Project	KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita	\$1,650,000	\$0
B-23-14	Amend/Adjust Project	KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135	\$2,056,600	\$0
B-23-15	Amend/Adjust Project	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	\$3,621,000	\$0
B-23-16	Amend/Adjust Project	KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue	\$9,490,000	\$0
B-23-17	Amend/Adjust Project	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction	\$1,013,000	\$0
B-23-18	Amend/Adjust Project	KDOT	I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35	\$581,000	\$0
B-24-01	Carry Over Project (Unchanged)	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	\$2,060,500	\$0
B-24-02	Carry Over Project (Unchanged)	KDOT	Sedgwick County I-135 Canal Route Bridge Study	\$250,000	\$0
B-24-04	New Project	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	\$30,000,000	\$0
HWY-20-01	Carry Over Project (Unchanged)	KDOT	K-42 in Sedgwick County	\$17,973,000	\$0
INT-24-01	Carry Over Project (Unchanged)	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	\$746,300	\$0
ITS-23-01	Amend/Adjust Project	KDOT	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita	\$1,120,000	\$0
P-24-01	Carry Over Project (Unchanged)	KDOT	WAMPO Supplemental Planning and Demonstration Activities	\$176,250	\$0
R-15-005	Carry Over Project (Unchanged)	KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)	\$18,889,010	\$0
R-21-04	Carry Over Project (Unchanged)	KDOT	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)	\$10,100,000	\$0
R-21-06	Amend/Adjust Project	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	\$63,912,800	\$0
R-23-02	Amend/Adjust Project	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	\$50,000,000	\$0
R-23-03	Amend/Adjust Project	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	\$408,890,000	\$0
R-24-01	Carry Over Project (Unchanged)	KDOT	City of Goddard: US-54 and 183rd Street	\$1,010,000	\$0
RR-24-01	Carry Over Project (Unchanged)	KDOT	Rail Line Rehabilitation along the K&O Railroad	\$803,300	\$0
RR-24-02	Carry Over Project (Unchanged)	KDOT	KO Railroad & Harry Street in Wichita	\$501,000	\$0
RR-24-03	Carry Over Project (Unchanged)	KDOT	KO Railroad & Southwest Boulevard in Wichita	\$501,000	\$0
RR-24-04	Carry Over Project (Unchanged)	KDOT	KO Railroad & May Street in Wichita	\$501,000	\$0
RR-24-05	Carry Over Project (Unchanged)	KDOT	KO Railroad & 31st Street in Wichita	\$501,000	\$0
RR-24-06	Carry Over Project (Unchanged)	KDOT	KO Railroad & Tracy Avenue in Clearwater	\$501,000	\$0
RR-24-07	Carry Over Project (Unchanged)	KDOT	KO Railroad & St. Clair Street in Wichita	\$501,000	\$0
S-17-01	Amend/Adjust Project	KDOT	Railroad Safety Crossing Improvements	\$7,500,000	\$0
40-544	Carry Over Project (Unchanged)	Transit - Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	\$222,815	\$178,252
40-509	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Network Redesign Plan	\$327,669	\$262,135
40-525	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Bicycle Master Plan Update	\$458,735	\$366,988
40-570	Carry Over Project (Unchanged)	Transit - Wichita Transit	Delano Transit Center	\$19,914,912	\$0
T-17-02	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Other Capital	\$44,000,000	\$0

WAMPO I.D.	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
T-17-05	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$5,893,812	\$0
T-19-01	Carry Over Project (Unchanged)	Transit - Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$5,628,494	\$0
T-19-02	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Operating	\$52,000,000	\$0
T-19-05	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	\$1,866,840	\$1,493,472
T-23-01	Carry Over Project (Unchanged)	Transit - Wichita Transit	Paratransit Vehicle Replacement	\$1,200,000	\$0
T-23-03	Carry Over Project (Unchanged)	Transit - Wichita Transit	FTA 5339 Low No Program: Electric Van Purchase	\$4,614,478	\$0
40-514	Carry Over Project (Unchanged)	WAMPO	WAMPO Travel Demand Model Update	\$700,000	\$700,000
P-23-03	Carry Over Project (Unchanged)	WAMPO	Safe Routes to School Planning Assistance	\$250,000	\$200,000
<b>TOTAL</b>				<b>\$1,163,445,518</b>	<b>\$122,028,175</b>

DRAFT



# TIP Projects

**Lead Agency** City of Andover **WAMPO I.D.** 40-012 **KDOT Project I.D.** **Last TIP Action** 23-00  
**Project Title** Prairie Creek Rd bridge over KTA  
**Project Limits** Prairie Creek Road Bridge across the Kansas Turnpike  
**Project 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.  
**Primary Mode** Bridge - Other Road *Bike/ped component?*  *Partially or Fully in:* **Butler County**  **Sedgwick County**  **Sumner County**   
**Administrative Contact** Les Mangus **Engineering Contact** Les Mangus  
 City of Andover City of Andover  
 (316)733-1303 (316)733-1303  
 lmangus@andoverks.com lmangus@andoverks.com

**Project Notes**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$100,000	\$400,000	\$125,000	\$0	\$0	\$0	\$0	\$0	\$625,000
2025	Local			\$0	\$0	\$0	\$4,782,920	\$475,000	\$0	\$0	\$0	\$5,257,920
Total (using AC, not ACCP)				\$100,000	\$400,000	\$125,000	\$4,782,920	\$475,000	\$0	\$0	\$0	<b>\$5,882,920</b>
Total (using ACCP, not AC)				\$100,000	\$400,000	\$125,000	\$4,782,920	\$475,000	\$0	\$0	\$0	<b>\$5,882,920</b>



Lead Agency City of Andover

WAMPO I.D. R-19-05

KDOT Project I.D. N-0692-01

Last TIP Action 23-00

Project Title 159th St. East, from US-54/400 to Central Ave.

Project Limits 159th St East from US-54/400 to Central Ave

Project Scope Improve the existing two-lane road with ditches to three-lane urban curb and gutter with a new waterline and adjacent 10' bicycle/pedestrian path from the intersection of US-54/400 to Central Avenue.

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$55,713	\$488,294	\$333,000	\$0	\$0	\$0	\$0	\$0	\$877,007
2022	Federal: MPO-STBG			\$0	\$0	\$0	\$4,090,447	\$394,553	\$0	\$0	\$0	\$4,485,000
2022	Local			\$0	\$0	\$0	\$3,490,618	\$336,697	\$0	\$0	\$0	\$3,827,315
Total (using AC, not ACCP)				\$55,713	\$488,294	\$333,000	\$7,581,065	\$731,250	\$0	\$0	\$0	\$9,189,322
Total (using ACCP, not AC)				\$55,713	\$488,294	\$333,000	\$7,581,065	\$731,250	\$0	\$0	\$0	\$9,189,322



Lead Agency City of Bel Aire

WAMPO I.D. 40-015

KDOT Project I.D.

Last TIP Action 25-00

Project Title 45th St N, Oliver to Woodlawn

Project Limits Oliver to Woodlawn

Project Scope Reconstruct East 45th St. North from North Oliver Ave. to North Woodlawn St. to a 3-lane, curb and gutter section with a 10-foot multi-use path and 6-foot sidewalk, and improvements at the 45th and Oliver intersection.

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

Administrative Contact

Anne Stephens

City of Bel Aire

316-744-2451

astephens@belaireks.gov

Engineering Contact

Anne Stephens

City of Bel Aire

316-744-2451

astephens@belaireks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
2024	Local			\$0	\$840,000	\$0	\$0	\$0	\$0	\$0	\$0	\$840,000
2025	Local			\$370,000	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$495,000
2027	Federal: MPO-STBG			\$0	\$0	\$0	\$3,539,306	\$0	\$0	\$0	\$0	\$3,539,306
2027	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$3,987,960	\$0	\$0	\$0	\$0	\$3,987,960
2027	Local			\$0	\$0	\$0	\$2,286,138	\$1,140,000	\$0	\$0	\$0	\$3,426,138
2028	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$3,987,960	\$0	\$0	\$0	\$0	\$3,987,960
Total (using AC, not ACCP)				\$370,000	\$900,000	\$125,000	\$9,813,404	\$1,140,000	\$0	\$0	\$0	\$12,348,404
Total (using ACCP, not AC)				\$370,000	\$900,000	\$125,000	\$9,813,404	\$1,140,000	\$0	\$0	\$0	\$12,348,404

Lead Agency City of Bel Aire

WAMPO I.D. BP-23-02

KDOT Project I.D.

Last TIP Action 23-07.1

Project Title 53rd Street, Oliver to Woodlawn Multi-Use Path

Project Limits Oliver - Woodlawn

Project Scope Installation of a 10' multi-use pathway beginning at Oliver Street and terminating at the existing sidewalk located in the southeast corner of 53rd and Woodlawn and miscellaneous grading and appurtenances.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Anne Stephens, PE

City of Bel Aire

316-744-2451 x 133

astephens@belaireks.gov

Engineering Contact

Ken Lee, PE

Garver

316-221-3029

kwlee@garverusa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$6,555	\$26,215	\$6,555	\$0	\$0	\$0	\$0	\$0	\$39,325
2025	Federal: MPO-CRP			\$0	\$0	\$0	\$264,886	\$27,356	\$0	\$0	\$0	\$292,242
2025	Local			\$0	\$0	\$0	\$66,222	\$6,839	\$0	\$0	\$0	\$73,061
Total (using AC, not ACCP)				\$6,555	\$26,215	\$6,555	\$331,108	\$34,195	\$0	\$0	\$0	\$404,628
Total (using ACCP, not AC)				\$6,555	\$26,215	\$6,555	\$331,108	\$34,195	\$0	\$0	\$0	\$404,628

Lead Agency City of Bel Aire

WAMPO I.D. MB-25-001

KDOT Project I.D.

Last TIP Action 25-00

Project Title Bel Aire Bike Ped Trail Phase 1

Project Limits From the Bel Aire Rec Center to Woodlawn Blvd. along the half-mile easement between 45th St. and 53rd St.

Project Scope Construct a 10-foot wide multiuse path, from the Rec Center to Woodlawn along the half-mile easement between 45th and 53rd.

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

Administrative Contact

Engineering Contact

Anne Stephens

Anne Stephens

City of Bel Aire

City of Bel Aire

(316) 744-2451

(316) 744-2451

astephens@belaireks.gov

astephens@belaireks.gov

Project Notes This is Phase 1 of a 3-phase Bike/Ped Trail.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$86,489	\$0	\$0	\$0	\$0	\$0	\$0	\$86,489
2026	Local			\$17,298	\$0	\$171,175	\$0	\$0	\$0	\$0	\$0	\$188,473
2027	Federal: MPO-TA			\$0	\$0	\$0	\$691,912	\$86,488	\$0	\$0	\$0	\$778,400
2027	Local			\$0	\$0	\$0	\$172,978	\$21,623	\$0	\$0	\$0	\$194,601
Total (using AC, not ACCP)				\$17,298	\$86,489	\$171,175	\$864,890	\$108,111	\$0	\$0	\$0	\$1,247,963
Total (using ACCP, not AC)				\$17,298	\$86,489	\$171,175	\$864,890	\$108,111	\$0	\$0	\$0	\$1,247,963

Lead Agency City of Bel Aire

WAMPO I.D. R-17-02

KDOT Project I.D. N-0678-01

Last TIP Action 21-00

Project Title Woodlawn: 45th St to 37th St. N

Project Limits Woodlawn, beginning at the north return of 37th Street and continuing through the intersection of 45th Street.

Project 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.

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

Administrative Contact

Anne Stephens, P.E.  
City of Bel Aire  
3167442451  
astephens@belaireks.gov

Engineering Contact

Jay Anglemyer, P.E.  
MKEC  
(316)684-9600  
janglemyer@mkec.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	Local			\$900,000	\$586,406	\$30,000	\$0	\$0	\$0	\$0	\$0	\$1,516,406
2021	Federal: MPO-HIP			\$0	\$0	\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000
2021	Federal: MPO-STBG			\$0	\$0	\$0	\$4,946,190	\$82,960	\$0	\$0	\$0	\$5,029,150
2021	Local			\$0	\$0	\$0	\$1,374,047	\$20,740	\$0	\$0	\$0	\$1,394,787
Total (using AC, not ACCP)				\$900,000	\$586,406	\$30,000	\$6,870,237	\$103,700	\$0	\$0	\$0	\$8,490,343
Total (using ACCP, not AC)				\$900,000	\$586,406	\$30,000	\$6,870,237	\$103,700	\$0	\$0	\$0	\$8,490,343

Lead Agency City of Derby

WAMPO I.D. 40-540

KDOT Project I.D.

Last TIP Action 25-00

Project Title Rock Road Corridor Improvements

Project Limits Rock Rd. from 0.5 miles north of 55th St. S to Freedom St.

Project Scope Reconstruct Rock Road from 1/2 mile north of 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users.

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

Administrative Contact

Alex Lane

City of Derby

316-788-6632

alexlane@derbyweb.com

Engineering Contact

Alex Lane

City of Derby

316-788-6632

alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$395,000	\$0	\$0	\$0	\$0	\$0	\$0	\$395,000
2024	Local			\$110,000	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$165,000
2026	Federal: MPO-STBG			\$0	\$0	\$0	\$3,871,386	\$508,000	\$0	\$0	\$0	\$4,379,386
2026	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$535,663	\$0	\$0	\$0	\$0	\$535,663
2026	Local			\$0	\$0	\$0	\$1,101,763	\$127,000	\$0	\$0	\$0	\$1,228,763
Total (using AC, not ACCP)				\$110,000	\$395,000	\$55,000	\$5,508,812	\$635,000	\$0	\$0	\$0	\$6,703,812
Total (using ACCP, not AC)				\$110,000	\$395,000	\$55,000	\$5,508,812	\$635,000	\$0	\$0	\$0	\$6,703,812

Lead Agency City of Derby

WAMPO I.D. 40-541

KDOT Project I.D. N-0727-01

Last TIP Action 23-03.2

Project Title Nelson Drive Realignment

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

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

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$190,000	\$335,000	\$429,704	\$0	\$0	\$0	\$0	\$0	\$954,704
2024	Federal: MPO-CMAQ			\$0	\$0	\$0	\$670,954	\$46,503	\$0	\$0	\$0	\$717,457
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$5,430,165	\$313,497	\$0	\$0	\$0	\$5,743,662
2024	Federal: MPO-TA			\$0	\$0	\$0	\$338,012	\$0	\$0	\$0	\$0	\$338,012
2024	Local			\$0	\$0	\$0	\$1,609,783	\$90,000	\$0	\$0	\$0	\$1,699,783
Total (using AC, not ACCP)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618
Total (using ACCP, not AC)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618



Lead Agency City of Garden Plain

WAMPO I.D. BP-23-01

KDOT Project I.D. TE-0519-01

Last TIP Action 25-00

Project Title Harry and Main Street Sidewalks

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

Project Scope Installation of sidewalk, ramps and crosswalks with flashing lights.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Kim McCormick

City of Garden Plain

316-531-2321

cityclerk@gardenplain.com

Engineering Contact

John Riggins, P.E.

Kirkham Michael

316-540-8028

jriggins@kirkham.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
2024	Federal: KDOT-TA			\$0	\$0	\$0	\$269,158	\$38,042	\$0	\$0	\$0	\$307,200
2024	Local			\$0	\$0	\$0	\$174,468	\$24,658	\$0	\$0	\$0	\$199,126
Total (using AC, not ACCP)				\$0	\$26,000	\$0	\$443,626	\$62,700	\$0	\$0	\$0	\$532,326
Total (using ACCP, not AC)				\$0	\$26,000	\$0	\$443,626	\$62,700	\$0	\$0	\$0	\$532,326

Lead Agency City of Haysville

WAMPO I.D. 40-538

KDOT Project I.D. N-0753-01

Last TIP Action 23-03.2

Project Title Seneca & 63rd Street Bike Ped Pathway

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

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

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$154,500
2024	Federal: MPO-TA			\$0	\$0	\$0	\$672,580	\$84,072	\$0	\$0	\$0	\$756,652
2024	Local			\$0	\$0	\$0	\$300,784	\$37,598	\$0	\$0	\$0	\$338,382
Total (using AC, not ACCP)				\$0	\$154,500	\$0	\$973,364	\$121,670	\$0	\$0	\$0	\$1,249,534
Total (using ACCP, not AC)				\$0	\$154,500	\$0	\$973,364	\$121,670	\$0	\$0	\$0	\$1,249,534

Lead Agency City of Haysville

WAMPO I.D. MB-25-007

KDOT Project I.D.

Last TIP Action 25-00

Project Title Meridian - Saddle Brook Multiuse Trail

Project Limits Meridian - Saddle Brook to 79th; 79th St, Meridian to Cattail

Project Scope Construct a 10-foot multiuse path

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Will Black

City of Haysville

(316) 529-5900

wblack@haysville-ks.com

Engineering Contact

Charlie Brown

PEC

(316) 262-2691

charlie.brown@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$0	\$74,883	\$11,232	\$0	\$0	\$0	\$0	\$0	\$86,115
2027	Federal: MPO-TA			\$0	\$0	\$0	\$599,059	\$74,882	\$0	\$0	\$0	\$673,941
2027	Local			\$37,442	\$0	\$0	\$149,765	\$18,721	\$0	\$0	\$0	\$205,928
Total (using AC, not ACCP)				\$37,442	\$74,883	\$11,232	\$748,824	\$93,603	\$0	\$0	\$0	\$965,984
Total (using ACCP, not AC)				\$37,442	\$74,883	\$11,232	\$748,824	\$93,603	\$0	\$0	\$0	\$965,984

Lead Agency City of Haysville

WAMPO I.D. RM-25-008

KDOT Project I.D.

Last TIP Action 25-00

Project Title Meridian Street (79th St to Grand Ave)

Project Limits Meridian Street (79th St to Grand Ave)

Project Scope Reconstruct Meridian to a suburban standard from current 2-lane open ditch rural roadway. Includes curb and gutter, turn lanes, medians, pedestrian crossing, sidewalks, and intersection improvements at 79th and Meridian.

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$0	\$703,638	\$175,910	\$0	\$0	\$0	\$0	\$0	\$879,548
2027	Federal: MPO-STBG			\$0	\$0	\$0	\$4,589,020	\$0	\$0	\$0	\$0	\$4,589,020
2027	Local			\$351,819	\$0	\$0	\$1,346,781	\$741,975	\$0	\$0	\$0	\$2,440,575
Total (using AC, not ACCP)				\$351,819	\$703,638	\$175,910	\$5,935,801	\$741,975	\$0	\$0	\$0	\$7,909,143
Total (using ACCP, not AC)				\$351,819	\$703,638	\$175,910	\$5,935,801	\$741,975	\$0	\$0	\$0	\$7,909,143

Lead Agency City of Kechi

WAMPO I.D. INT-19-01

KDOT Project I.D. N-0693-01

Last TIP Action 23-04

Project Title Oliver and Kechi Rd. Intersection

Project Limits Oliver and Kechi Road Intersection

Project Scope Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, curb and gutter, and storm sewer. Project includes sidewalk along Kechi Road and Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

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

Administrative Contact

Kamme Sroufe

City of Kechi

(316)744-9287

ksroufe@kechiks.gov

Engineering Contact

Ben Mabry

PEC

(316)262-2691

ben.mabry@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$207,400	\$0	\$0	\$0	\$0	\$0	\$0	\$207,400
2023	Local			\$1,040,000	\$0	\$65,500	\$0	\$0	\$0	\$0	\$0	\$1,105,500
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$1,979,016	\$292,597	\$0	\$0	\$0	\$2,271,613
2024	Federal: MPO-TA			\$0	\$0	\$0	\$162,240	\$0	\$0	\$0	\$0	\$162,240
2024	Local			\$0	\$0	\$0	\$535,314	\$73,150	\$0	\$0	\$0	\$608,464
Total (using AC, not ACCP)				\$1,040,000	\$207,400	\$65,500	\$2,676,570	\$365,747	\$0	\$0	\$0	\$4,355,217
Total (using ACCP, not AC)				\$1,040,000	\$207,400	\$65,500	\$2,676,570	\$365,747	\$0	\$0	\$0	\$4,355,217

Lead Agency City of Maize

WAMPO I.D. 40-548

KDOT Project I.D. N-0717-01

Last TIP Action 21-06.5

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

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

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

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

Administrative Contact

Jolene Graham

City of Maize

(316)722-7561

jgraham@maizeks.gov

Engineering Contact

Tim Aziere

PEC

3163950445

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: MPO-CMAQ			\$0	\$0	\$0	\$3,586,892	\$360,000	\$0	\$0	\$0	\$3,946,892
2022	Federal: MPO-STBG			\$0	\$0	\$0	\$148,757	\$0	\$0	\$0	\$0	\$148,757
2022	Local			\$300,000	\$455,000	\$25,000	\$3,315,000	\$119,550	\$0	\$0	\$0	\$4,214,550
Total (using AC, not ACCP)				\$300,000	\$455,000	\$25,000	\$7,050,649	\$479,550	\$0	\$0	\$0	\$8,310,199
Total (using ACCP, not AC)				\$300,000	\$455,000	\$25,000	\$7,050,649	\$479,550	\$0	\$0	\$0	\$8,310,199



Lead Agency City of Park City

WAMPO I.D. RM-25-022

KDOT Project I.D.

Last TIP Action 25-00

Project Title 85th Street and Broadway Roundabout

Project Limits 85th Street from 300' west of Broadway to Hydraulic Avenue and along Broadway 300' north to 300' south of the 85th Street intersection.

Project Scope Construct a single-lane roundabout at the intersection of 85th Street and Broadway.

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

Administrative Contact

Sean Fox  
City of Park City  
(316) 252-8712  
sfox@parkcityks.gov

Engineering Contact

Kristy Skaggs  
PEC  
(316) 206-1415  
kristy.skaggs@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$49,935	\$199,740	\$49,935	\$0	\$0	\$0	\$0	\$0	\$299,610
2027	Federal: MPO-STBG			\$0	\$0	\$0	\$401,805	\$179,378	\$0	\$0	\$0	\$581,183
2027	Local			\$0	\$0	\$0	\$182,887	\$81,646	\$0	\$0	\$0	\$264,533
Total (using AC, not ACCP)				\$49,935	\$199,740	\$49,935	\$584,692	\$261,024	\$0	\$0	\$0	\$1,145,326
Total (using ACCP, not AC)				\$49,935	\$199,740	\$49,935	\$584,692	\$261,024	\$0	\$0	\$0	\$1,145,326

Lead Agency City of Valley Center

WAMPO I.D. BP-23-03

KDOT Project I.D.

Last TIP Action 23-05

Project Title Seneca St Multiuse Path

Project Limits Seneca Street, Ford St to 5th St

Project Scope Construct a 10-foot multi use concrete path along the west side of Seneca St.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Brent Clark

City of Valley Center

316-755-7310

bclark@valleycenterks.org

Engineering Contact

Gage Scheer

PEC

316-206-1308

gage.scheer@pec1.com

Project Notes This project is part of a larger street project, to upgrade Seneca from Ford St to 5th Street, and it is assumed that should this project be awarded WAMPO funding, the sidewalk and larger street project will be designed and constructed together.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: MPO-CRP			\$0	\$0	\$0	\$370,943	\$46,367	\$0	\$0	\$0	\$417,310
2025	Local			\$11,590	\$46,367	\$11,590	\$92,736	\$11,592	\$0	\$0	\$0	\$173,875
			Total (using AC, not ACCP)	\$11,590	\$46,367	\$11,590	\$463,679	\$57,959	\$0	\$0	\$0	\$591,185
			Total (using ACCP, not AC)	\$11,590	\$46,367	\$11,590	\$463,679	\$57,959	\$0	\$0	\$0	\$591,185

Lead Agency City of Valley Center

WAMPO I.D. R-19-07

KDOT Project I.D. N-0711-01

Last TIP Action 23-04

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

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

Project Scope Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a roundabout at 69th and Meridian and 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, with full depth replacement, full stormwater, lighting, a 8-foot multiuse path on west side, and 6-foot sidewalk on east side.

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$50,000	\$603,136	\$100,000	\$0	\$0	\$0	\$0	\$0	\$753,136
2023	Federal: KDOT-STBG			\$0	\$0	\$0	\$1,380,897	\$0	\$0	\$0	\$0	\$1,380,897
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$6,139,434	\$482,597	\$0	\$0	\$0	\$6,622,031
2023	Federal: MPO-TA			\$0	\$0	\$0	\$698,869	\$52,415	\$0	\$0	\$0	\$751,284
2023	Local			\$0	\$0	\$0	\$2,054,800	\$133,753	\$0	\$0	\$0	\$2,188,553
Total (using AC, not ACCP)				\$50,000	\$603,136	\$100,000	\$10,274,000	\$668,765	\$0	\$0	\$0	\$11,695,901
Total (using ACCP, not AC)				\$50,000	\$603,136	\$100,000	\$10,274,000	\$668,765	\$0	\$0	\$0	\$11,695,901

Lead Agency City of Wichita

WAMPO I.D. 40-056

KDOT Project I.D. N-0760-01

Last TIP Action 25-00

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

Project Limits 21st St N, Cleveland St. to 159th St. E

Project Scope Traffic signal optimization of 9.25 miles of 21st St N from Cleveland Ave to 159th St E. Project includes 24 signalized intersections and crosswalks, and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project.

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

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
2025	Federal: MPO-CMAQ			\$0	\$0	\$0	\$1,813,293	\$200,000	\$0	\$0	\$0	\$2,013,293
2025	Federal: MPO-CMAQ	AC	Local	\$0	\$0	\$0	\$1,963,103	\$0	\$0	\$0	\$0	\$1,963,103
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$223,604	\$0	\$0	\$0	\$0	\$223,604
2025	Local			\$0	\$0	\$0	\$1,000,000	\$50,000	\$0	\$0	\$0	\$1,050,000
2026	Federal: MPO-CMAQ	ACCP		\$0	\$0	\$0	\$1,963,103	\$0	\$0	\$0	\$0	\$1,963,103
		Total (using AC, not ACCP)		\$0	\$250,000	\$0	\$5,000,000	\$250,000	\$0	\$0	\$0	\$5,500,000
		Total (using ACCP, not AC)		\$0	\$250,000	\$0	\$5,000,000	\$250,000	\$0	\$0	\$0	\$5,500,000

Lead Agency City of Wichita

WAMPO I.D. 40-066

KDOT Project I.D.

Last TIP Action 25-00

Project Title Pawnee, Greenwich to 127th St E

Project Limits Pawnee, Greenwich to 127th St E

Project Scope The existing roadway is a two-lane asphalt mat street with ditches. The project would reconstruct Pawnee to three-lane roadway with curb and gutter and underground storm sewer. A six-foot wide sidewalk and ten-foot wide multiple use path would also be constructed with the project. The intersection of Pawnee and 127th Street East would be reconstructed with the project as a roundabout or a five-legged intersection with traffic signal (assuming warrants are met for the signal, otherwise the intersection would only be boxed in). Decel lanes would be added for major entrances and pedestrian signal would be evaluated for Southeast High School.

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

Administrative Contact

Shawn Mellies

City of Wichita

(316) 268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

(316) 268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$25,000	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$775,000
2027	Local			\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2028	Local			\$270,000	\$0	\$0	\$7,190,000	\$620,000	\$0	\$0	\$0	\$8,080,000
Total (using AC, not ACCP)				\$295,000	\$750,000	\$100,000	\$7,190,000	\$620,000	\$0	\$0	\$0	\$8,955,000
Total (using ACCP, not AC)				\$295,000	\$750,000	\$100,000	\$7,190,000	\$620,000	\$0	\$0	\$0	\$8,955,000

Lead Agency City of Wichita

WAMPO I.D. 40-077

KDOT Project I.D.

Last TIP Action 25-00

Project Title Maize Road, Pawnee to 31st Street South

Project Limits Maize Road, Pawnee to 31st Street South

Project Scope The existing roadway is a two-lane asphalt mat street with ditches. The project would reconstruct Maize Road to three-lane roadway with curb and gutter and underground storm sewer. A six-foot wide sidewalk and ten-foot wide multiple use path would also be constructed with the project. The intersection of Maize and 31st Street South would be reconstructed with the project as a five-legged intersection on Maize and three-legged intersection on 31st Street. The intersection would be boxed in with the project. Decel lanes would be added for major entrances.

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$25,000	\$775,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
2027	Local			\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
2028	Local			\$225,000	\$0	\$0	\$7,555,000	\$645,000	\$0	\$0	\$0	\$8,425,000
Total (using AC, not ACCP)				\$250,000	\$775,000	\$75,000	\$7,555,000	\$645,000	\$0	\$0	\$0	\$9,300,000
Total (using ACCP, not AC)				\$250,000	\$775,000	\$75,000	\$7,555,000	\$645,000	\$0	\$0	\$0	\$9,300,000



Lead Agency City of Wichita

WAMPO I.D. 40-079

KDOT Project I.D.

Last TIP Action 25-00

Project Title Hillside, 37th St N to 45th St N

Project Limits Hillside, 37th to 45th Street N

Project Scope The project will be a complete reconstruction of the 2-lane asphalt mat street to a 5-lane urban roadway with drainage improvements, sidewalk, and a multi-use path. Water and sanitary sewer lines will be replaced as needed.

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

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$50,000	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$710,000
2027	Local			\$0	\$0	\$50,000	\$6,100,000	\$550,000	\$0	\$0	\$0	\$6,700,000
Total (using AC, not ACCP)				\$50,000	\$660,000	\$50,000	\$6,100,000	\$550,000	\$0	\$0	\$0	\$7,410,000
Total (using ACCP, not AC)				\$50,000	\$660,000	\$50,000	\$6,100,000	\$550,000	\$0	\$0	\$0	\$7,410,000

Lead Agency City of Wichita

WAMPO I.D. 40-099

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Comprehensive Way Finding

Project Limits City of Wichita

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

Primary Mode Other Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

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

Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. 40-510

KDOT Project I.D.

Last TIP Action 23-08

Project Title 17th St N, I-135 to Hillside

Project Limits 17th St N, I-135 to Hillside

Project Scope Convert 17th from a four-lane roadway to three-lane roadway. This is a road diet project and the last conversion between Broadway and Oliver. The project would more than likely rebuild between Grove and I-135 and do a maintenance style project between Grove and Hillside.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Shawn Mellies

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316-268-4632

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Engineering Contact

Shawn Mellies

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$1,988,800	\$271,200	\$0	\$0	\$0	\$2,260,000
2025	Federal: MPO-TA			\$0	\$0	\$0	\$123,200	\$16,800	\$0	\$0	\$0	\$140,000
2025	Local			\$0	\$0	\$0	\$528,000	\$72,000	\$0	\$0	\$0	\$600,000
Total (using AC, not ACCP)				\$0	\$300,000	\$0	\$2,640,000	\$360,000	\$0	\$0	\$0	\$3,300,000
Total (using ACCP, not AC)				\$0	\$300,000	\$0	\$2,640,000	\$360,000	\$0	\$0	\$0	\$3,300,000

Lead Agency City of Wichita

WAMPO I.D. 40-517

KDOT Project I.D.

Last TIP Action 23-04.1

Project Title Douglas, Seneca to Meridian

Project Limits Douglas, Seneca to Meridian

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

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

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Engineering Contact

Shawn Mellies

City of Wichita

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
2023	Local			\$350,000	\$385,000	\$0	\$0	\$0	\$0	\$0	\$0	\$735,000
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$3,298,159	\$285,841	\$0	\$0	\$0	\$3,584,000
2025	Federal: MPO-TA			\$0	\$0	\$0	\$301,841	\$26,159	\$0	\$0	\$0	\$328,000
2025	Local			\$0	\$0	\$0	\$900,000	\$78,000	\$0	\$0	\$0	\$978,000
Total (using AC, not ACCP)				\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000
Total (using ACCP, not AC)				\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000

Lead Agency City of Wichita

WAMPO I.D. 40-522

KDOT Project I.D.

Last TIP Action 25-00

Project Title Redbud Path from Woodlawn to K-96

Project Limits Redbud Path from Woodlawn to K-96

Project Scope Construct a hybrid 9-foot concrete and 4-foot gravel multi-use path along the Redbud Trail from Woodlawn to K-96. Upgrade the rapid flashing beacon at the Woodlawn crossing to a High-Intensity Activated CrossWalk (HAWK) signal, install new HAWK crossing signals at both Webb and Greenwich Road and an elevated pedestrian bridge crossing at Rock Road eliminating at grade interaction with vehicular traffic. Provide access to the Redbud Multi-Use Path through neighborhood connections where possible. Construct additional parking areas/lots by strategically locating them where space is available.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Engineering Contact

Shawn Mellies

Shawn Mellies

City of Wichita

City of Wichita

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smellies@wichita.gov

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$215,000	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000
2024	Local			\$0	\$1,185,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$1,335,000
2025	Federal: MPO-CRP			\$0	\$0	\$0	\$3,738,387	\$0	\$0	\$0	\$0	\$3,738,387
2025	Federal: MPO-CRP	AC	Local	\$0	\$0	\$0	\$3,120,684	\$0	\$0	\$0	\$0	\$3,120,684
2025	Federal: MPO-TA	AC	Local	\$0	\$0	\$0	\$242,914	\$0	\$0	\$0	\$0	\$242,914
2025	Local			\$1,000,000	\$0	\$0	\$2,235,000	\$900,000	\$0	\$0	\$0	\$4,135,000
2026	Federal: MPO-CRP	ACCP		\$0	\$0	\$0	\$1,400,538	\$0	\$0	\$0	\$0	\$1,400,538
2026	Federal: MPO-TA	ACCP		\$0	\$0	\$0	\$202,585	\$0	\$0	\$0	\$0	\$202,585
2026	Local			\$0	\$0	\$0	\$1,398,015	\$0	\$0	\$0	\$0	\$1,398,015
2027	Federal: MPO-CRP	ACCP		\$0	\$0	\$0	\$1,400,538	\$0	\$0	\$0	\$0	\$1,400,538
2027	Federal: MPO-TA	ACCP		\$0	\$0	\$0	\$40,329	\$0	\$0	\$0	\$0	\$40,329
2028	Federal: MPO-CRP	ACCP		\$0	\$0	\$0	\$319,608	\$0	\$0	\$0	\$0	\$319,608
Total (using AC, not ACCP)				\$1,000,000	\$1,400,000	\$150,000	\$10,735,000	\$900,000	\$0	\$0	\$0	\$14,185,000
Total (using ACCP, not AC)				\$1,000,000	\$1,400,000	\$150,000	\$10,735,000	\$900,000	\$0	\$0	\$0	\$14,185,000

Lead Agency City of Wichita

WAMPO I.D. 40-524

KDOT Project I.D.

Last TIP Action 25-00

Project Title Webb Road, Central to 13th St N

Project Limits Webb Road, Central to 13th St N

Project Scope The existing four-lane roadway is a combination of asphalt mat with ditches and curb and gutter. This project would reconstruct a majority of Webb Road to five-lane urban section (curb and gutter with underground storm sewer). The section between the north property line of All Star Sports and the north property line of Cross Creek 2nd Addition would be a four-lane urban section. The project would also construct a six-foot wide sidewalk on both sides of the Webb Road. The pedestrian signal would be replaced with the project.

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

Administrative Contact

Shawn Mellies

City of Wichita

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smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

(316) 268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$25,000	\$775,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
2026	Local			\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2027	Local			\$230,000	\$0	\$0	\$7,620,000	\$640,000	\$0	\$0	\$0	\$8,490,000
		Total (using AC, not ACCP)		\$255,000	\$775,000	\$100,000	\$7,620,000	\$640,000	\$0	\$0	\$0	\$9,390,000
		Total (using ACCP, not AC)		\$255,000	\$775,000	\$100,000	\$7,620,000	\$640,000	\$0	\$0	\$0	\$9,390,000



Lead Agency City of Wichita

WAMPO I.D. 40-526

KDOT Project I.D.

Last TIP Action 23-00

Project Title Wichita Intelligent Transportation System - Central Business District

Project Limits Wichita Central Business District (Kellogg to Murdock, Arkansas River to Washington)

Project Scope Traffic signal optimization of downtown corridor(s) as identified in conjunction with the Wichita Downtown Streets Plan. Project will include installation of conduit and fiber, which will connect signalized intersections to the City of Wichita's central traffic management system. Improvements also include installation of wheelchair ramps, pedestrian actuation and vehicular detection.

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
2026	Local			\$0	\$0	\$0	\$3,000,000	\$150,000	\$0	\$0	\$0	\$3,150,000
Total (using AC, not ACCP)				\$0	\$300,000	\$0	\$3,000,000	\$150,000	\$0	\$0	\$0	\$3,450,000
Total (using ACCP, not AC)				\$0	\$300,000	\$0	\$3,000,000	\$150,000	\$0	\$0	\$0	\$3,450,000

Lead Agency City of Wichita

WAMPO I.D. 40-559

KDOT Project I.D.

Last TIP Action 23-00

Project Title Chisholm Trail and Delano Path

Project Limits The project will extend the path west of McLean within the old Pearl Street right of way (north of Douglas) to Exposition. The path will continue on-street southwest thru the neighborhood to K-42 and McCormick. The project also includes on-street markings on Taft between Sycamore and McLean.

Project Scope The project connects the Delano business district to the Arkansas path, provides access to two universities and is an extension of the Sycamore bicycle route. The project would include installation of paved paths and crossing improvements at new and existing signals. Delano Path: the former railroad corridor north of Douglas Avenue from the Arkansas River path to the proposed future park site west of Exposition. The route will then be on street through the neighborhood with sharrow markings south on Elizabeth to University, west on University to Hiram (adjacent to Friends University), south on Hiram to Kellogg Dr, then west through the Kellogg/Meridian/Edwards interchange, south of K-42 and McCormick.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000

Lead Agency City of Wichita

WAMPO I.D. 40-560

KDOT Project I.D.

Last TIP Action 23-00

Project Title Prairie Sunset Trail

Project Limits K-42 & McCormick to 167th Street W

Project Scope Connect the Prairie Sunset Trail to the Chisholm/Delano Path thus providing access to downtown Wichita destinations. This regional connection will tie together bikeways from Garden Plain and Goddard to the Wichita bicycle network. The project will improve the existing trail along the City railbanked sections, improve crossings, wayfinding, upgrades to existing bridges, and connections to adjacent destinations. Coordination with FHWA and KDOT is required to cross the I-235 interchange and M.S. Mitchell Floodway including bridge improvements over the floodway.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Engineering Contact

Shawn Mellies

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City of Wichita

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000

Lead Agency City of Wichita

WAMPO I.D. B-19-06

KDOT Project I.D.

Last TIP Action 21-00

Project Title Bridge Rehabilitation/Repair - Wichita

Project Limits City of Wichita

Project Scope Bridge repair, if needed, for bridged identified in the biennial bridge inspection

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$0	\$0	\$700,000	\$50,000	\$0	\$0	\$0	\$750,000
2022	Local			\$0	\$0	\$0	\$900,000	\$100,000	\$0	\$0	\$0	\$1,000,000
2023	Local			\$0	\$0	\$0	\$900,000	\$100,000	\$0	\$0	\$0	\$1,000,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$2,500,000	\$250,000	\$0	\$0	\$0	\$2,750,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$2,500,000	\$250,000	\$0	\$0	\$0	\$2,750,000

Lead Agency City of Wichita

WAMPO I.D. BP-19-01

KDOT Project I.D.

Last TIP Action 21-00

Project Title Bike Enhancement Projects

Project Limits City of Wichita

Project Scope Various bicycle improvements including those recommended by the Wichita Bicycle and pedestrian Advisory board.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
2022	Local			\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Lead Agency City of Wichita

WAMPO I.D. INT-19-02

KDOT Project I.D.

Last TIP Action 23-02

Project Title Pawnee & 127th Street intersection

Project Limits Pawnee & 127th Street

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

Primary Mode Intersection

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

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Engineering Contact

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Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. P-23-04

KDOT Project I.D.

Last TIP Action 23-04

Project Title Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS

Project Limits 21st Street Corridor from I-135 to Broadway, Wichita, KS

Project Scope This project will support public engagement and a planning study on how best to reconnect the 21st Street Corridor, a vital portion of the city that is divided by several at-grade railroad crossings and a recessed Interstate 135.

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

Administrative Contact

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Engineering Contact

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City of Wichita

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RCP			\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000



Lead Agency City of Wichita

WAMPO I.D. R-19-09

KDOT Project I.D. N-0696-01

Last TIP Action 21-00.1

Project Title Pawnee, Webb to Greenwich

Project Limits Pawnee from Webb to Greenwich

Project 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.

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

Administrative Contact

Shawn Mellies

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Engineering Contact

Shawn Mellies

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
2020	Local			\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
2021	Federal: MPO-STBG			\$0	\$0	\$0	\$3,059,152	\$0	\$0	\$0	\$0	\$3,059,152
2021	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$533,848	\$0	\$0	\$0	\$0	\$533,848
2021	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$533,848	\$0	\$0	\$0	\$0	\$533,848
2021	Local			\$0	\$0	\$0	\$837,000	\$70,000	\$0	\$0	\$0	\$907,000
		Total (using AC, not ACCP)		\$0	\$350,000	\$150,000	\$4,430,000	\$70,000	\$0	\$0	\$0	\$5,000,000
		Total (using ACCP, not AC)		\$0	\$350,000	\$150,000	\$4,430,000	\$70,000	\$0	\$0	\$0	\$5,000,000

Lead Agency City of Wichita

WAMPO I.D. R-19-10

KDOT Project I.D.

Last TIP Action 23-01.2

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

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

Project Scope Preservation project - curb extensions, streetscaping improvements

Primary Mode Road - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. R-19-11

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title West St, 47th-MacArthur

Project Limits West St from 47th St S to MacArthur

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

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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(316)268-4632  
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Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. R-19-12

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title 37th St N., Hydraulic to Hillside

Project Limits 37th St N from Hydraulic to Hillside

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

Primary Mode Road - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. R-19-13

KDOT Project I.D.

Last TIP Action 23-01.2

Project Title Douglas, Washington to Grove

Project Limits Douglas from Washington to Grove

Project Scope Preservation project - curb extensions, streetscaping improvements

Primary Mode Road - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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City of Wichita  
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Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. R-19-14

KDOT Project I.D.

Last TIP Action 23-01.2

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

Project Limits 143rd St E from Kellogg to Harry

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

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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Project Notes

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

Lead Agency City of Wichita

WAMPO I.D. R-19-15

KDOT Project I.D.

Last TIP Action 25-00

Project Title Maple, 135th St W to 167th St W

Project Limits Maple, 135th St W to 167th St W

Project Scope The existing roadway is a two-lane asphalt mat street with ditches. The project would reconstruct Maple to three-lane roadway with curb and gutter and underground storm sewer. A six-foot wide sidewalk and ten-foot wide multiple use path would also be constructed with the project. The intersection of Maple & 151st and Maple & 167th would be reconstructed with the project. A roundabout at Maple and 151st will be evaluated and new signals at 167th would likely be needed. Decel lanes would be added for major entrances.

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$100,000	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
2026	Local			\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2027	Local			\$1,850,000	\$0	\$0	\$15,030,000	\$1,450,000	\$0	\$0	\$0	\$18,330,000
Total (using AC, not ACCP)				\$1,950,000	\$1,650,000	\$100,000	\$15,030,000	\$1,450,000	\$0	\$0	\$0	\$20,180,000
Total (using ACCP, not AC)				\$1,950,000	\$1,650,000	\$100,000	\$15,030,000	\$1,450,000	\$0	\$0	\$0	\$20,180,000



Lead Agency City of Wichita

WAMPO I.D. R-19-16

KDOT Project I.D. N-0720-01

Last TIP Action 23-05.1

Project Title West St., Harry to Pawnee

Project Limits West Street from Harry to Pawnee

Project Scope Construct 5-lane roadway with pedestrian amenities, traffic signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will also be re-constructed. The project includes waterline and sanitary sewer work.

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

Administrative Contact

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Project Notes On the Construction phase, the participating costs are \$16,466,514. On the Construction Engineering phase, the entire \$1,049,786 cost is participating. The sum of all participating costs is \$17,516,300. The \$2,720,000 of Local \$s in 2023 is for water line and sanitary sewer work to be completed during construction. These are non-participating costs.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			\$0	\$265,000	\$0	\$0	\$0	\$0	\$0	\$0	\$265,000
2021	Local			\$0	\$959,448	\$0	\$1,240,552	\$0	\$0	\$0	\$0	\$2,200,000
2022	Local			\$686,866	\$0	\$1,530,103	\$1,839,591	\$0	\$0	\$0	\$0	\$4,056,560
2023	Federal: KDOT-STBG			\$0	\$0	\$0	\$4,000,642	\$0	\$0	\$0	\$0	\$4,000,642
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$7,024,761	\$600,000	\$0	\$0	\$0	\$7,624,761
2023	Federal: MPO-TA			\$0	\$0	\$0	\$377,296	\$0	\$0	\$0	\$0	\$377,296
2023	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$516,532	\$0	\$0	\$0	\$0	\$516,532
2023	Local			\$2,720,000	\$0	\$258,447	\$5,434,648	\$472,832	\$0	\$0	\$0	\$8,885,927
Total (using AC, not ACCP)				\$3,406,866	\$1,224,448	\$1,788,550	\$20,434,022	\$1,072,832	\$0	\$0	\$0	\$27,926,718
Total (using ACCP, not AC)				\$3,406,866	\$1,224,448	\$1,788,550	\$20,434,022	\$1,072,832	\$0	\$0	\$0	\$27,926,718

Lead Agency City of Wichita

WAMPO I.D. R-19-17

KDOT Project I.D. N-0719-01

Last TIP Action 23-08

Project Title West St., I-235-MacArthur

Project Limits West St from I-235 to MacArthur

Project Scope Construct 4-lane lane roadway with pedestrian, signal upgrades, and drainage improvements

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Sean Mellies

City of Wichita

(316)268-4632

smellies@wichita.gov

Engineering Contact

Sean Mellies

City of Wichita

(316)268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
2022	Local			\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
2024	Federal: MPO-CMAQ			\$0	\$0	\$0	\$669,286	\$0	\$0	\$0	\$0	\$669,286
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$2,250,376	\$0	\$0	\$0	\$0	\$2,250,376
2024	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$650,983	\$0	\$0	\$0	\$0	\$650,983
2024	Federal: MPO-TA			\$0	\$0	\$0	\$129,600	\$0	\$0	\$0	\$0	\$129,600
2024	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$573,910	\$0	\$0	\$0	\$0	\$573,910
2024	Local			\$100,000	\$0	\$0	\$968,539	\$100,000	\$0	\$0	\$0	\$1,168,539
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$650,983	\$0	\$0	\$0	\$0	\$650,983
Total (using AC, not ACCP)				\$100,000	\$300,000	\$450,000	\$5,242,694	\$100,000	\$0	\$0	\$0	\$6,192,694
Total (using ACCP, not AC)				\$100,000	\$300,000	\$450,000	\$5,242,694	\$100,000	\$0	\$0	\$0	\$6,192,694

Lead Agency City of Wichita

WAMPO I.D. R-21-05

KDOT Project I.D.

Last TIP Action 23-00

Project Title West Kellogg/US-54/400 Expansion

Project Limits 111th Street West to 151st Street West

Project Scope This will complete the design of the project and relocate utilities between 111th and 151st St W.

Primary Mode Road - Highway

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Gary Janzen

City of Wichita

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Engineering Contact

Gary Janzen

City of Wichita

(316)268-4450

gjanzen@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000
2026	Local			\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Total (using AC, not ACCP)				\$5,000,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000
Total (using ACCP, not AC)				\$5,000,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000

Lead Agency City of Wichita

WAMPO I.D. RM-25-038

KDOT Project I.D.

Last TIP Action 25-00

Project Title 127th St E, 13th to Douglas

Project Limits 127th St E, 13th to Douglas

Project Scope The existing section of 127th from 13th to K-96 and the KTA on/off ramp to Douglas is a two-lane asphalt mat with ditches. The section between K-96 and KTA on/off ramp is an 3/5 lane urban section (curb and gutter with underground storm sewer). This project would reconstruct 127th from 13th to K-96 and KTA on/off ramp to Douglas to a three-lane roadway with on-street bikes. The project would mill and overlay the section between K-96 and the KTA on/off ramp and convert or add amenities to accommodate bikes and pedestrian traffic. The intersection of 127th with the KTA on/off ramp and Douglas would be reconstructed with the project. Decel lanes would be added for major entrances.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

Shawn Mellies  
City of Wichita  
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smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local: Nonparticipating			\$25,000	\$825,000	\$0	\$0	\$0	\$0	\$0	\$0	\$850,000
2026	Local: Nonparticipating			\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
2028	Federal: MPO-STBG			\$0	\$0	\$0	\$5,960,547	\$0	\$0	\$0	\$0	\$5,960,547
2028	Local: Match			\$0	\$0	\$0	\$1,908,024	\$805,000	\$0	\$0	\$0	\$2,713,024
2028	Local: Nonparticipating			\$200,000	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$380,000
Total (using AC, not ACCP)				\$225,000	\$825,000	\$75,000	\$8,048,571	\$805,000	\$0	\$0	\$0	\$9,978,571
Total (using ACCP, not AC)				\$225,000	\$825,000	\$75,000	\$8,048,571	\$805,000	\$0	\$0	\$0	\$9,978,571

Lead Agency City of Wichita

WAMPO I.D. RX-25-004

KDOT Project I.D.

Last TIP Action 25-00

Project Title 45th Street N, Hillside to Oliver

Project Limits 45th Street N, Hillside to Oliver

Project Scope The project will be a complete reconstruction of the 2-lane asphalt mat street to a 5-lane urban roadway with drainage improvements, sidewalk, and a multi-use path. Water and sanitary sewer lines will be replaced as needed.

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

Administrative Contact

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smellies@wichita.gov

Engineering Contact

Shawn Mellies  
City of Wichita  
(316) 268-4632  
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			\$50,000	\$660,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$760,000
2028	Local			\$0	\$0	\$0	\$6,365,000	\$550,000	\$0	\$0	\$0	\$6,915,000
Total (using AC, not ACCP)				\$50,000	\$660,000	\$50,000	\$6,365,000	\$550,000	\$0	\$0	\$0	\$7,675,000
Total (using ACCP, not AC)				\$50,000	\$660,000	\$50,000	\$6,365,000	\$550,000	\$0	\$0	\$0	\$7,675,000

Lead Agency City of Wichita

WAMPO I.D. T-23-02

KDOT Project I.D.

Last TIP Action 23-05

Project Title Multimodal Facility (MMF)

Project Limits The MMF will be constructed west of Sycamore between Texas & Burton

Project Scope The new MMF will include scooter and bicycle storage, and electric vehicle charging stations within the attached parking structure.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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Project Notes The Multimodal Facility is anticipated to break ground late 2023. This project is related to and will be part of the TIP Project - Delano Transit Center.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: MPO-CRP			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
2024	Local			\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000

Lead Agency City of Wichita

WAMPO I.D. TM-25-001

KDOT Project I.D.

Last TIP Action 25-00

Project Title ITS - 21st St and Maize to Downtown

Project Limits 21st and Maize to Downtown Wichita (via 21st St, Zoo Blvd, Central Ave, and McLean Blvd)

Project Scope Installation of fiber backbone and splice vaults along corridor. Traffic signal controller and detection upgrades at intersections. Pedestrian and bicycle connection improvements as determined for ADA compliance and better path connectivity.

Primary Mode Technology

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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City of Wichita

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Engineering Contact

Mike Armour

City of Wichita

(316) 268-4598

marmour@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Federal: MPO-CMAQ			\$0	\$0	\$0	\$1,707,336	\$240,000	\$0	\$0	\$0	\$1,947,336
2027	Federal: MPO-CMAQ	AC	Local	\$0	\$0	\$0	\$884,664	\$0	\$0	\$0	\$0	\$884,664
2027	Local			\$25,000	\$300,000	\$25,000	\$648,000	\$60,000	\$0	\$0	\$0	\$1,058,000
2028	Federal: MPO-CMAQ	ACCP		\$0	\$0	\$0	\$884,664	\$0	\$0	\$0	\$0	\$884,664
Total (using AC, not ACCP)				\$25,000	\$300,000	\$25,000	\$3,240,000	\$300,000	\$0	\$0	\$0	<b>\$3,890,000</b>
Total (using ACCP, not AC)				\$25,000	\$300,000	\$25,000	\$3,240,000	\$300,000	\$0	\$0	\$0	<b>\$3,890,000</b>



Lead Agency City of Wichita

WAMPO I.D. TM-25-002

KDOT Project I.D.

Last TIP Action 25-00

Project Title ITS - Maize Rd, 37th St N to Pawnee

Project Limits Maize Rd, 37th St N to Pawnee

Project Scope Installation of fiber backbone and splice vaults along corridor. Traffic signal controller and detection upgrades at intersections. Pedestrian and bicycle connection improvements as determined for ADA compliance and better path connectivity.

Primary Mode Technology

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

Mike Armour  
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			\$25,000	\$300,000	\$25,000	\$2,840,000	\$300,000	\$0	\$0	\$0	\$3,490,000
			Total (using AC, not ACCP)	\$25,000	\$300,000	\$25,000	\$2,840,000	\$300,000	\$0	\$0	\$0	\$3,490,000
			Total (using ACCP, not AC)	\$25,000	\$300,000	\$25,000	\$2,840,000	\$300,000	\$0	\$0	\$0	\$3,490,000

Lead Agency County of Butler

WAMPO I.D. 40-537

KDOT Project I.D.

Last TIP Action 25-00

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

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

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

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

Administrative Contact

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Butler County  
(316) 322-4101  
dlutz@bucoks.com

Engineering Contact

Darryl Lutz  
Butler County  
(316) 322-4101  
dlutz@bucoks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$586,000	\$0	\$0	\$0	\$0	\$0	\$0	\$586,000
2024	Local			\$0	\$400,000	\$235,000	\$0	\$0	\$0	\$0	\$0	\$635,000
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$2,256,479	\$973,440	\$0	\$0	\$0	\$3,229,919
2025	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$5,569,121	\$0	\$0	\$0	\$0	\$5,569,121
2025	Federal: MPO-TA			\$0	\$0	\$0	\$520,000	\$28,000	\$0	\$0	\$0	\$548,000
2025	Local			\$85,000	\$57,200	\$0	\$2,086,400	\$250,360	\$0	\$0	\$0	\$2,478,960
2026	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$5,569,121	\$0	\$0	\$0	\$0	\$5,569,121
Total (using AC, not ACCP)				\$85,000	\$1,043,200	\$235,000	\$10,432,000	\$1,251,800	\$0	\$0	\$0	\$13,047,000
Total (using ACCP, not AC)				\$85,000	\$1,043,200	\$235,000	\$10,432,000	\$1,251,800	\$0	\$0	\$0	\$13,047,000

Lead Agency County of Butler

WAMPO I.D. B-24-03

KDOT Project I.D. C-5218-01

Last TIP Action 23-07

Project Title SW Prairie Creek Rd Bridge over Eightmile Creek

Project Limits SW Prairie Creek Rd beginning approximately 0.1 mile north of SW 170th, thence north 700'.

Project Scope Construct a 42'-56'-42' Reinforced Concrete Haunched Slab Bridge, 45 Degr. Skew Rt. w/30' Rdway, approach roadway, guardrail, light type surfacing and seeding.

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

Administrative Contact

Engineering Contact

Darryl C. Lutz, P.E.

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Butler County

Butler County

(316) 322-4101

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Project Notes The project is a FFY 2024 federal aid off-system bridge program project being administered through KDOT Bureau of Local Projects. The project is scheduled for letting in June 2024 and is ready for final PS&E submittal to KDOT. Butler County was notified by KDOT Bureau of Local Projects on 2/8/2024 that the project needs to be included in the WAMPO TIP before it can be let to bid for construction using federal funds.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$43,000	\$0	\$0	\$0	\$0	\$0	\$0	\$43,000
2024	Federal: KDOT-STBG			\$0	\$0	\$0	\$460,000	\$0	\$0	\$0	\$0	\$460,000
2024	Local			\$0	\$0	\$25,000	\$522,000	\$60,000	\$0	\$0	\$0	\$607,000
Total (using AC, not ACCP)				\$0	\$43,000	\$25,000	\$982,000	\$60,000	\$0	\$0	\$0	\$1,110,000
Total (using ACCP, not AC)				\$0	\$43,000	\$25,000	\$982,000	\$60,000	\$0	\$0	\$0	\$1,110,000

Lead Agency County of Butler

WAMPO I.D. MB-25-005

KDOT Project I.D.

Last TIP Action 25-00

Project Title SW Butler Rd Multi-use Path at SW 150th St.

Project Limits SW Butler Rd beginning 0.5 mile south of SW 150th St, thence 1 mile north

Project Scope Construct a 10' wide multi-use path along the east side of SW Butler Rd. and a 5' sidewalk along the west side. Includes minor grading behind existing curb & gutter, concrete path, seeding and signing.

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

Administrative Contact

Engineering Contact

Curtis Mader

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Butler County

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Project Notes The SW Butler Rd Improvement Project completed in 2022 did not include paths until the section connecting this project with Rose Hill was funded. This project will extend the 10' path and 6' path planned in the next phase of the SW Butler Rd project with the Rose Hill path system at W Rosewood St to 1/2 mile north of SW 150th St. (E 47th St S)

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000
2028	Federal: MPO-CMAQ			\$0	\$0	\$0	\$944,597	\$118,075	\$0	\$0	\$0	\$1,062,672
2028	Local			\$0	\$0	\$0	\$255,403	\$31,925	\$0	\$0	\$0	\$287,328
Total (using AC, not ACCP)				\$0	\$105,000	\$0	\$1,200,000	\$150,000	\$0	\$0	\$0	\$1,455,000
Total (using ACCP, not AC)				\$0	\$105,000	\$0	\$1,200,000	\$150,000	\$0	\$0	\$0	\$1,455,000

Lead Agency County of Butler

WAMPO I.D. R-17-01

KDOT Project I.D. C-4942-01

Last TIP Action 21-02.1

Project Title SW Butler Rd/SW 150th St Intersection

Project Limits SW Butler Rd beginning 0.5 miles south of SW 150th St., thence north 1 mile.

Project 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.

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

Administrative Contact Darryl C. Lutz, P.E. Engineering Contact Darryl C. Lutz, P.E.

3163224101 dlutz@bucoks.com 3163224101 dlutz@bucoks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			\$0	\$165,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$415,000
2019	Local			\$300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
2020	Federal: MPO-HIP			\$0	\$0	\$0	\$1,669,726	\$0	\$0	\$0	\$0	\$1,669,726
2020	Federal: MPO-STBG			\$0	\$0	\$0	\$3,530,274	\$400,000	\$0	\$0	\$0	\$3,930,274
2020	Local			\$0	\$0	\$0	\$1,300,000	\$100,000	\$0	\$0	\$0	\$1,400,000
Total (using AC, not ACCP)				\$300,000	\$265,000	\$250,000	\$6,500,000	\$500,000	\$0	\$0	\$0	\$7,815,000
Total (using ACCP, not AC)				\$300,000	\$265,000	\$250,000	\$6,500,000	\$500,000	\$0	\$0	\$0	\$7,815,000

Lead Agency County of Butler/County of Sedgwick

WAMPO I.D. MB-25-006

KDOT Project I.D.

Last TIP Action 25-00

Project Title W Rosewood/E 63rd St. S. Multi-use Path

Project Limits Butler County: W. Rosewood St. (SW 170th St.) from SG County Line to Rose Hill Rd.; Sedgwick County: 63rd Street South from Lynnrae Street to 159th Street East (Sedgwick/Butler County line).

Project Scope Butler County: Construct a 10' wide multi-use path along the south side of W Rosewood St. from SG/BU Co Line (S 159th St E) east 1 mile to Rose Hill Rd. Includes grading behind existing curb & gutter, concrete path, RCB Extension, seeding and signing.; Sedgwick County: Construction of a 10 foot wide multi-use pathway, street crossings, and drainage structures. The project begins at the terminus of the pathway in the south right of way of 63rd Street at Lynnrae Street and extends east to the Sedgwick/Butler County line.

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

Administrative Contact

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Butler County/Sedgwick County

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Engineering Contact

Curtis Mader/Daniel Schrant

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Project Notes The path when completed will connect the City of Rose Hill's path system to the City of Derby's path system.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$0	\$392,900	\$0	\$0	\$0	\$0	\$0	\$0	\$392,900
2027	Local			\$91,550	\$0	\$91,550	\$0	\$0	\$0	\$0	\$0	\$183,100
2028	Federal: MPO-CRP			\$0	\$0	\$0	\$1,080,930	\$0	\$0	\$0	\$0	\$1,080,930
2028	Federal: MPO-TA			\$0	\$0	\$0	\$1,209,245	\$283,425	\$0	\$0	\$0	\$1,492,670
2028	Local			\$0	\$0	\$0	\$572,544	\$70,856	\$0	\$0	\$0	\$643,400
Total (using AC, not ACCP)				\$91,550	\$392,900	\$91,550	\$2,862,719	\$354,281	\$0	\$0	\$0	\$3,793,000
Total (using ACCP, not AC)				\$91,550	\$392,900	\$91,550	\$2,862,719	\$354,281	\$0	\$0	\$0	\$3,793,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-508

KDOT Project I.D. N-0738-01

Last TIP Action 23-02

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

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

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

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

Administrative Contact

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lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer  
Sedgwick County  
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lynn.packer@sedgwick.gov

Project Notes

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



Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-511

KDOT Project I.D. N-0759-01

Last TIP Action 25-00

Project Title Maple Street Pathway

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

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

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
2023	Local			\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2024	Local			\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2025	Federal: MPO-TA			\$0	\$0	\$0	\$445,578	\$120,000	\$0	\$0	\$0	\$565,578
2025	Federal: MPO-TA	AC	Local	\$0	\$0	\$0	\$754,422	\$0	\$0	\$0	\$0	\$754,422
2025	Local			\$0	\$0	\$0	\$300,000	\$30,000	\$0	\$0	\$0	\$330,000
2026	Federal: MPO-TA	ACCP		\$0	\$0	\$0	\$754,422	\$0	\$0	\$0	\$0	\$754,422
Total (using AC, not ACCP)				\$100,000	\$125,000	\$100,000	\$1,500,000	\$150,000	\$0	\$0	\$0	\$1,975,000
Total (using ACCP, not AC)				\$100,000	\$125,000	\$100,000	\$1,500,000	\$150,000	\$0	\$0	\$0	\$1,975,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-555

KDOT Project I.D.

Last TIP Action 23-00

Project Title B502: Bridge on Greenwich between 109th St. North and 117th St. North

Project Limits Greenwich between 109th St. North and 117th St. North

Project Scope Replace bridge

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000
2023	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2024	Local			\$0	\$0	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Total (using AC, not ACCP)				\$50,000	\$65,000	\$0	\$650,000	\$0	\$0	\$0	\$0	<b>\$765,000</b>
Total (using ACCP, not AC)				\$50,000	\$65,000	\$0	\$650,000	\$0	\$0	\$0	\$0	<b>\$765,000</b>

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-564

KDOT Project I.D.

Last TIP Action 23-00

Project Title B485: Bridge on 151st St West over Ninnescah River

Project Limits 151st St West over Ninnescah River

Project Scope Replace bridge

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2023	Local			\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
Total (using AC, not ACCP)				\$50,000	\$0	\$50,000	\$4,500,000	\$0	\$0	\$0	\$0	\$4,600,000
Total (using ACCP, not AC)				\$50,000	\$0	\$50,000	\$4,500,000	\$0	\$0	\$0	\$0	\$4,600,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-567

KDOT Project I.D.

Last TIP Action 23-00

Project Title B498: Bridge on 143rd St. East between Pawnee and 31st St. South

Project Limits 143rd St. East between Pawnee and 31st St. South

Project Scope Replace bridge

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2023	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2024	Local			\$0	\$0	\$0	\$775,000	\$0	\$0	\$0	\$0	\$775,000
Total (using AC, not ACCP)				\$50,000	\$50,000	\$50,000	\$775,000	\$0	\$0	\$0	\$0	<b>\$925,000</b>
Total (using ACCP, not AC)				\$50,000	\$50,000	\$50,000	\$775,000	\$0	\$0	\$0	\$0	<b>\$925,000</b>

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-569

KDOT Project I.D.

Last TIP Action 25-00

Project Title R348: Pave 135th St. W. North of 53rd St. N.

Project Limits 135th St. W. between 53rd St. N. and the K&O Railroad, plus the intersection of 135th St. W. and 53rd St. N.

Project Scope Reconstruct one-half mile of 135th St. West between 53rd St. North and the K&O Railroad tracks from a two-lane gravel road to a two-lane paved road constructed to current standards to serve the Maize Industrial Park. Improvements include turn lanes at the intersection of 53rd St. North and improved drainage ditches.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schran@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$42,660	\$50,000	\$0	\$0	\$0	\$0	\$0	\$92,660
2023	Local			\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
2025	Local			\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Total (using AC, not ACCP)				\$0	\$57,660	\$50,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,307,660
Total (using ACCP, not AC)				\$0	\$57,660	\$50,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,307,660

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-002

KDOT Project I.D.

Last TIP Action 25-00

Project Title B533: Bridge on Seneca between 63rd and 71st St South

Project Limits Seneca between 63rd and 71st St South

Project Scope Rehabilitate bridge over the M.S. 'Mitch' Mitchell Floodway on Seneca between 63rd and 71st St South

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

Administrative Contact

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

Engineering Contact

Daniel Schrant, P.E.  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2027	Federal: MPO-STBG			\$0	\$0	\$0	\$1,238,997	\$0	\$0	\$0	\$0	\$1,238,997
2027	Local			\$0	\$0	\$0	\$563,947	\$0	\$0	\$0	\$0	\$563,947
Total (using AC, not ACCP)				\$0	\$70,000	\$0	\$1,802,944	\$0	\$0	\$0	\$0	\$1,872,944
Total (using ACCP, not AC)				\$0	\$70,000	\$0	\$1,802,944	\$0	\$0	\$0	\$0	\$1,872,944

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-003

KDOT Project I.D.

Last TIP Action 25-00

Project Title B503: Bridge on 21st St. North between 391st St. and 407th St. West

Project Limits 21st St. North between 391st St. and 407th St. West

Project Scope Replace the bridge on 21st St. North between 391st St. and 407th St. West

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$100,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$150,000
2026	Local			\$50,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,050,000
Total (using AC, not ACCP)				\$50,000	\$100,000	\$50,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,200,000
Total (using ACCP, not AC)				\$50,000	\$100,000	\$50,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,200,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-005

KDOT Project I.D.

Last TIP Action 25-00

Project Title B537: Bridge on 53rd North between Hillside and Oliver Street

Project Limits 53rd North between Hillside and Oliver Street

Project Scope Replace the bridge over Middle Fork Chisholm Creek on 53rd North between Hillside and Oliver Street

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

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000
2026	Local			\$0	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
2027	Local			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
2028	Local			\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Total (using AC, not ACCP)				\$25,000	\$90,000	\$35,000	\$900,000	\$0	\$0	\$0	\$0	\$1,050,000
Total (using ACCP, not AC)				\$25,000	\$90,000	\$35,000	\$900,000	\$0	\$0	\$0	\$0	\$1,050,000



Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-006

KDOT Project I.D.

Last TIP Action 25-00

Project Title B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.

Project Limits Tracy St. between 103rd St. South and Diagonal St.

Project Scope Replace the bridge on Tracy St. between 103rd St. South and Diagonal St.

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2024	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2025	Local			\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total (using AC, not ACCP)				\$50,000	\$70,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$870,000
Total (using ACCP, not AC)				\$50,000	\$70,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$870,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-007

KDOT Project I.D.

Last TIP Action 25-00

Project Title B522: Bridge on 383rd St. West between 23rd and 31st St. South

Project Limits 383rd St. West between 23rd and 31st St. South

Project Scope Replace the bridge on 383rd St. West between 23rd and 31st St. South

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2026	Local			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2027	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2028	Local			\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Total (using AC, not ACCP)				\$50,000	\$100,000	\$50,000	\$750,000	\$0	\$0	\$0	\$0	\$950,000
Total (using ACCP, not AC)				\$50,000	\$100,000	\$50,000	\$750,000	\$0	\$0	\$0	\$0	\$950,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-009

KDOT Project I.D.

Last TIP Action 25-00

Project Title B529: Bridge on 143rd St. East between Central Ave. and 13th St. North

Project Limits 143rd St. East between Central Ave. and 13th St. North.

Project Scope Replace bridge over Four Mile Creek on 143rd St. East between Central Ave. and 13th St. North.

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

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
2026	Local			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2027	Local			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
2028	Local			\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Total (using AC, not ACCP)				\$25,000	\$75,000	\$50,000	\$900,000	\$0	\$0	\$0	\$0	\$1,050,000
Total (using ACCP, not AC)				\$25,000	\$75,000	\$50,000	\$900,000	\$0	\$0	\$0	\$0	\$1,050,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-011

KDOT Project I.D.

Last TIP Action 25-00

Project Title B511: Bridge on 71st St. South between 119th and 135th St. West

Project Limits 71st St. South between 119th and 135th St. West

Project Scope Replace the bridge on 71st St. South between 119th and 135th St. West

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2024	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2025	Local			\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total (using AC, not ACCP)				\$50,000	\$70,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$870,000
Total (using ACCP, not AC)				\$50,000	\$70,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$870,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-012

KDOT Project I.D.

Last TIP Action 25-00

Project Title B514: Bridge on 87th St. South between Seneca St. and Broadway St.

Project Limits 87th St. South between Seneca St. and Broadway St.

Project Scope Replace the bridge on 87th St. South between Seneca St. and Broadway St.

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$100,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$150,000
2023	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2025	Local			\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Total (using AC, not ACCP)				\$50,000	\$100,000	\$50,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,700,000
Total (using ACCP, not AC)				\$50,000	\$100,000	\$50,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,700,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-013

KDOT Project I.D.

Last TIP Action 25-00

Project Title B515: Bridge on 151st St. West between 101st and 109th St. North

Project Limits 151st St. West between 101st and 109th St. North

Project Scope Replace the bridge on 151st St. West between 101st and 109th St. North

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2023	Local			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2024	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2025	Local			\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total (using AC, not ACCP)				\$50,000	\$70,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	<b>\$870,000</b>
Total (using ACCP, not AC)				\$50,000	\$70,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	<b>\$870,000</b>

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-014

KDOT Project I.D.

Last TIP Action 25-00

Project Title B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.

Project Limits 47th St. South between Webb Rd. and Greenwich Rd.

Project Scope Replace the bridge on 47th St. South between Webb Rd. and Greenwich Rd.

Primary Mode Bridge - Other Road

Bike/ped component?

Partially or Fully in:

Butler County

Sedgwick County

Sumner County

Administrative Contact

Lynn Packer

Sedgwick County

(316) 660-1766

lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant

Sedgwick County

(316) 660-1778

daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2027	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2028	Local			\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total (using AC, not ACCP)				\$50,000	\$100,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$900,000
Total (using ACCP, not AC)				\$50,000	\$100,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$900,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-016

KDOT Project I.D.

Last TIP Action 25-00

Project Title B523: Bridge on 63rd St. South between 199th and 215th St. West.

Project Limits 63rd St. South between 199th and 215th St. West.

Project Scope Replace the bridge on 63rd St. South between 199th and 215th St. West.

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000
2025	Local			\$25,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$75,000
2026	Local			\$0	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Total (using AC, not ACCP)				\$25,000	\$85,000	\$50,000	\$600,000	\$0	\$0	\$0	\$0	\$760,000
Total (using ACCP, not AC)				\$25,000	\$85,000	\$50,000	\$600,000	\$0	\$0	\$0	\$0	\$760,000



Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-017

KDOT Project I.D.

Last TIP Action 25-00

Project Title B524: Bridge on 199th St. West between 95th and 103rd St. South

Project Limits 199th St. West between 95th and 103rd St. South

Project Scope Replace the bridge on 199th St. West between 95th and 103rd St. South

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
2026	Local			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2027	Local			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
2028	Local			\$0	\$0	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Total (using AC, not ACCP)				\$25,000	\$75,000	\$50,000	\$650,000	\$0	\$0	\$0	\$0	\$800,000
Total (using ACCP, not AC)				\$25,000	\$75,000	\$50,000	\$650,000	\$0	\$0	\$0	\$0	\$800,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-018

KDOT Project I.D.

Last TIP Action 25-00

Project Title B525: Bridge on 101st St. North between 135th and 151st St. West

Project Limits 101st St. North over Eagle Drainage Ditch between 135th and 151st St. West

Project Scope Replace the bridge on 101st St. North over Eagle Drainage Ditch between 135th and 151st St. West

Primary Mode Bridge - Other Road

Bike/ped component?

Partially or Fully in:

Butler County

Sedgwick County

Sumner County

Administrative Contact

Lynn Packer

Sedgwick County

(316) 660-1766

lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant

Sedgwick County

(316) 660-1778

daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
2026	Local			\$25,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$75,000
2027	Local			\$0	\$0	\$0	\$725,000	\$0	\$0	\$0	\$0	\$725,000
Total (using AC, not ACCP)				\$25,000	\$75,000	\$50,000	\$725,000	\$0	\$0	\$0	\$0	<b>\$875,000</b>
Total (using ACCP, not AC)				\$25,000	\$75,000	\$50,000	\$725,000	\$0	\$0	\$0	\$0	<b>\$875,000</b>

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. BR-25-019

KDOT Project I.D.

Last TIP Action 25-00

Project Title B527: Bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North

Project Limits 119thSt. West between 85th and 93rd St. North

Project Scope Replace the bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North

Primary Mode Bridge - Other Road

Bike/ped component?

Partially or Fully in:

Butler County

Sedgwick County

Sumner County

Administrative Contact

Lynn Packer  
Sedgwick County

(316) 660-1766

lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant  
Sedgwick County

(316) 660-1778

daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
2025	Local			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2026	Local			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
2027	Local			\$0	\$0	\$0	\$725,000	\$0	\$0	\$0	\$0	\$725,000
Total (using AC, not ACCP)				\$25,000	\$75,000	\$50,000	\$725,000	\$0	\$0	\$0	\$0	\$875,000
Total (using ACCP, not AC)				\$25,000	\$75,000	\$50,000	\$725,000	\$0	\$0	\$0	\$0	\$875,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-023

KDOT Project I.D.

Last TIP Action 25-00

Project Title R363: 135th St. West from 29th St North to 45th St. North

Project Limits 135th St. West from 29th St North to 45th St. North

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hotmix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with new roadside ditches and replacement of a bridge.

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

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
2024	Local			\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
2025	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2027	Local			\$0	\$0	\$0	\$4,250,000	\$0	\$0	\$0	\$0	\$4,250,000
Total (using AC, not ACCP)				\$50,000	\$200,000	\$300,000	\$4,250,000	\$0	\$0	\$0	\$0	\$4,800,000
Total (using ACCP, not AC)				\$50,000	\$200,000	\$300,000	\$4,250,000	\$0	\$0	\$0	\$0	\$4,800,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-024

KDOT Project I.D.

Last TIP Action 25-00

Project Title R339: 143rd St. East from Pawnee to 31st Street South

Project Limits 143rd St. East from Pawnee to 31st Street South

Project Scope Reconstruct the existing two-lane gravel road to a two-lane hotmix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

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

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
2026	Local			\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
2027	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2028	Local			\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Total (using AC, not ACCP)				\$50,000	\$125,000	\$75,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,750,000
Total (using ACCP, not AC)				\$50,000	\$125,000	\$75,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,750,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-025

KDOT Project I.D.

Last TIP Action 25-00

Project Title R365: Pawnee St. from 135th St West to 151st St. West

Project Limits Pawnee St. from 135th St West to 151st St. West

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hot mix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

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

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
2025	Local			\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
2026	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2028	Local			\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
Total (using AC, not ACCP)				\$50,000	\$150,000	\$400,000	\$3,500,000	\$0	\$0	\$0	\$0	\$4,100,000
Total (using ACCP, not AC)				\$50,000	\$150,000	\$400,000	\$3,500,000	\$0	\$0	\$0	\$0	\$4,100,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-027

KDOT Project I.D.

Last TIP Action 25-00

Project Title R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North

Project Limits Ridge Rd. from 53rd St. to 69th St. North

Project Scope Acquire right of way, regrade ditches, and add paved shoulders to Ridge Road from 53rd St. North to 69th St. North.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	Local			\$100,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$175,000
2024	Local			\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
Total (using AC, not ACCP)				\$100,000	\$100,000	\$75,000	\$1,400,000	\$0	\$0	\$0	\$0	\$1,675,000
Total (using ACCP, not AC)				\$100,000	\$100,000	\$75,000	\$1,400,000	\$0	\$0	\$0	\$0	\$1,675,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-028

KDOT Project I.D.

Last TIP Action 25-00

Project Title R354: Ridge Rd. Shoulders from 69th St. to 85th St. North

Project Limits Ridge Rd. from 69th St. to 85th St. North

Project Scope Acquire right of way, regrade ditches, and add paved shoulders to Ridge Rd. from 69th St. to 85th St. North.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	Local			\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
2024	Local			\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2025	Local			\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Total (using AC, not ACCP)				\$0	\$100,000	\$300,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,600,000
Total (using ACCP, not AC)				\$0	\$100,000	\$300,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,600,000



Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-029

KDOT Project I.D.

Last TIP Action 25-00

Project Title R356: 151st St. West from 53rd St. North to K-96

Project Limits 151st St. West from 53rd St. North to K-96

Project Scope Reconstruct the existing two-lane cold mix road to a two-lane hotmix road meeting current design standards for industrial traffic.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
2022	Local			\$50,000	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$350,000
2024	Local			\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
Total (using AC, not ACCP)				\$50,000	\$250,000	\$300,000	\$4,000,000	\$0	\$0	\$0	\$0	\$4,600,000
Total (using ACCP, not AC)				\$50,000	\$250,000	\$300,000	\$4,000,000	\$0	\$0	\$0	\$0	\$4,600,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-031

KDOT Project I.D.

Last TIP Action 25-00

Project Title R362: 127th St. East for Half Mile North of 31st St.South

Project Limits 127th St. East for Half Mile North of 31st St.South

Project Scope The existing two-lane thin asphalt road will be reconstructed with a two-lane hotmix asphalt road meeting current design standards and appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2026	Local			\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total (using AC, not ACCP)				\$50,000	\$0	\$50,000	\$850,000	\$0	\$0	\$0	\$0	\$950,000
Total (using ACCP, not AC)				\$50,000	\$0	\$50,000	\$850,000	\$0	\$0	\$0	\$0	\$950,000

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. RM-25-032

KDOT Project I.D.

Last TIP Action 25-00

Project Title R364: 29th St.North between 119th and 135th St. West

Project Limits 29th St.North between 119th and 135th St. West

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hot mix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

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

Administrative Contact

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

Engineering Contact

Daniel Schrant  
Sedgwick County  
(316) 660-1778  
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
2026	Local			\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
2027	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2028	Local			\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Total (using AC, not ACCP)				\$50,000	\$125,000	\$150,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,825,000
Total (using ACCP, not AC)				\$50,000	\$125,000	\$150,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,825,000

Lead Agency **KDOT**

WAMPO I.D. 40-545

KDOT Project I.D. KA-6857-01

Last TIP Action 25-00

Project Title **WICHway Video Wall**

Project Limits **WichWay Traffic Management Center system**

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

Primary Mode **Technology**

Bike/ped component?

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

Administrative Contact

**Nick Squires**

**KDOT**

**(620) 860-7386**

**nick.squires@ks.gov**

Engineering Contact

**Nick Squires**

**KDOT**

**(620) 860-7386**

**nick.squires@ks.gov**

Project Notes

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

Lead Agency **KDOT**

WAMPO I.D. **B-20-01**

KDOT Project I.D. **KA-5770-01**

Last TIP Action **25-00**

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

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

Project Scope **Bridge Replacement**

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

(785)296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

(620) 860-7386

nick.squires@ks.gov

Project Notes **This project is authorized for PE, ROW, and Util only. The total project cost is estimated to be \$4,039 K and should be used for planning purposes only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: NHPP	AC	State	\$0	\$643,400	\$0	\$0	\$0	\$0	\$0	\$0	\$643,400
2020	State			\$0	\$160,800	\$0	\$0	\$0	\$0	\$0	\$0	\$160,800
2023	Federal: NHPP	AC	State	\$53,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,600
2024	State			\$13,400	\$0	\$134,000	\$0	\$0	\$0	\$0	\$0	\$147,400
2029	Federal: NHPP	ACCP		\$53,600	\$643,400	\$0	\$0	\$0	\$0	\$0	\$0	\$697,000
Total (using AC, not ACCP)				\$67,000	\$804,200	\$134,000	\$0	\$0	\$0	\$0	\$0	\$1,005,200
Total (using ACCP, not AC)				\$67,000	\$804,200	\$134,000	\$0	\$0	\$0	\$0	\$0	\$1,005,200

Lead Agency **KDOT**

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

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

Last TIP Action **25-00**

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

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

Project Scope **Bridge Replacement**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

(620) 860-7386

nick.squires@ks.gov

Project Notes **Currently project is authorized for PE, ROW and Utility work phases ONLY.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$2,324,700	\$0	\$0	\$0	\$0	\$0	\$0	\$2,324,700
2022	State			\$0	\$581,200	\$0	\$0	\$0	\$0	\$0	\$0	\$581,200
2024	Federal: NHPP	AC	State	\$232,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$232,500
2024	State			\$58,100	\$0	\$581,200	\$0	\$0	\$0	\$0	\$0	\$639,300
2029	Federal: NHPP	ACCP		\$232,500	\$2,324,700	\$0	\$0	\$0	\$0	\$0	\$0	\$2,557,200
Total (using AC, not ACCP)				\$290,600	\$2,905,900	\$581,200	\$0	\$0	\$0	\$0	\$0	\$3,777,700
Total (using ACCP, not AC)				\$290,600	\$2,905,900	\$581,200	\$0	\$0	\$0	\$0	\$0	\$3,777,700

Lead Agency KDOT

WAMPO I.D. B-22-02

KDOT Project I.D. KA-6517-01

Last TIP Action 23-08

Project Title Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County

Project Limits I-135: Bridge #305 (I-135 north & southbound lanes & canals) located at junction I-135/US-54. U.S. 54: Bridge #302 (ramp/Grove Street) located at Kellogg and Grove Street

Project Scope #305 bridge replacement. #302 deck rehabilitation (grinding, patching and MPC overlay)

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

620-860-7386

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Project Notes This project is authorized for PE, ROW, and Utilities only. Total project cost is estimated at \$22,042 K and should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$1,896,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,896,800
2022	State			\$0	\$210,700	\$0	\$0	\$0	\$0	\$0	\$0	\$210,700
2024	State			\$0	\$0	\$526,800	\$0	\$0	\$0	\$0	\$0	\$526,800
2025	Federal: NHPP	AC	State	\$237,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,100
2025	State			\$26,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,300
2029	Federal: NHPP	ACCP		\$237,100	\$1,896,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,133,900
Total (using AC, not ACCP)				\$263,400	\$2,107,500	\$526,800	\$0	\$0	\$0	\$0	\$0	\$2,897,700
Total (using ACCP, not AC)				\$263,400	\$2,107,500	\$526,800	\$0	\$0	\$0	\$0	\$0	\$2,897,700

Lead Agency **KDOT**

WAMPO I.D. **B-22-03**

KDOT Project I.D. **KA-6518-01**

Last TIP Action **25-00**

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

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

Project Scope **Bridge Replacement**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes **This project is authorized for PE Only. The total project cost is \$6,820 K and should be used for planning purposes only.**

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



Lead Agency KDOT

WAMPO I.D. B-23-02

KDOT Project I.D. KA-6749-01

Last TIP Action 25-00

Project Title Repair Bridges #143 & #317 on US-54 in Sedgwick County

Project Limits US-54: Bridge #143 (BNSF Railroad) located 0.25 Miles East of Topeka Street and Bridge #317 (BNSF & KO Railroad) located 0.25 Miles East of Topeka Street

Project Scope Bridge #143: Repair Piers #9, 11, 21, 23, Replace Diaper, Clean & Paint Bearings. Bridge #317: Repair Piers #10, 11, 21, Wrap Columns C & D at #10, Improve Drainage Systems, Replace Diaper at #11, 21, Clean and Paint Bearings

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$264,000	\$0	\$0	\$0	\$0	\$0	\$0	\$264,000
2025	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,151,000	\$115,000	\$0	\$0	\$0	\$1,266,000
2025	State			\$0	\$0	\$0	\$287,800	\$28,800	\$0	\$0	\$0	\$316,600
2027	Federal: NHPP	ACCP		\$0	\$0	\$0	\$1,151,000	\$115,000	\$0	\$0	\$0	\$1,266,000
Total (using AC, not ACCP)				\$0	\$264,000	\$0	\$1,438,800	\$143,800	\$0	\$0	\$0	\$1,846,600
Total (using ACCP, not AC)				\$0	\$264,000	\$0	\$1,438,800	\$143,800	\$0	\$0	\$0	\$1,846,600

Lead Agency **KDOT**

WAMPO I.D. **B-23-06**

KDOT Project I.D. **KA-6836-01**

Last TIP Action **25-00**

Project Title **Bridges #065 and #066 on I-235 in Sedgwick County**

Project Limits **I-235: bridge #065 on I-235 northbound lanes over the Union Pacific Railroad located 0.24 mile west of Broadway Street and bridge #066 on I-235 southbound lanes over the Union Pacific Railroad located 0.23 mile west of Broadway Street**

Project Scope **Bridge Replacements**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes **This project is authorized for PE Only. Total project cost is \$17,923.7 K and should be used for planning purposes only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: BRF	AC	State	\$0	\$1,840,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,840,100
2023	State			\$0	\$204,500	\$0	\$0	\$0	\$0	\$0	\$0	\$204,500
2030	Federal: BRF	ACCP		\$0	\$1,840,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,840,100
		Total (using AC, not ACCP)		\$0	\$2,044,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,044,600
		Total (using ACCP, not AC)		\$0	\$2,044,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,044,600

Lead Agency **KDOT**

WAMPO I.D. **B-23-07**

KDOT Project I.D. **KA-6978-01**

Last TIP Action **25-00**

Project Title **I-135: Bridge #046 located 4.46 miles north of I-235**

Project Limits **I-135: Bridge #046 located 4.46 miles north of I-235**

Project Scope **Paint structure steel and bearings (IZV), reset bearings, berm repair and replace joints**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$147,800	\$0	\$0	\$0	\$0	\$0	\$0	\$147,800
2023	State			\$0	\$16,400	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$738,900	\$73,900	\$0	\$0	\$0	\$812,800
2024	State			\$0	\$0	\$0	\$82,100	\$8,200	\$0	\$0	\$0	\$90,300
2028	Federal: NHPP	ACCP		\$0	\$147,800	\$0	\$738,900	\$73,900	\$0	\$0	\$0	\$960,600
Total (using AC, not ACCP)				\$0	\$164,200	\$0	\$821,000	\$82,100	\$0	\$0	\$0	\$1,067,300
Total (using ACCP, not AC)				\$0	\$164,200	\$0	\$821,000	\$82,100	\$0	\$0	\$0	\$1,067,300

Lead Agency **KDOT**

WAMPO I.D. **B-23-11**

KDOT Project I.D. **KA-6935-01**

Last TIP Action **25-00**

Project Title **I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita**

Project Limits **I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita**

Project Scope **Expansion joints, patching, milling and overlay**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000
2023	State			\$0	\$27,500	\$0	\$0	\$0	\$0	\$0	\$0	\$27,500
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,100,000	\$110,000	\$0	\$0	\$0	\$1,210,000
2024	State			\$0	\$0	\$0	\$275,000	\$27,500	\$0	\$0	\$0	\$302,500
2028	Federal: NHPP	ACCP		\$0	\$110,000	\$0	\$1,100,000	\$110,000	\$0	\$0	\$0	\$1,320,000
Total (using AC, not ACCP)				\$0	\$137,500	\$0	\$1,375,000	\$137,500	\$0	\$0	\$0	\$1,650,000
Total (using ACCP, not AC)				\$0	\$137,500	\$0	\$1,375,000	\$137,500	\$0	\$0	\$0	\$1,650,000

Lead Agency **KDOT**

WAMPO I.D. **B-23-14**

KDOT Project I.D. **KA-6961-01**

Last TIP Action **25-00**

Project Title **I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135**

Project Limits **Bridge #049**

Project Scope **Redeck with column repair**

Primary Mode **Bridge - Highway** Bike/ped component?

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

Administrative Contact

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$284,800	\$0	\$0	\$0	\$0	\$0	\$0	\$284,800
2023	State			\$0	\$31,600	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600
2026	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,423,800	\$142,400	\$0	\$0	\$0	\$1,566,200
2026	State			\$0	\$0	\$0	\$158,200	\$15,800	\$0	\$0	\$0	\$174,000
2028	Federal: NHPP	ACCP		\$0	\$284,800	\$0	\$1,423,800	\$142,400	\$0	\$0	\$0	\$1,851,000
Total (using AC, not ACCP)				\$0	\$316,400	\$0	\$1,582,000	\$158,200	\$0	\$0	\$0	\$2,056,600
Total (using ACCP, not AC)				\$0	\$316,400	\$0	\$1,582,000	\$158,200	\$0	\$0	\$0	\$2,056,600

Lead Agency **KDOT**

WAMPO I.D. **B-23-15**

KDOT Project I.D. **KA-6959-01**

Last TIP Action **25-00**

Project Title **K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line**

Project Limits **K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line**

Project Scope **Bridge #271: Redeck with grade raise. #272: Redeck**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$446,000	\$0	\$0	\$0	\$0	\$0	\$0	\$446,000
2023	State			\$0	\$111,000	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000
2026	Federal: NHPP	AC	State	\$0	\$0	\$0	\$2,228,000	\$223,000	\$0	\$0	\$0	\$2,451,000
2026	State			\$0	\$0	\$0	\$557,000	\$56,000	\$0	\$0	\$0	\$613,000
2028	Federal: NHPP	ACCP		\$0	\$446,000	\$0	\$2,228,000	\$223,000	\$0	\$0	\$0	\$2,897,000
Total (using AC, not ACCP)				\$0	\$557,000	\$0	\$2,785,000	\$279,000	\$0	\$0	\$0	\$3,621,000
Total (using ACCP, not AC)				\$0	\$557,000	\$0	\$2,785,000	\$279,000	\$0	\$0	\$0	\$3,621,000

Lead Agency KDOT

WAMPO I.D. B-23-16

KDOT Project I.D. KA-6962-01

Last TIP Action 25-00

Project Title I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue

Project Limits I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue

Project Scope Redeck bridge #299 on I-135 in Sedgwick County

Primary Mode Bridge - Highway Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Allison Smith

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$1,314,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,314,000
2023	State			\$0	\$146,000	\$0	\$0	\$0	\$0	\$0	\$0	\$146,000
2025	Federal: NHPP	AC	State	\$0	\$0	\$0	\$6,570,000	\$657,000	\$0	\$0	\$0	\$7,227,000
2025	State			\$0	\$0	\$0	\$730,000	\$73,000	\$0	\$0	\$0	\$803,000
2028	Federal: NHPP	ACCP		\$0	\$1,314,000	\$0	\$6,570,000	\$657,000	\$0	\$0	\$0	\$8,541,000
Total (using AC, not ACCP)				\$0	\$1,460,000	\$0	\$7,300,000	\$730,000	\$0	\$0	\$0	\$9,490,000
Total (using ACCP, not AC)				\$0	\$1,460,000	\$0	\$7,300,000	\$730,000	\$0	\$0	\$0	\$9,490,000

Lead Agency **KDOT**

WAMPO I.D. **B-23-17**

KDOT Project I.D. **KA-7007-01**

Last TIP Action **25-00**

Project Title **K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction**

Project Limits **bridge #279 on 45th Street over K-96**

Project Scope **Bridge Replacement**

Primary Mode **Bridge - Highway** Bike/ped component?

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

Administrative Contact

Engineering Contact

Allison Smith

Nick Squires

KDOT

KDOT

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Project Notes **This project is authorized for PE Only. Total project cost is estimated at \$8,877 K and this should be used for planning purposes only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: BRF	AC	State	\$0	\$810,100	\$0	\$0	\$0	\$0	\$0	\$0	\$810,100
2024	State			\$0	\$202,500	\$0	\$0	\$0	\$0	\$0	\$0	\$202,500
2029	Federal: BRF	ACCP		\$0	\$810,100	\$0	\$0	\$0	\$0	\$0	\$0	\$810,100
			Total (using AC, not ACCP)	\$0	\$1,012,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,600
			Total (using ACCP, not AC)	\$0	\$1,012,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,600



Lead Agency **KDOT**

WAMPO I.D. **B-23-18**

KDOT Project I.D. **KA-7008-01**

Last TIP Action **25-00**

Project Title **I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35**

Project Limits **I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek**

Project Scope **Bridge Replacement**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes **This project is authorized for PE Only. Total project cost is estimated at \$5,091K and this should be used for planning purposes only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: BRF	AC	State	\$0	\$522,700	\$0	\$0	\$0	\$0	\$0	\$0	\$522,700
2024	State			\$0	\$58,000	\$0	\$0	\$0	\$0	\$0	\$0	\$58,000
2029	Federal: BRF	ACCP		\$0	\$522,700	\$0	\$0	\$0	\$0	\$0	\$0	\$522,700
		Total (using AC, not ACCP)		\$0	\$580,700	\$0	\$0	\$0	\$0	\$0	\$0	\$580,700
		Total (using ACCP, not AC)		\$0	\$580,700	\$0	\$0	\$0	\$0	\$0	\$0	\$580,700

Lead Agency **KDOT**

WAMPO I.D. **B-24-01**

KDOT Project I.D. **KA-6937-01**

Last TIP Action **23-07**

Project Title **US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita**

Project Limits **US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita**

Project Scope **Paint bridge rail, lighting, and additional repairs as needed**

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500
			Total (using AC, not ACCP)	\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500
			Total (using ACCP, not AC)	\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500

Lead Agency **KDOT**

WAMPO I.D. **B-24-02**

KDOT Project I.D. **KA-7182-01**

Last TIP Action **23-07**

Project Title **Sedgwick County I-135 Canal Route Bridge Study**

Project Limits **N/A**

Project Scope **Grant application for Multiple bridge Study**

Primary Mode **Bridge - Highway** Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
			Total (using AC, not ACCP)	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$250,000</b>
			Total (using ACCP, not AC)	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$250,000</b>

Lead Agency **KDOT**

WAMPO I.D. **B-24-04**

KDOT Project I.D.

Last TIP Action **25-00**

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

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

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

Primary Mode **Bridge - Highway**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Brent Terstriep

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2024	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2025	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2025	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2025	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2026	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2026	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2026	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2027	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2027	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2027	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2028	Federal: NHPP	AC	State	\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2028	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
2028	State			\$0	\$120,000	\$0	\$960,000	\$120,000	\$0	\$0	\$0	\$1,200,000
2029	Federal: NHPP	ACCP		\$0	\$480,000	\$0	\$3,840,000	\$480,000	\$0	\$0	\$0	\$4,800,000
Total (using AC, not ACCP)				\$0	\$3,000,000	\$0	\$24,000,000	\$3,000,000	\$0	\$0	\$0	<b>\$30,000,000</b>
Total (using ACCP, not AC)				\$0	\$3,000,000	\$0	\$24,000,000	\$3,000,000	\$0	\$0	\$0	<b>\$30,000,000</b>

Lead Agency KDOT

WAMPO I.D. HWY-20-01

KDOT Project I.D. KA-5807-01

Last TIP Action 23-04.1

Project Title K-42 in Sedgwick County

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

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

Primary Mode Road - Highway

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Allison Smith

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Engineering Contact

Scott King

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: KDOT-STBG	AC	State	\$0	\$1,169,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,169,000
2020	State			\$0	\$292,200	\$0	\$0	\$0	\$0	\$0	\$0	\$292,200
2022	Federal: KDOT-STBG	AC	State	\$175,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,300
2022	State			\$43,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800
2023	State			\$0	\$0	\$219,200	\$0	\$0	\$0	\$0	\$0	\$219,200
2026	Federal: KDOT-STBG	AC	State	\$0	\$0	\$0	\$11,689,800	\$1,169,000	\$0	\$0	\$0	\$12,858,800
2026	State			\$0	\$0	\$0	\$2,922,500	\$292,200	\$0	\$0	\$0	\$3,214,700
2028	Federal: KDOT-STBG	ACCP		\$175,300	\$1,169,000	\$0	\$11,689,800	\$1,169,000	\$0	\$0	\$0	\$14,203,100
			Total (using AC, not ACCP)	\$219,100	\$1,461,200	\$219,200	\$14,612,300	\$1,461,200	\$0	\$0	\$0	\$17,973,000
			Total (using ACCP, not AC)	\$219,100	\$1,461,200	\$219,200	\$14,612,300	\$1,461,200	\$0	\$0	\$0	\$17,973,000

Lead Agency **KDOT**

WAMPO I.D. INT-24-01

KDOT Project I.D. KA-6285-01

Last TIP Action 23-07

Project Title **K-15: Intersections at 71st, 47th and MacArthur (City of Derby)**

Project Limits **K-15: Intersections at 71st, 47th and MacArthur (City of Derby)**

Project Scope **Replace Signal Poles on K-15 in Sedgwick County**

Primary Mode **Intersection**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Nick Squires

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$29,800	\$59,600	\$1,000	\$596,300	\$59,600	\$0	\$0	\$0	\$746,300
			Total (using AC, not ACCP)	\$29,800	\$59,600	\$1,000	\$596,300	\$59,600	\$0	\$0	\$0	<b>\$746,300</b>
			Total (using ACCP, not AC)	\$29,800	\$59,600	\$1,000	\$596,300	\$59,600	\$0	\$0	\$0	<b>\$746,300</b>

Lead Agency **KDOT**

WAMPO I.D. ITS-23-01

KDOT Project I.D. KA-6847-01

Last TIP Action 25-00

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

Project Limits multiple locations on US 54 an K96

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

Primary Mode **Technology**

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000
2025	State			\$0	\$0	\$0	\$970,000	\$65,000	\$0	\$0	\$0	\$1,035,000
		Total (using AC, not ACCP)		\$0	\$85,000	\$0	\$970,000	\$65,000	\$0	\$0	\$0	\$1,120,000
		Total (using ACCP, not AC)		\$0	\$85,000	\$0	\$970,000	\$65,000	\$0	\$0	\$0	\$1,120,000

Lead Agency **KDOT**

WAMPO I.D. **P-24-01**

KDOT Project I.D. **KA-7295-01**

Last TIP Action **23-07**

Project Title **WAMPO Supplemental Planning and Demonstration Activities**

Project Limits **WAMPO region**

Project Scope **Provide state funds for the SS4A program**

Primary Mode **Planning & Outreach** Bike/ped component?

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

Administrative Contact

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Engineering Contact

Nick Squires  
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$176,250	\$0	\$0	\$0	\$0	\$0	\$0	\$176,250
			Total (using AC, not ACCP)	\$0	\$176,250	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$176,250</b>
			Total (using ACCP, not AC)	\$0	\$176,250	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$176,250</b>



Lead Agency **KDOT**

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

KDOT Project I.D.

Last TIP Action **23-02**

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

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

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

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

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Project Notes

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

Lead Agency **KDOT**

WAMPO I.D. R-21-04

KDOT Project I.D. K-8234-05

Last TIP Action 23-01.2

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

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

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

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

Administrative Contact

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Engineering Contact

Jeff Sims

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Project Notes

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

Lead Agency **KDOT**

WAMPO I.D. **R-21-06**

KDOT Project I.D. **KA-6099-02**

Last TIP Action **25-00**

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

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

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

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

Administrative Contact

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Engineering Contact

Nick Squires

KDOT

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Project Notes **Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$292,250 K and should be used for planning purposes only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$25,565,300	\$0	\$0	\$0	\$0	\$0	\$0	\$25,565,300
2022	State			\$0	\$6,391,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,391,000
2024	Federal: NHPP	AC	State	\$8,521,700	\$0	\$17,043,500	\$0	\$0	\$0	\$0	\$0	\$25,565,200
2024	State			\$2,130,400	\$0	\$4,260,900	\$0	\$0	\$0	\$0	\$0	\$6,391,300
2029	Federal: NHPP	ACCP		\$8,521,700	\$25,565,300	\$17,043,500	\$0	\$0	\$0	\$0	\$0	\$51,130,500
Total (using AC, not ACCP)				\$10,652,100	\$31,956,300	\$21,304,400	\$0	\$0	\$0	\$0	\$0	<b>\$63,912,800</b>
Total (using ACCP, not AC)				\$10,652,100	\$31,956,300	\$21,304,400	\$0	\$0	\$0	\$0	\$0	<b>\$63,912,800</b>

Lead Agency **KDOT**

WAMPO I.D. **R-23-02**

KDOT Project I.D.

Last TIP Action **25-00**

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

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

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

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

Administrative Contact

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Engineering Contact

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2024	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2025	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2025	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2025	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2026	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2026	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2026	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2027	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2027	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2027	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2028	Federal: NHPP	AC	State	\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2028	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
2028	State			\$0	\$0	\$0	\$1,860,000	\$140,000	\$0	\$0	\$0	\$2,000,000
2029	Federal: NHPP	ACCP		\$0	\$0	\$0	\$7,440,000	\$560,000	\$0	\$0	\$0	\$8,000,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$46,500,000	\$3,500,000	\$0	\$0	\$0	\$50,000,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$46,500,000	\$3,500,000	\$0	\$0	\$0	\$50,000,000

Lead Agency **KDOT**

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

KDOT Project I.D. **KA-6535-04**

Last TIP Action **25-00**

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

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

Project Scope **Reconstruct US-54 to 6-lanes including reconstruction of U.S. 54/K-96 interchange and addition of interchanges at 143rd Street and 159th street**

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Steve Cross

KDOT

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$24,000,000	\$15,192,000	\$0	\$0	\$0	\$0	\$0	\$39,192,000
2023	State			\$0	\$6,000,000	\$3,798,000	\$0	\$0	\$0	\$0	\$0	\$9,798,000
2024	Federal: NHPP	AC	State	\$23,920,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,920,000
2024	State			\$5,980,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,980,000
2025	Federal: NHPP	AC	State	\$0	\$0	\$0	\$223,620,000	\$24,000,000	\$0	\$0	\$0	\$247,620,000
2025	Local			\$0	\$0	\$0	\$20,475,000	\$0	\$0	\$0	\$0	\$20,475,000
2025	State			\$0	\$0	\$0	\$55,905,000	\$6,000,000	\$0	\$0	\$0	\$61,905,000
2029	Federal: NHPP	ACCP		\$23,920,000	\$24,000,000	\$15,192,000	\$223,620,000	\$24,000,000	\$0	\$0	\$0	\$310,732,000
Total (using AC, not ACCP)				\$29,900,000	\$30,000,000	\$18,990,000	\$300,000,000	\$30,000,000	\$0	\$0	\$0	\$408,890,000
Total (using ACCP, not AC)				\$29,900,000	\$30,000,000	\$18,990,000	\$300,000,000	\$30,000,000	\$0	\$0	\$0	\$408,890,000

Lead Agency **KDOT**

WAMPO I.D. **R-24-01**

KDOT Project I.D. **KA-7302-01**

Last TIP Action **23-08**

Project Title **City of Goddard: US-54 and 183rd Street**

Project Limits **US-54 and 183rd Street**

Project Scope **Reconstruct intersection to include turn lanes, upgrade signals and sidewalk**

Primary Mode **Road - Highway**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$0	\$0	\$1,000,000	\$10,000	\$0	\$0	\$0	\$1,010,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$1,000,000	\$10,000	\$0	\$0	\$0	\$1,010,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$1,000,000	\$10,000	\$0	\$0	\$0	\$1,010,000

Lead Agency **KDOT**

WAMPO I.D. **RR-24-01**

KDOT Project I.D. **RA-0514-01**

Last TIP Action **23-08**

Project Title **Rail Line Rehabilitation along the K&O Railroad**

Project Limits **along the K&O Railroad, MP 484**

Project Scope **Phase 3/3 of Major Rehabilitation project including replacement of rail, ties, and rail bedding rebuild**

Primary Mode **Rail**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$0	\$0	\$803,300	\$0	\$0	\$0	\$0	\$803,300
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$803,300	\$0	\$0	\$0	\$0	<b>\$803,300</b>
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$803,300	\$0	\$0	\$0	\$0	<b>\$803,300</b>

Lead Agency **KDOT**

WAMPO I.D. **RR-24-02**

KDOT Project I.D. **X-3141-01**

Last TIP Action **23-08**

Project Title **KO Railroad & Harry Street in Wichita**

Project Limits **KO Railroad & Harry Street**

Project Scope **Upgrade Crossing Device**

Primary Mode **Rail**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Shawn Hennes

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RRS	AC	State	\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
2024	Federal: RRS	ACCP		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>



Lead Agency **KDOT**

WAMPO I.D. **RR-24-03**

KDOT Project I.D. **X-3143-01**

Last TIP Action **23-08**

Project Title **KO Railroad & Southwest Boulevard in Wichita**

Project Limits **KO Railroad & Southwest Boulevard**

Project Scope **Upgrade Crossing Device**

Primary Mode **Rail**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Shawn Hennes

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RRS	AC	State	\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
2024	Federal: RRS	ACCP		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>

Lead Agency **KDOT**

WAMPO I.D. **RR-24-04**

KDOT Project I.D. **X-3144-01**

Last TIP Action **23-08**

Project Title **KO Railroad & May Street in Wichita**

Project Limits **KO Railroad & May Street**

Project Scope **Upgrade Crossing Device**

Primary Mode **Rail**

Bike/ped component?

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

Administrative Contact

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Engineering Contact

Shawn Hennes

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RRS	AC	State	\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
2024	Federal: RRS	ACCP		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>

Lead Agency **KDOT**

WAMPO I.D. **RR-24-05**

KDOT Project I.D. **X-3145-01**

Last TIP Action **25-00**

Project Title **KO Railroad & 31st Street in Wichita**

Project Limits **KO Railroad & 31st Street**

Project Scope **Upgrade Crossing Device**

Primary Mode **Rail**

Bike/ped component?

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

*Administrative Contact*

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*Engineering Contact*

Shawn Hennes

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*Project Notes*

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RRS	AC	State	\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
2024	Federal: RRS	ACCP		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>
Total (using ACCP, not AC)				\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>

Lead Agency **KDOT**

WAMPO I.D. **RR-24-06**

KDOT Project I.D. **X-3146-01**

Last TIP Action **23-08**

Project Title **KO Railroad & Tracy Avenue in Clearwater**

Project Limits **KO Railroad & Tracy Avenue**

Project Scope **Upgrade Crossing Device**

Primary Mode **Rail**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Shawn Hennes

KDOT

785-296-3529

shawn.hennes@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RRS	AC	State	\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
2024	Federal: RRS	ACCP		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>

Lead Agency **KDOT**

WAMPO I.D. **RR-24-07**

KDOT Project I.D. **X-3147-01**

Last TIP Action **23-08**

Project Title **KO Railroad & St. Clair Street in Wichita**

Project Limits **KO Railroad & St. Clair Street**

Project Scope **Upgrade Crossing Device**

Primary Mode **Rail**

Bike/ped component?

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

Administrative Contact

Allison Smith

KDOT

785-296-0341

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Engineering Contact

Shawn Hennes

KDOT

785-296-3529

shawn.hennes@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RRS	AC	State	\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
2024	Federal: RRS	ACCP		\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	\$501,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>
Total (using ACCP, not AC)				\$0	\$0	\$0	\$500,000	\$1,000	\$0	\$0	\$0	<b>\$501,000</b>

Lead Agency **KDOT**

WAMPO I.D. **S-17-01**

KDOT Project I.D.

Last TIP Action **25-00**

Project Title **Railroad Safety Crossing Improvements**

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

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

Primary Mode **Safety**

Bike/ped component?

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

Administrative Contact

Allison Smith

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Engineering Contact

Nick Squires

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2025	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2025	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2026	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2026	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2027	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2027	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2028	Federal: HSIP	AC	State	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2028	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2029	Federal: HSIP	ACCP		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000

Lead Agency Transit - Sedgwick County Transportation

WAMPO I.D. 40-544

KDOT Project I.D. N-0726-01

Last TIP Action 21-04.1

Project Title Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation

Project Limits Sedgwick County

Project 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. This project and its funding will be transferred to the Federal Transit Administration.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Dorsha Kirksey

Sedgwick County Department of Aging

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Dorsha.Kirksey@sedgwick.gov

Engineering Contact

Dorsha Kirksey

Sedgwick County Department of Aging

(316)660-5158

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: MPO-CMAQ			\$0	\$0	\$0	\$0	\$0	\$178,252	\$0	\$0	\$178,252
2021	Local			\$0	\$0	\$0	\$0	\$0	\$44,563	\$0	\$0	\$44,563
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$222,815	\$0	\$0	\$222,815
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$222,815	\$0	\$0	\$222,815

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-509

KDOT Project I.D. N-0757-01

Last TIP Action 23-02.1

Project Title Wichita Transit Network Redesign Plan

Project Limits Wichita city limits

Project Scope Transit Network Redesign plan

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Raven Alexander

Wichita Transit

(316)352-4868

RAlexander@wichita.gov

Engineering Contact

Raven Alexander

Wichita Transit

(316)352-4868

RAlexander@wichita.gov

Project Notes

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



Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-525

KDOT Project I.D. N-0747-01

Last TIP Action 23-01.2

Project Title Wichita Bicycle Master Plan Update

Project Limits Wichita city limits

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

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Tia Raamot

Wichita Transit

(316)352-4855

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Engineering Contact

Tia Raamot

Wichita Transit

(316)352-4855

traamot@wichita.gov

Project Notes

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

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-570

KDOT Project I.D. N-0783-01

Last TIP Action 23-03.15

Project Title Delano Transit Center

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

Project Scope Construct a new multimodal transit center

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Tonja Howard

Wichita Transit

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Engineering Contact

Tonja Howard

Wichita Transit

(316)352-4807

thoward@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$14,232,816	\$0	\$14,232,816
2020	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$3,492,704	\$0	\$3,492,704
2023	Federal: KDOT-CMAQ			\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2023	Federal: KDOT-STBG			\$0	\$0	\$0	\$0	\$0	\$0	\$699,113	\$0	\$699,113
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$490,279	\$0	\$490,279
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$0	\$19,914,912	\$0	\$19,914,912
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$0	\$19,914,912	\$0	\$19,914,912

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-17-02

KDOT Project I.D.

Last TIP Action 23-07

Project Title Wichita Transit Other Capital

Project Limits Wichita city limits

Project Scope Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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thoward@wichita.gov

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2022	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2023	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2024	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2025	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2026	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2027	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2027	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2028	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2028	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$0	\$44,000,000
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$0	\$44,000,000

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-17-05

KDOT Project I.D.

Last TIP Action 23-07

Project Title Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities

Project Limits City of Wichita city limits

Project Scope The 5339 program is eligible for bus, bus related and bus facility purchases.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Engineering Contact

Tonja Howard

Tonja Howard

Wichita Transit

Wichita Transit

(316)352-4807

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2022	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$505,000	\$0	\$505,000
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$126,250	\$0	\$126,250
2023	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$510,050	\$0	\$510,050
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$127,512	\$0	\$127,512
2024	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2025	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2026	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2027	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2027	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2028	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2028	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$0	\$5,893,812	\$0	\$5,893,812
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$5,893,812	\$0	\$5,893,812

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-19-01

KDOT Project I.D.

Last TIP Action 23-07

Project Title FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities

Project Limits Wichita urbanized area

Project Scope Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Engineering Contact

Raven Alexander

Raven Alexander

Wichita Transit

Wichita Transit

(316)352-4868

(316)352-4868

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$284,014	\$152,931	\$436,945
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$46,349	\$152,931	\$199,280
2022	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$419,572	\$220,627	\$640,199
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$68,946	\$220,627	\$289,573
2023	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$432,315	\$232,785	\$665,100
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$73,161	\$232,785	\$305,946
2024	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$445,284	\$239,769	\$685,053
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$75,356	\$239,769	\$315,125
2025	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$458,643	\$246,962	\$705,605
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$77,617	\$246,962	\$324,579
2026	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$472,402	\$254,371	\$726,773
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$79,945	\$254,371	\$334,316
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$0	\$2,933,604	\$2,694,890	\$5,628,494
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$0	\$2,933,604	\$2,694,890	\$5,628,494

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-19-02

KDOT Project I.D.

Last TIP Action 23-07

Project Title Wichita Transit Operating

Project Limits Wichita urbanized area

Project Scope Operating dollars to support ongoing operations

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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Engineering Contact

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Wichita Transit  
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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2025	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2026	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2027	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2027	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2028	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2028	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-19-05

KDOT Project I.D. N-0718-01

Last TIP Action 21-01.1

Project Title Wichita Transit Replacement Paratransit Vehicles

Project Limits Wichita Urbanized Area

Project 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. This project and its funding will be transferred to the Federal Transit Administration.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Tonja Howard

Wichita Transit

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Engineering Contact

Tonja Howard

Wichita Transit

(316)352-4807

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: MPO-STBG			\$0	\$0	\$0	\$0	\$0	\$0	\$569,365	\$0	\$569,365
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$142,341	\$0	\$142,341
2022	Federal: MPO-STBG			\$0	\$0	\$0	\$0	\$0	\$0	\$924,107	\$0	\$924,107
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$231,027	\$0	\$231,027
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$0	\$1,866,840	\$0	\$1,866,840
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$0	\$1,866,840	\$0	\$1,866,840

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-23-01

KDOT Project I.D.

Last TIP Action 23-04.1

Project Title Paratransit Vehicle Replacement

Project Limits City of Wichita

Project Scope Replace 10 paratransit vehicles.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

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

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$840,000	\$0	\$840,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$360,000	\$0	\$360,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$1,200,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$1,200,000



Lead Agency Transit - Wichita Transit

WAMPO I.D. T-23-03

KDOT Project I.D.

Last TIP Action 23-05

Project Title FTA 5339 Low No Program: Electric Van Purchase

Project Limits Wichita Urbanized Area

Project Scope Replace gas diesel cutaway paratransit vans with battery electric vehicles including infrastructure and necessary equipment

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Tonja Howard  
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(316) 352-4807  
thoward@wichita.gov

Engineering Contact

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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$54,078	\$0	\$54,078
2022	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$1,126,950	\$0	\$1,126,950
2022	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$2,770,050	\$0	\$2,770,050
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$13,520	\$0	\$13,520
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$161,050	\$0	\$161,050
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$488,830	\$0	\$488,830
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$0	\$4,614,478	\$0	\$4,614,478
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$0	\$4,614,478	\$0	\$4,614,478

Lead Agency WAMPO

WAMPO I.D. 40-514

KDOT Project I.D.

Last TIP Action 21-05.5

Project Title WAMPO Travel Demand Model Update

Project Limits WAMPO region

Project Scope Update WAMPO Travel Demand Model, with complete model calibration and validation.

Primary Mode Planning & Outreach Bike/ped component?

Partially or Fully in: Butler County  Sedgwick County  Sumner County

Administrative Contact

Engineering Contact

Nick Flanders

Nick Flanders

WAMPO

WAMPO

(316)779-1318

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Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: CRRSAA			\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000

Lead Agency WAMPO

WAMPO I.D. P-23-03

KDOT Project I.D. N-0787-01

Last TIP Action 23-00

Project Title Safe Routes to School Planning Assistance

Project Limits WAMPO region

Project Scope This project will hire consultants to help municipalities (in conjunction with their school districts) develop Safe Routes to School (SRTS) plans, incorporating the 6 E's – Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The plans will also identify SRTS routes and improvements necessary on those routes.

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

Administrative Contact

Ashley Bryers

WAMPO

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Ashley.Bryers@wampo.org

Engineering Contact

Ashley Bryers

WAMPO

(316) 779-1319

Ashley.Bryers@wampo.org

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: MPO-TA			\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000

# Appendix: B

## Projects and Performance Measures

The Transportation Improvement Program (TIP) lists all federally funded transportation projects within the Wichita Area Metropolitan Planning Organization planning area. As part of a performance-based planning approach, these projects are evaluated to determine how they contribute to achieving WAMPO’s established federal Performance Measure (PM) targets. The table below outlines how each TIP project aids WAMPO in attaining its federally mandated PM targets.

**Table B1: Projects and Performance Measures**

Lead Agency	Project Title	SAFETY (PM1)				CONDITION (PM2)		RELIABILITY (PM3)		TRANSIT ASSET MANAGEMENT (TAM)	TRANSIT SAFETY
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds thru Walkability Features & Road Diets	Bicycle Facilities	PAVEMENT CONDITION	BRIDGE CONDITION	Technology / ITS Projects	Traffic Flow Projects		
Andover	Prairie Creek Rd bridge over KTA			X	X						
Andover	159th St. East, from US-54/400 to Central Ave.				X						
Bel Aire	45th St N, Oliver to Woodlawn		X		X						
Bel Aire	Woodlawn: 45th St to 37th St. N			X							
Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path				X						
Bel Aire	Bel Aire Bike Ped Trail Phase 1				X						
Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path				X						
Butler County	SW Butler Rd/SW 150th St Intersection		X	X		X					
Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St		X				X				
Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek						X				
Butler County	SW Butler Rd Multi-use Path at SW 150th St.				X						
Derby	Rock Road Corridor Improvements		X	X	X						
Derby	Nelson Drive Realignment			X							
Garden Plain	Harry and Main Street Sidewalks			X							
Haysville	Seneca & 63rd Street Bike Ped Pathway				X						
Haysville	Meridian Street (79th St to Grand Ave)		X	X		X					
Haysville	Meridian - Saddle Brook Multiuse Trail				X						
KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties		X			X			X		
KDOT	WICHway Video Wall							X			
KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane								X		
KDOT	Bridge #132 on US-54 in Sedgwick County						X				
KDOT	Railroad Safety Crossing Improvements	X									
KDOT	Bridge #094 & #095 on I-235 in Sedgwick County						X				
KDOT	K-42 in Sedgwick County	X					X				
KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County						X				

Lead Agency	Project Title	SAFETY (PM1)				CONDITION (PM2)		RELIABILITY (PM3)		TRANSIT ASSET MANAGEMENT (TAM)	TRANSIT SAFETY
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds thru Walkability Features & Road Diets	Bicycle Facilities	PAVEMENT CONDITION	BRIDGE CONDITION	Technology / ITS Projects	Traffic Flow Projects		
KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)							X			
KDOT	Replace Bridge #184 on K-15 in Sedgwick County						X				
KDOT	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)							X			
KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County						X				
KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region					X					
KDOT	Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita							X			
KDOT	Bridges #065 and #066 on I-235 in Sedgwick County						X				
KDOT	I-135: Bridge #046 located 4.46 miles north of I-235						X				
KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita						X				
KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135						X				
KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line						X				
KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue						X				
KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction						X				
KDOT	I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35						X				
KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita						X				
KDOT	WAMPO Supplemental Planning and Demonstration Activities	X									
KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	X									
KDOT	Sedgwick County I-135 Canal Route Bridge Study						X				
KDOT	City of Goddard: US-54 and 183rd Street		X	X					X		
KDOT	KO Railroad & Harry Street in Wichita	X									
KDOT	Rail Line Rehabilitation along the K&O Railroad	X									
KDOT	KO Railroad & Southwest Boulevard in Wichita	X									
KDOT	KO Railroad & 31st Street in Wichita	X									
KDOT	KO Railroad & May Street in Wichita	X									
KDOT	KO Railroad & Tracy Avenue in Clearwater	X									
KDOT	KO Railroad & St. Clair Street in Wichita	X									
KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region						X				
Kechi	Oliver and Kechi Rd. Intersection		X		X						
Maize	Academy Avenue Improvements from Maize Road to Maize City Park		X		X						
Park City	85th Street and Broadway Roundabout		X								
Sedgwick County	Maple Street Pathway				X						
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway						X				
Sedgwick County	B502: Bridge on Greenwich between 109th St. North and 117th St. North						X				
Sedgwick County	B485: Bridge on 151st St West over Ninnescah River						X				
Sedgwick County	B498: Bridge on 143rd St. East between Pawnee and 31st St. South						X				

Lead Agency	Project Title	SAFETY (PM1)				CONDITION (PM2)		RELIABILITY (PM3)		TRANSIT ASSET MANAGEMENT (TAM)	TRANSIT SAFETY
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speedsthru Walkability Features & Road Diets	Bicycle Facilities	PAVEMENT CONDITION	BRIDGE CONDITION	Technology / ITS Projects	Traffic Flow Projects		
Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.					X					
Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South						X				
Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North					X					
Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South					X					
Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West						X				
Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West					X					
Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street						X				
Sedgwick County	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North					X					
Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North					X					
Sedgwick County	R356: 151st St. West from 53rd St. North to K-96					X					
Sedgwick County	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.						X				
Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South						X				
Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North						X				
Sedgwick County	R362: 127th St. East for Half Mile North of 31st St. South					X					
Sedgwick County	R364: 29th St. North between 119th and 135th St. West					X					
Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West						X				
Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.						X				
Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North						X				
Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.						X				
Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.						X				
Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South						X				
Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West						X				
Sedgwick County	B527: Bridge over Eagle Ditch on 119th St. West between 85th and 93rd St. North						X				
Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation									X	X
Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)				X						
Valley Center	Seneca St Multiuse Path				X						
WAMPO	WAMPO Travel Demand Model Update							X	X		
WAMPO	Safe Routes to School Planning Assistance	X									
Wichita	Pawnee, Webb to Greenwich		X	X	X				X		
Wichita	West St, 47th-MacArthur		X	X	X						
Wichita	Pawnee & 127th Street intersection		X						X		
Wichita	2nd St., Main to St. Francis		X								
Wichita	West St., Harry to Pawnee			X					X		
Wichita	West St., I-235-MacArthur			X					X		
Wichita	37th St N., Hydraulic to Hillside			X							

Lead Agency	Project Title	SAFETY (PM1)				CONDITION (PM2)		RELIABILITY (PM3)		TRANSIT ASSET MANAGEMENT (TAM)	TRANSIT SAFETY
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds thru Walkability Features & Road Diets	Bicycle Facilities	PAVEMENT CONDITION	BRIDGE CONDITION	Technology / ITS Projects	Traffic Flow Projects		
Wichita	143rd St. E., Kellogg-Harry			X							
Wichita	17th St N, I-135 to Hillside			X							
Wichita	Chisholm Trail and Delano Path				X						
Wichita	Prairie Sunset Trail				X						
Wichita	Bike Enhancement Projects				X						
Wichita	Douglas, Seneca to Meridian					X		X	X		
Wichita	Wichita Intelligent Transportation System - Central Business District							X	X		
Wichita	Wichita Intelligent Transportation System - E21st St N							X	X		
Wichita	West Kellogg/US -54/400 Expansion								X		
Wichita	Bridge Rehabilitation/Repair - Wichita						X				
Wichita	Douglas, Washington to Grove					X					
Wichita	Maple, 135th St W to 167th St W		X		X				X		
Wichita	Comprehensive Way Finding	X									
Wichita	Redbud Path from Woodlawn to K-96			X	X						
Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway,	X							X		
Wichita	Multimodal Facility (MMF)			X	X					X	X
Wichita	127th St E, 13th to Douglas				X				X		
Wichita	ITS - 21st St and Maize to Downtown			X	X			X			
Wichita	Pawnee, Greenwich to 127th St E				X	X					
Wichita	Maize Road, Pawnee to 31st Street South				X	X			X		
Wichita	Webb Road, Central to 13th St N				X	X			X		
Wichita	Hillside, 37th St N to 45th St N				X	X			X		
Wichita	45th Street N, Hillside to Oliver				X	X			X		
Wichita	ITS - Maize Rd, 37th St N to Pawnee			X	X			X			
Wichita	Mt. Vernon and Hydraulic Intersection		X	X							
Wichita Transit	Wichita Bicycle Master Plan Update				X						
Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities									X	
Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities									X	
Wichita Transit	Wichita Transit Operating									X	
Wichita Transit	Wichita Transit Replacement Paratransit Vehicles									X	X
Wichita Transit	Wichita Transit Network Redesign Plan										
Wichita Transit	Delano Transit Center									X	
Wichita Transit	Wichita Transit Other Capital									X	X
Wichita Transit	Paratransit Vehicle Replacement									X	
Wichita Transit	FTA 5339 Low No Program: Electric Van Purchase									X	X

# Appendix: c

## Significantly Delayed Projects

### Which projects are significantly delayed?

For the purposes of this Transportation Improvement Program (TIP), a project is considered to be “significantly delayed” if its primary year of implementation is moved back at least three years while carrying it over from the FFY2023-FFY2026 TIP to the FFY2025-FFY2028 TIP. By this standard, none of the projects in the FFY2025-FFY2028 TIP are significantly delayed.

It is common for TIP project details to be amended several times before the next adoption of a new TIP, including both delaying projects to a later FFY and bringing projects forward to an earlier FFY. For the most up-to-date, detailed TIP project list for the WAMPO region, visit <https://www.wampo.org/transportation-improvement-program>.



# Appendix: D

## Completed and Removed Projects

### **Which projects from the FFY2023-FFY2026 TIP are not in the FFY2025-FFY2028 TIP?**

Not all projects from the FFY2023-FFY2026 TIP have been carried forward into the FFY2025-FFY2028 TIP. There are 59 projects in the FFY2023-FFY2026 TIP whose lead agencies confirm have been completed, so there is no reason to continue to show them in the FFY2025-FFY2028 TIP. These projects are identified in the following table.

It is common for TIP project details to be amended several times before the next adoption of a new TIP, sometimes including the removal of a project from the TIP. For the most up-to-date detailed TIP project list for the WAMPO region, visit <https://www.wampo.org/transportation-improvement-program>.

**Table D1: Completed Projects from FFY2023-FFY2026 TIP (No need to carry forward)**

WAMPO I.D.	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
TA-17-01	City of Andover	North Andover Rd. Improvements Redbud Trail to Ira Ct.	\$5,338,974	\$2,390,374
40-549	City of Derby	Market St Reconstruction, from Ark River to K-15	\$225,000	\$0
INT-17-01	City of Derby	Patriot Ave.: WB Right Turn Lane to K15 NB	\$961,233	\$543,501
R-19-08	City of Haysville	North Main Street Reconstruction	\$2,372,480	\$1,743,664
R-19-06	City of Park City	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	\$5,375,712	\$3,309,578
R-13-005	City of Valley Center	5th St.: Bridge over Floodway to Fiddler's Creek	\$2,535,000	\$1,760,000
R-17-03	City of Wichita	17th Street, I-135 to Broadway	\$9,602,618	\$4,282,618
40-551	County of Sedgwick - Public Works	B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No	\$1,150,000	\$0
40-554	County of Sedgwick - Public Works	B500: Bridge on 103rd St. S. between 119th and 135th St. W.	\$850,000	\$0
40-556	County of Sedgwick - Public Works	B505: Rehabilitate Bridge on Ridge over Arkansas River	\$940,000	\$0
40-568	County of Sedgwick - Public Works	B507: Bridge on Greenwich between 117th St. North and 125th St. North	\$600,000	\$0
40-571	County of Sedgwick - Public Works	B504: Rehabilitate Bridge on 151st St. West over Arkansas River	\$550,000	\$0
40-500	KDOT	WAMPO Regional Fiber Plan	\$100,000	\$80,000
40-576	KDOT	KDOT Bridge Set Aside projects in the WAMPO Region 2022	\$6,000,000	\$0
40-577	KDOT	Overlay in Sedgwick County on K-96	\$7,195,120	\$0
40-578	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022	\$8,500,000	\$0
B-13-008	KDOT	I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)	\$95,244,353	\$0
B-17-03	KDOT	Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County (KA-3895-01)	\$10,623,178	\$0
B-18-01	KDOT	Bridge Repair (#291) on I-135 in Sedgwick County (KA-4910-03)	\$12,200,000	\$0
B-19-02	KDOT	Bridge #290 on I-135 in Sedgwick County (KA-4910-02)	\$7,212,400	\$0
B-21-01	KDOT	Redeck Bridge #113 on US-54 in Sedgwick County	\$2,513,381	\$0
B-23-01	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region 2023	\$6,000,000	\$0
B-23-03	KDOT	I-235: Bridge #320 located 0.81 Miles East of West Street	\$464,500	\$0
B-23-04	KDOT	US-54: Bridge #132 located 0.2 Miles East of Hoover Road	\$666,200	\$0
B-23-05	KDOT	I-135: Bridge #036 located 0.42 Miles North of I-235	\$590,000	\$0
B-23-08	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	\$3,621,500	\$0
B-23-09	KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue	\$9,490,000	\$0
B-23-10	KDOT	I-135: Bridge #048 (85th Street) located 5.44 miles North of I-235 in Park City	\$565,200	\$0
B-23-12	KDOT	US-54: Bridge #118 (on S 343rd Street W over US-54) located 3.03 miles East of K-251	\$417,600	\$0
B-23-13	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	\$2,060,500	\$0
B-23-19	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction	\$1,003,600	\$0
B-23-20	KDOT	I-135: Bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35	\$580,800	\$0
ICH-12-008	KDOT	I-235/US-54 & I-235/Central - Phase I (KA-0161-04)	\$143,297,057	\$0
ICH-17-01B	KDOT	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	\$179,714,483	\$1,667,040
ICH-19-02	KDOT	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	\$57,110,567	\$0
INT-17-002	KDOT	Intersection Improvements at US-54 and Barber Dr.	\$3,201,784	\$0
INT-19-04	KDOT	K-254 at Rock Road	\$741,757	\$0
ITS-18-04	KDOT	Phase 5 Wichita Traffic Management Center Device and Fiber Exp	\$2,330,000	\$0
ITS-21-01	KDOT	Install Fiber along US-54 in Sedgwick County	\$4,008,000	\$0
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	\$300,000	\$0
ITS-23-03	KDOT	Wichita TMC ITS Yearly Operating and Maintenance Budget	\$1,500,000	\$0

**Table D1: Completed Projects from FFY2023-FFY2026 TIP (No need to carry forward)**

WAMPO I.D.	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
R-11-005	KDOT	US-54/400/Kellogg & Webb Interchange (KA-2382-01)	\$94,369,522	\$0
R-21-01	KDOT	K-42 Acces Rd- BrightWater Bay Development- Wichita, KS	\$786,000	\$0
R-21-03	KDOT	K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane	\$200,000	\$0
R-21-07	KDOT	I-135 in Sedgwick County	\$663,048	\$0
R-22-01	KDOT	Discovery Phase for US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties	\$1,050,000	\$0
R-22-02	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases	\$4,003,900	\$0
R-22-03	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	\$300,000	\$0
R-23-01	KDOT	KDOT 1R Resurfacing Preservation Projects in the WAMPO region 2023	\$10,000,000	\$0
R-23-04	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$1,992,000	\$0
R-23-05	KDOT	Sedgwick County: Half mile west of K-254 and Rock Road intersection east to K-254 and Greenwich Road intersection	\$800,000	\$0
R-23-06	KDOT	Andover: Founders Parkway between Allen Street and Andover Road and Allen Street from US-54 to Founders Parkway	\$3,400,000	\$0
R-23-07	KDOT	Sedgwick County: West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad in the City of Maize	\$178,600	\$0
RR-21-01	KDOT	Rail line rehabilitation at Cargill facility in Wichita, KS	\$300,000	\$0
RR-21-02	KDOT	Occidental Chemical Facility Rail Yard and Track	\$4,524,280	\$0
RR-23-01	KDOT	Sedgwick County: West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize	\$1,848,000	\$0
S-19-06	KDOT	Guardrail Upgrades on K-96 in Sedgwick County	\$3,039,105	\$0
S-21-01	KDOT	1R Project: I-235 in Sedgwick County Guardrail Upgrades	\$1,279,307	\$0
T-21-01	Transit - Starkey	Vehicle Maintenance Facility	\$940,410	\$0

DRAFT

# Appendix: E

## Environmental Justice

### Environmental Justice

The U.S. Environmental Protection Agency (EPA) defines environmental justice (EJ) as the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Environmental justice plays an important role in transportation planning. Transportation projects have long-lasting physical impacts on communities, and it is important to evaluate fairness and equity as part of the development of transportation policies and funding decisions. No group of people – by race, ethnicity, or socioeconomic status – should bear a disproportionate share of negative impacts as a result of decisions made at the federal, state, regional, or local level.

### Measuring Environmental Justice

Incorporating non-discriminatory considerations and practices into the transportation planning and decision-making processes is one of the main focal areas of the efforts WAMPO has undertaken as part of the FFY2025-FFY2028 Transportation Improvement Program (TIP). This appendix outlines and expands on the environmental justice analysis process, which includes the following core elements:

#### Identification

Gathering data supported by descriptive statistics and mapping to describe and identify EJ populations in the region.

#### Assessment

Includes reviewing the planned projects in relation to EJ populations. Assessment also includes the implementation of outreach strategies designed to engage traditionally underserved populations.

## Evaluation

Evaluating regional benefits and burdens through an overall assessment of the slate of planned transportation projects to determine if there are disproportionate/adverse impacts to the target populations. This also includes discussion on how any findings of disproportionate and/or adverse impacts may be addressed.

For more information on Environmental Justice, visit the following US Department of Transportation webpage: <https://www.transportation.gov/transportation-policy/environmental-justice>.

## ENVIRONMENTAL JUSTICE POPULATION

To identify those included in this discussion as EJ populations, WAMPO considered two federal Executive Orders: Executive Order 12898 discusses Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. Executive Order 13166 addresses Improving Access to Services for Persons with Limited English Proficiency (LEP). For the purposes of this analysis, minority and low-income populations are defined as “EJ populations.”

Spatial and demographic data from the U.S. Census Bureau 2018-2022 American Community Survey (ACS) Five-Year Estimates were used to identify environmental justice populations in the WAMPO region. Data were evaluated at the Census tract level (a Census tract includes one or more Census block groups and has 1,500-8,000 residents).

## Race & Ethnicity

Aggregated data showing race and ethnicity were organized into the following five categories (the first four of which are classified as EJ “minority” groups):

1. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent - including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippines, Thailand, and Vietnam.
2. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
3. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
4. Other, which includes:
  - a. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
  - b. American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
  - c. Other Races, and those identified by two or more races.

5. White or Caucasian, which refers to people having origins in any of the original peoples of Europe, the Middle East or North Africa.

## **THRESHOLDS & LIMITATIONS**

Identifying environmental justice populations is useful in understanding the comparative effects of projects throughout all of the affected populations. Thresholds for EJ populations were established in accordance with policy guidance on environmental justice. Population thresholds establish the number or percentage of individuals within a geographic area that must be exceeded to identify an EJ population.

While a convenient and commonly used method to identify EJ populations, the use of thresholds can mask the presence of small pockets of minority populations or low-income populations. WAMPO is mindful that thresholds may exclude some populations from analysis, despite the potential for those populations to be affected by a proposed plan or program. WAMPO also recognizes that EJ determinations are made based on effects, not population size.

Therefore, WAMPO analyzes data based on an “EJ Threshold” as well as on a regional average comparison to help identify concentrations of minority and low-income populations. Census tracts in this analysis considered to be “environmental justice census tracts” are those that meet the following criteria:

1. EJ Threshold: Census tracts with concentrated minority or low-income populations, equal to 50% or more of the tract’s total population.
2. Regional Average Threshold: Populations that are less concentrated, but still at least 10 percentage point above the WAMPO regional average percent minority or low-income. These averages are outlined in the following section.

## **Environmental Justice Analysis**

The following sections present the EJ analysis, organized by the three core elements of identification, assessment and evaluation.

### **Identification**

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

## REGIONAL COMMUNITY PROFILE

The EJ analysis process begins with developing an understanding of the EJ populations present in the region. To do this, WAMPO has gathered data on the sizes and locations of low-income, minority, and LEP populations.

Table E1 highlights the distributions of EJ populations in the WAMPO region.

**Table E1: Minority and Low-Income Populations**

POPULATION CATEGORIES		# OF PEOPLE	PERCENTAGE
<b>Total Population</b>		542,572	100%
<b>RACE/ETHNICITY</b>	Minority	144,286	26.6%
	Black or African American	42,491	7.8%
	American Indian and Alaska Native	4,897	0.9%
	Asian	22,895	4.2%
	Native Hawaiian and Pacific Islander	442	0.1%
	Some other race	23,881	4.4%
	Two or more races	49,681	9.2%
	<i>[Hispanic or Latino*]</i>	<i>[79,054]</i>	<i>[14.1%]</i>
	White	398,286	73.4%
<b>LOW INCOME</b>	'Persons Below Poverty'	70,903	13.3%

\* Individuals with overlapping Hispanic or Latino ethnicity have been captured in one of the above-listed race categories. Source: ACS 2018-2022 5-Year Estimate (B02001, B03003 and S1701)



## Mapping

Identifying EJ populations and their locations (Maps E1, E2, E3, and E4) is the first step in conducting the benefits-and-burdens analysis of plans, policies, and programs. Furthermore, demographic and other data collected to identify populations supports other targeted, neighborhood-level studies, as well as the transportation-funding applications and planning efforts of WAMPO regional partners.

## Minority Populations



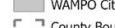
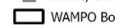

The minority population of the WAMPO region is 26.6% of the total population. An analysis of regional Census tracts has identified the geographic locations where minority populations are most concentrated. Map E1 illustrates the geographic locations of minority populations that are:

1. Greater than 50% of the tract's total population (**EJ Threshold**, solid pink).
2. More than 10 percentage points greater than the regional average of 26.6% (**Regional Average Threshold**, cross-hatched blue). In other words, the Regional Average Threshold tracts are those that are at least 36.6% minority, but less than 50%.

## Map E1: Minority Populations



**% Minority per Census Tract**

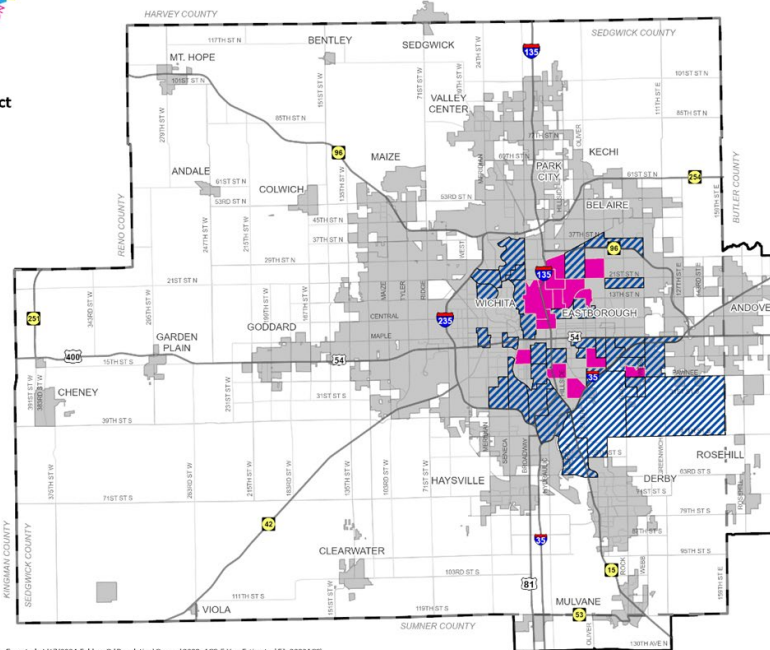
-  36.6% - 50% [Regional Threshold]
-  >50% [EJ Threshold]
-  WAMPO Cities
-  County Boundaries
-  WAMPO Boundary



0 2 4 Miles

Source: 2022 ACS (80201). Produced by: WAMPO. Date Exported: 1/17/2024 Folder: G:\Population\Census\2022\_ACS\_5 Year Estimates\EJ\_2022ACS\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

## Minority Population Environmental Justice Census Tracts





Map E2 highlights the same Census tracts, overlaid with dots illustrating the distribution of the region's minority population in a more granular fashion, where each dot represents 70 people.

### Low-Income Populations

Populations reporting low incomes in the WAMPO region make up around 13.3% of the total population. An analysis of regional Census tracts has identified the geographic locations of these low-income populations. Map E3 illustrates the geographic locations of low-income populations that are:

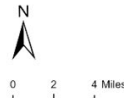
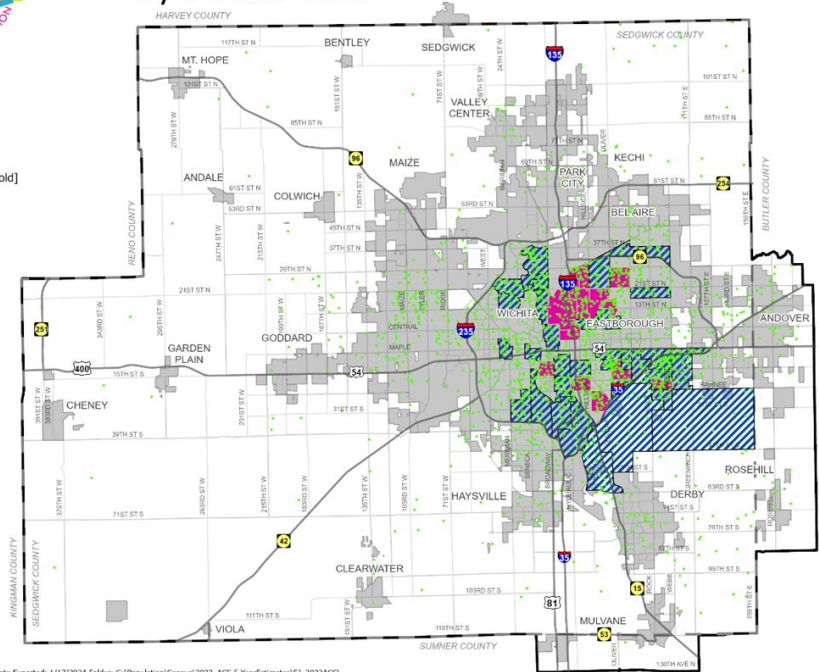
1. Greater than 50% of the tract's total population (**EJ Threshold**, solid pink).
2. More than 10 percentage points greater than the regional average of 13.3% (**Regional Average Threshold**, cross-hatched blue). In other words, the Regional Average Threshold tracts are those with at least 23.3% of the population that is low-income, but less than 50%.

## Map E2: Minority Population Density



### Minority Population Density by Census Tract

- 1 Dot = 70 People
- Minority Population
- % Minority per Census Tract
  - 36.6% - 50% [Regional Threshold]
  - >50% [EJ Threshold]
- WAMPO Cities B/W Fill
- County Boundaries
- WAMPO Boundary



Source: 2022 ACS (B02001). Produced by: WAMPO. Date Exported: 1/17/2024. Folder: G:\Population\Census\2022\_ACS\_5\_Year\Estimates\EJ\_2022\ACS. The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

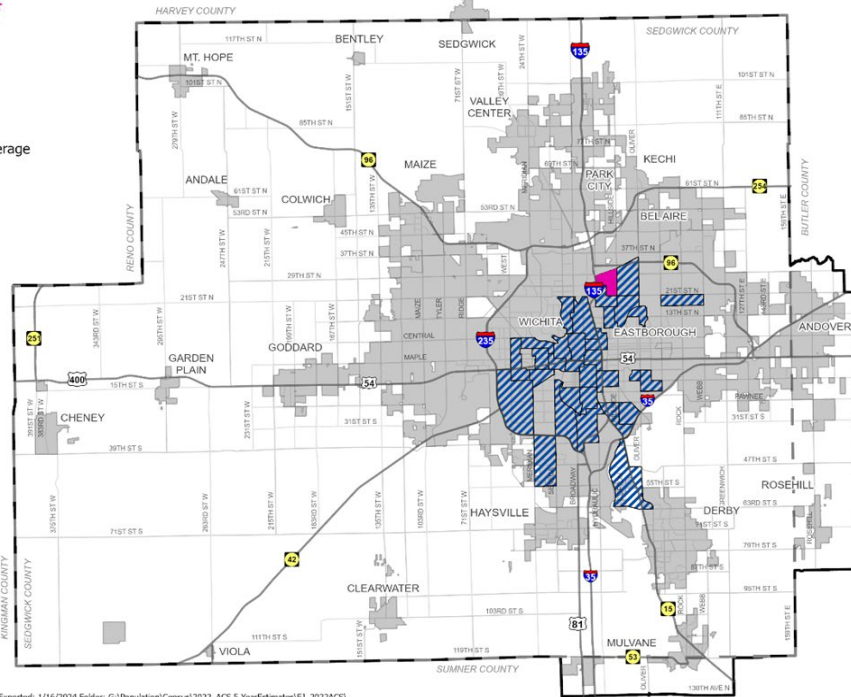
# Map E3: Low-Income Population



## Low Income Population Environmental Justice Census Tracts

### Percentage of Low Income Population by Census Tract

- 23.3% - 50% [Regional Average Threshold]
- >50% [EJ Threshold]
- WAMPO Cities
- County Boundaries
- WAMPO Boundary



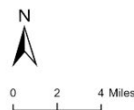
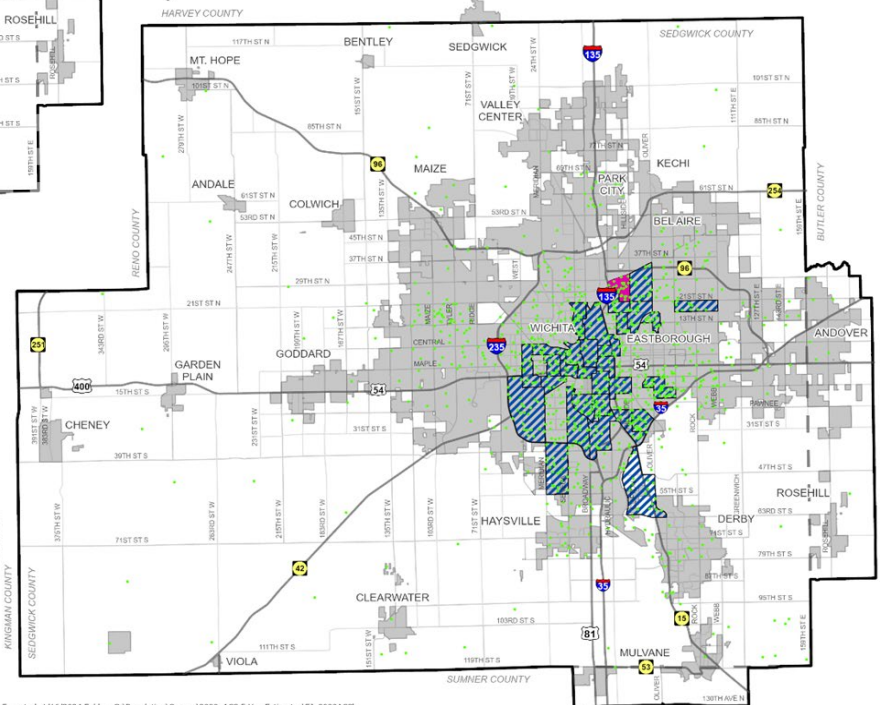
Source: 2022 ACS (S1701). Produced by: WAMPO. Date Exported: 1/16/2024 Folder: G:\Population\Census\2022\_ACS 5 YearEstimates\EJ\_2022ACS\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Map E4 highlights the same Census tracts, overlaid with dots illustrating the distribution of the region's low-income population in a more granular fashion, where each dot represents 70 people.

# Map E4: Low-Income Population Density

## Low Income Population Density by Census Tract

- 1 Dot = 70 People
- Low Income Population
- 23.3% - 50% [Regional Average Threshold]
- >50% [EJ Threshold]
- County Boundaries
- WAMPO Boundary



Source: 2022 ACS (S1701). Produced by: WAMPO. Date Exported: 1/16/2024 Folder: G:\Population\Census\2022\_ACS 5 YearEstimates\EJ\_2022ACS\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Table E2 represents the total population of the census tracts represented in the previous figures. The remainder of this document compares the number of TIP projects in proximity to the populations in EJ Census tracts to the number of TIP projects in proximity to populations that live in Census tracts that do not meet the EJ thresholds.

**Table E2: EJ Projections**

	EJ Census Tracts	Non-EJ Census Tracts	Total
<b>Population</b>	191,588	350,984	542,572
<b>Percent of Population</b>	35.3%	64.7%	100%

## Assessment

This section documents the conditions of the system in relation to the EJ populations, including traditionally underserved population engagement strategies.

### EXISTING CONDITIONS & NEEDS

The next step of the EJ analysis process involves a regional assessment that incorporates the EJ Identification findings into the assessment of regional transportation projects.

### FFY2025-FFY2028 Transportation Improvement Program (TIP) Projects

Each project in the FFY2025-FFY2028 TIP has one of the following project types:

1. Bridge (e.g., rehabilitation/replacement)
2. Traffic Management (e.g., Intelligent Transportation Systems (ITS) technology)
3. Roadway Reconstruction/Modernization (improvements that do not increase the number of through lanes on the roadway)
4. Roadway Expansion (adding through lanes)
5. New Roadway (where there was not one previously)
6. Multiuse Trail/Bicycle Facility (benefiting bicycle riders and/or other nonmotorized travelers to destinations; e.g., multiuse trails, on-street bike lanes; roadway-crossing improvements)
7. Pedestrian Facility (primarily serving pedestrians, as opposed to both pedestrians and bicycle riders; e.g., sidewalks, streetscaping, ADA improvements)
8. Public Transit (may include new or improved facilities, which are mappable, and new or improved vehicles or operations, which are not mappable)

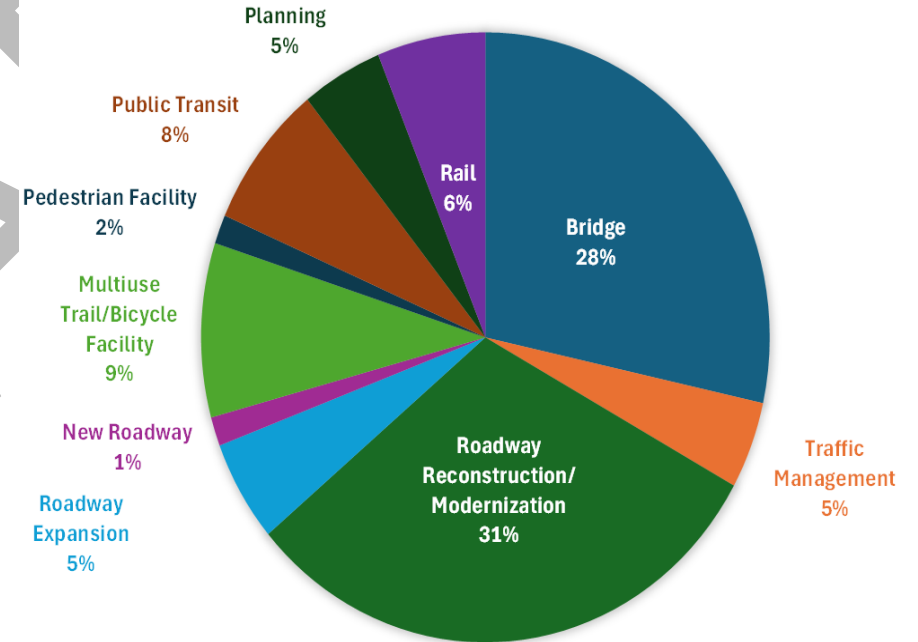
- 9. Planning (projects to study transportation issues and/or plan future infrastructure or service improvements; usually not mappable unless they pertain to a specific corridor)
- 10. Rail (e.g., track expansions, the rehabilitation of rail facilities, improvements to railroad/highway crossings)

Table E3 and Figure E1, below, show a frequency distribution of WAMPO FFY2025-FFY2028 TIP projects by project type. This includes projects programmed in years prior to 2025 that have been kept in the TIP because they are not yet complete.

**Table E3: Project Distributiin by Type**

Project Type	# of Projects	Percent of Total
Bridge	37	28.5%
Traffic Management	6	4.6%
Roadway Reconstruction/Modernization	40	30.8%
Roadway Expansion	7	5.4%
New Roadway	2	1.5%
Multiuse Trail/Bicycle Facility	12	9.2%
Pedestrian Facility	2	1.5%
Public Transit	10	7.7%
Planning	6	4.6%
Rail	8	6.2%
<b>Total</b>	<b>130</b>	<b>100.0%</b>

**Figure E1: Projects by Type**



# PROJECT DISTRIBUTION

Maps E5 and E6 show the relative locations of the regional EJ populations and those of the above-referenced projects that have mappable, specific locations in the WAMPO region.

Tables E4 and E5 summarize the numbers of mappable projects, by type, that are or are not in EJ Census tracts for minority or low-income populations. Projects that are not generally identifiable by location (i.e., not mappable) are not included in this analysis.

## Minority Populations

As in Map E1, above, Map E5 shows Census tracts that meet the minority EJ Threshold (greater than 50% of the population) and those that meet the Regional Average Threshold (greater than 36.6%). Onto those Census tracts, Map E5 overlays the locations of the mappable TIP projects.

## Map E5: Minority Populations and Project Areas

As shown in Table E4, 20.6% of all mappable projects are in areas where more than 36.6% of the population identifies as part of a minority group.



Minority Populations and Project Areas

### % Minority per Census Tract

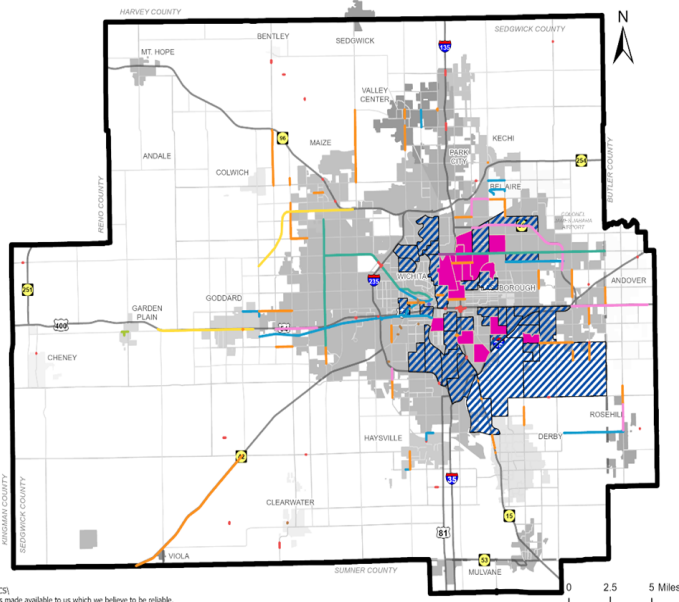
- 36.6% - 50% [Regional Threshold]
- >50% [EJ Threshold]

### 2025-2028 TIP Projects

#### Project Type

- Bridge
- Traffic Management
- Roadway Reconstruction/Modernization
- Roadway Expansion
- New Roadway
- Multiuse Trail/Bicycle Facility
- Pedestrian Facility
- Public Transit
- Planning
- Rail
- WAMPO Planning Boundary
- County Boundaries

Source: 2022 ACS (002001)  
 Produced by: WAMPO  
 Date Exported: 5/23/2024  
 File#: G:\Population\Census2022\_ACS 5 YearEstimates\EJ\_2022ACS  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



## Table E4: Project Distribution in Minority Areas

Project Type	Mappable Projects	% of Mappable Projects	Mappable Projects in Minority Areas	% of Mappable Projects in Minority Areas
Bridge	34	31.8%	4	11.8%
Traffic Management	3	2.8%	1	33.3%
Roadway Reconstruction/Modernization	39	36.4%	11	28.2%
Roadway Expansion	7	6.5%	1	14.3%
New Roadway	2	1.9%	0	0.0%
Multiuse Trail/Bicycle Facility	11	10.3%	3	27.3%
Pedestrian Facility	1	0.9%	0	0.0%
Public Transit	2	1.9%	0	0.0%
Planning	1	0.9%	1	100.0%
Rail	7	6.5%	1	14.3%
<b>Total*</b>	<b>107</b>	<b>100%</b>	<b>22</b>	<b>20.6%</b>

\*Unmappable projects are not included in the total.



## Low-Income Populations



As in Map E2, above, Map E6 shows Census tracts that meet the low-income EJ Threshold (greater than 50% of the population) and those that meet the Regional Average Threshold (greater than 23.3%). Onto those Census tracts, Map E6 overlays the locations of the mappable TIP projects.

## Map E6: Low-Income Populations and Project Areas



### Low-Income Populations and Project Areas

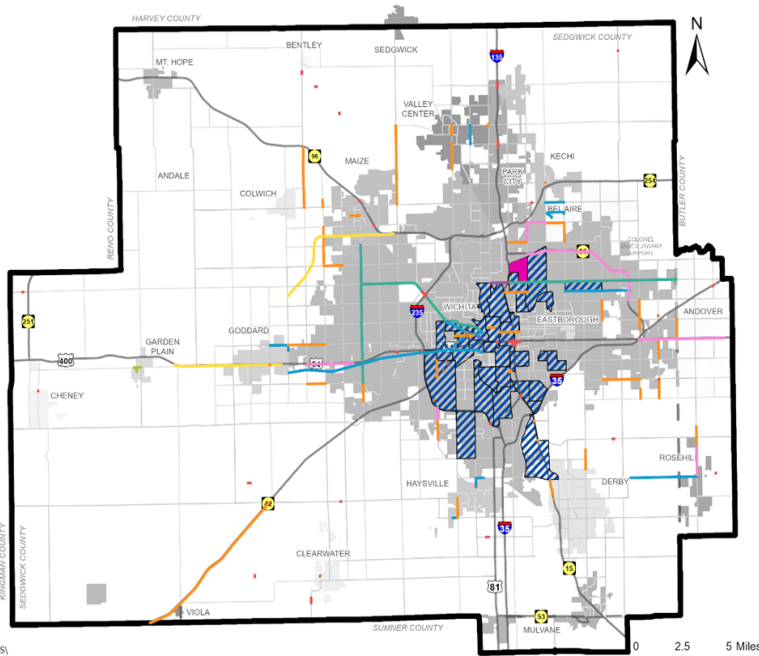
#### Percentage of Low Income Population by Census Tract

-  23.3% - 50% [Regional Average Threshold]
-  >50% [EJ Threshold]

#### 2025-2028 TIP Projects

-  Bridge
-  Traffic Management
-  Roadway Reconstruction/Modernization
-  Roadway Expansion
-  New Roadway
-  Multiuse Trail/Bicycle Facility
-  Pedestrian Facility
-  Public Transit
-  Planning
-  Rail
-  WAMPO Planning Boundary
-  County Boundaries

Source: 2022 ACS (S1701)  
 Produced by: WAMPO  
 Date Exported: 5/23/2024  
 Folder: G:\Population\Census\2022\_ACS\_5\_YearEstimates\EJ\_2022\ACS  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



As shown in Table E5, 26.2% of all mappable projects are in areas where more than 23.3% of the population is low-income.

**Table E5: Project Distribution in Low-Income Areas**

Project Type	Mappable Projects	% of Mappable Projects	Mappable Projects in Low-Income Areas	% of Mappable Projects in Low-Income Areas
Bridge	34	31.8%	6	17.6%
Traffic Management	3	2.8%	2	66.7%
Roadway Reconstruction/Modernization	39	36.4%	7	17.9%
Roadway Expansion	7	6.5%	1	14.3%
New Roadway	2	1.9%	0	0.0%
Multiuse Trail/Bicycle Facility	11	10.3%	3	27.3%
Pedestrian Facility	1	0.9%	0	0.0%
Public Transit	2	1.9%	2	100.0%
Planning	1	0.9%	1	100.0%
Rail	7	6.5%	6	85.7%
<b>Total*</b>	<b>107</b>	<b>100%</b>	<b>28</b>	<b>26.2%</b>

\* Unmappable projects are not included in the total.

### Engagement Strategies

WAMPO has used the information gathered from mapping to inform the engagement strategies for the FFY2025-FFY2028 Transportation Improvement Program (TIP) update. With a focused strategy designed to “go to them,” the WAMPO staff, TPB, and committees took a proactive approach to recognizing the potential barriers to involvement, which include language barriers. Table E6, below, highlights outreach approaches by population characteristic:

**Table E6: Traditionally Underserved Outreach Procedures**

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



## Evaluation

This section documents the assumptions related to regional benefits and burdens of specific project types, then presents an assessment of anticipated disproportionate and/or adverse impacts associated with the slated *FFY2025-FFY2028 TIP projects*.

### **BENEFITS & BURDENS**

There are benefits and burdens from any transportation project and while some may be project-specific, there are assumptions that can be made about those benefits and burdens that come from certain project types. Those assumptions are outlined here.

#### **ROADWAY EXPANSION PROJECTS AND NEW ROADWAY PROJECTS**

It can be anticipated that with the construction of a new road facility or the addition of new through lanes, there is a potential for increased air and noise pollution, physical barriers to community connectivity, and safety issues that accompany construction. Impacts to community cohesion are of particular concern in EJ communities. The major benefit of these projects is serving through traffic, but not necessarily local access.

#### **ROADWAY RECONSTRUCTION/MODERNIZATION PROJECTS AND BRIDGE PROJECTS**

Modernization projects often include features such as turn lanes, deceleration lanes, intersection improvements, and/or enhancements specifically aimed at improving safety, all of which provide benefits to local travelers without imposing significant burdens. Projects like these are likely to provide benefits in terms of accessibility and safety.

The potential negative impacts of roadway reconstruction projects and bridge projects will likely be temporary, as they primarily relate to construction (e.g., possible delays and temporary increases in air pollution while construction is occurring). The benefits of these projects will be the improved usability and comfort of the transportation facilities.

#### **TRAFFIC MANAGEMENT PROJECTS**

Aside from temporary impacts during construction, traffic management projects are unlikely to have adverse effects. They tend to increase safety and decrease traffic congestion and air pollution, both for local travelers and for through traffic.

## **MULTIUSE TRAIL/BICYCLE FACILITY PROJECTS AND PEDESTRIAN FACILITY PROJECTS**

There are few potential negative impacts, with the exception of right-of-way needs, that would accompany bicycle and pedestrian projects. Projects like bicycle/pedestrian trails and travel lanes provide the benefit of choice in transportation modes. This can be especially important for EJ populations, which tend to have a lower rate of car ownership and are in greater need of economical choices for getting to school, work, etc.

## **PUBLIC TRANSIT PROJECTS**

Most public transit projects, as discussed earlier, are not easily identifiable on a map, since they involve funding vehicle purchases and operations. Transit projects would not be expected to adversely impact EJ areas in the region and would provide the benefit of increasing transportation-mode choices for EJ populations, which tend to have lower rates of car ownership and greater need for economical alternative modes.

## **PLANNING PROJECTS**

Planning projects are generally not mappable and do not directly result in burdens or benefits for specific communities, though they may guide the development of future projects that do have such effects.

## **RAIL PROJECTS**

Impacts related to rail projects are similar to those associated with roadway expansion and widening projects. Potential for air and noise pollution, reduced community connectivity, and safety issues are all present with the construction of new rail facilities. However, improvements to railroad/highway crossings may benefit both local travelers and through traffic.

## **BENEFITS & BURDENS FOR MINORITY POPULATIONS**

As shown in Table E4, 20.6% of the mappable projects listed in the TIP are located within or adjacent to Census tracts that meet minority population thresholds. The remaining 79.4% of the mappable projects fall within non-minority Census tracts. This percentage of mappable projects in minority Census tracts is overall relatively consistent with the regional minority population of 26.6%.

One roadway expansion project is within an identified minority area. That expansion project is not expected to have additional impacts on community cohesion, as the roadway being expanded is already a limited-access freeway.

Roughly 28.2% of roadway reconstruction/modernization projects and 11.8% of bridge projects fall within or are adjacent to minority census tracts. Together, roadway reconstruction/modernization projects and bridge projects constitute 68.2% of mappable projects in the WAMPO TIP. These projects are not expected to disproportionately impact minority areas. There may be significant benefits in terms of accessibility and safety from these projects, especially the modernization projects (many of the roadway reconstruction and bridge projects may have negligible effects).

One traffic management project is in a minority area. Traffic management projects generally do not produce disproportionate adverse impacts for the community and may generate safety, congestion, and air quality benefits.

There are three multiuse trail/bicycle facility projects in identified minority areas. These projects are not expected to have a disproportionate negative impact on minority populations and have the potential to benefit populations that may utilize multiple modes of transportation more often to reach their destinations.

One planning project will study a specific corridor in a minority area, looking at the question of how to reconnect a community that is currently divided by railroad tracks.

One rail project is located within a minority area. This project is just to upgrade a road/railway crossing device, so it is not anticipated to have significant adverse impacts on the community.

## **BENEFITS & BURDENS FOR LOW-INCOME POPULATIONS**

As shown in Table E5, 26.2% of the mappable projects listed in the TIP are located within or adjacent to Census tracts that meet low-income population thresholds. The remaining 73.8% of the mappable projects fall within non-low-income Census tracts. This percentage of mappable projects in low-income Census tracts is overall relatively consistent with the regional low-income population of 13.3%.

One roadway expansion project is within an identified low-income area. That expansion project is not expected to have additional impacts on community cohesion, as the roadway being expanded is already a limited-access freeway.

Roughly 17.9% of roadway reconstruction/modernization projects and 17.6% of bridge projects fall within or are adjacent to low-income census tracts. Together, roadway reconstruction/modernization projects and bridge projects constitute 68.2% of mappable projects in the WAMPO TIP. These projects are not expected to disproportionately impact low-income areas. There may be significant benefits in terms of accessibility and safety from these projects, especially the modernization projects (many of the roadway reconstruction and bridge projects may have negligible effects).

One traffic management project is in a low-income area. Traffic management projects generally do not produce disproportionate adverse impacts for the community and may generate safety, congestion, and air quality benefits.

There are three multiuse trail/bicycle facility projects in identified low-income areas. These projects are not expected to have a disproportionate negative impact on low-income populations and have the potential to benefit populations that may utilize multiple modes of transportation more often to reach their destinations.

One planning project will study a specific corridor in a low-income area, looking at the question of how to reconnect a community that is currently divided by railroad tracks.

Six rail projects are located within low-income areas. Five of these are just to upgrade road/railway crossing devices, so they are not anticipated to have significant adverse impacts on the community. The remaining rail project in a low-income area is to rehabilitate an existing railway, rather than an expansion (which would have greater adverse impacts).

The Delano Transit Center/Multimodal Facility is being built in a low-income area, which will benefit from increased travel options.

## **ADDRESSING DISPROPORTIONATE & ADVERSE EFFECTS**

This analysis indicates that the fiscally constrained transportation investments included in this TIP do not disproportionately burden or deny benefits to EJ communities. As discussed above, roughly 20.6% of mappable projects fall within minority EJ areas in the WAMPO region, while the other 79.4% are planned in non-low-income-EJ areas, and roughly 26.2% of mappable projects fall within low-income EJ areas in the WAMPO region, while the other 73.8% are planned in non-low-income-EJ areas.

It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects.

In the event that there are disproportionate and adverse impacts identified, WAMPO will work with its member jurisdictions, planning partners (Kansas Department of Transportation and Wichita Transit) and the USDOT to identify and document strategies to avoid, mitigate, or minimize the impacts. This may include modifying or selecting additional projects that can be programmed prior to the adoption of the WAMPO Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) through line items and amendments. Individual project sponsors will consider potential project-level environmental-justice impacts for federally funded transportation projects in conjunction with the National Environmental Policy Act (NEPA) process.

## **ENVIRONMENTAL JUSTICE INTEGRATION**

Environmental-justice considerations are integrated into all of WAMPO's planning processes, not just the TIP update. This includes the Metropolitan Transportation Plan (MTP), Public Participation Plan (PPP), and the Unified Planning Work Program (UPWP). WAMPO has integrated EJ considerations into the development of the TIP in a number of ways. The TIP implements the long-range Metropolitan Transportation Plan, *REIMAGINED MOVE 2040*, the development of which included focused attention on burdens and benefits to EJ populations; all projects in the TIP must be consistent with the MTP.

# Appendix: F

## Plan Development & Public Comments

### Plan Development

The Transportation Improvement Program (TIP) lists all federally funded transportation projects within the Wichita Area Metropolitan Planning Organization (WAMPO) region. The TIP provides a prioritized, four-year list of projects planned for the WAMPO region. Each project's eligibility criteria for inclusion in the FFY2025-FFY2028 TIP depended on whether it originated as a project in the FFY2023-FFY2026 TIP, as a new local- or state-government project, or as a new WAMPO-suballocated project.

To be programmed to receive WAMPO-suballocated federal funding in the FFY2025-FFY2028 TIP, a project must be recommended for funding by the Project Selection Committee (PSC), and then that recommendation must be officially endorsed by the Technical Advisory Committee (TAC) and approved by the Transportation Policy Body (TPB).

### Evaluation

Figure F1, below, describes the process for the development of the TIP.

### Project Solicitation and Submission

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for the FFY2025-FFY2028 TIP and long-range Metropolitan Transportation Plan 2050 (MTP 2050). Project sponsors/member jurisdictions were e-mailed Excel-workbook forms to use for submitting projects. A Call for Projects Workshop was held virtually on November 8, 2024, to answer any questions from the project sponsors. Of the 108 total projects submitted during the combined Call for Projects, which also included project submissions meant only for MTP 2050, 32 projects were submitted and considered for funding recommendations in the FFY2025-FFY2028 TIP. Following the close of the combined Call for Projects and prior to review by the PSC, all submissions were scored and ranked based on the evaluation criteria described in the next section.

**Figure F1: TIP Development Timeline, with Phases**

<b>TIP DEVELOPMENT TIMELINE</b>	
<b>TIP Development Phase</b>	<b>Timeline</b>
Determine Anticipated Available Funding	Fall 2023-Spring 2024
Call for Projects	Sep 2023 – Feb 2024
Call for Projects Workshop	Nov 8, 2024
Staff Review & Map Projects	Feb 2024 – May 2024
Project Selection Committee Meetings	Apr 2024 – May 2024
TAC Recommendation of Projects for WAMPO-Suballocated Funding	May 20, 204
TPB Approval of Projects for WAMPO-Suballocated Funding	Jun 11, 2024
Update the Text of the Document	Mar 2024 – May 2024
State/Federal Review	May 2024 – Jun 2024
Public Comment Period	Jun 12, 2024 – Jul 11, 2024
Review Public Comments for Plan Incorporation	Jul 11, 2024 – Jul 15, 2024
TAC Recommendation for Approval	Jul 22, 2024
TPB Approval - Public Hearing	Aug 13, 2024



## Evaluation Criteria

Evaluation criteria for regional transportation projects are based on federal goals, as well as regional goals. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the U.S. surface transportation system more streamlined, performance-based, and multimodal, and to address challenges facing the transportation system, including safety, infrastructure condition, traffic congestion, efficiency of freight movement, environmental impacts, and delays in project delivery. The Fixing America's Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL) have built on the changes made by MAP-21, including providing a dedicated source of federal dollars for freight projects.

On October 12, 2021, at a Transportation Policy Body (TPB) meeting, a project-evaluation methodology and scoring criteria were presented for approval, with the intention to better organize additional data to assist the Project Selection Committee in prioritizing MTP and TIP projects in future updates of the MTP & TIP. The methodology would not be implemented until the FFY2023-FFY2026 TIP update in 2022. The TPB approved the proposed methodology and criteria.

The evaluation criteria can be found by visiting: [https://www.wampo.org/files/ugd/bbf89d\\_f5cbe71dbf3f45e18e60040da0eefb40.pdf](https://www.wampo.org/files/ugd/bbf89d_f5cbe71dbf3f45e18e60040da0eefb40.pdf)

The federal-aid highway program primarily focuses on the following goals:

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



The evaluation of regional transportation projects is specialized for the following types of transportation improvements:

- Bridge Rehabilitation/Replacement
- Traffic Management Technologies (Roadway System Mgmt.)
- Roadway Reconstruction/Modernization/Automation
- Roadway Expansion
- Multiuse Trails & Bicycle Facilities
- Pedestrian Facilities/Safe Routes to School
- Transit Expansion/Transit Modernization

Weighted scoring criteria:

- Role in the Regional Transportation System and Economy
- Usage (number of users)
- Equity and Housing
- Infrastructure Condition
- Congestion/Air Quality
- Connecting Communities/Regionalism
- Safety
- Multimodal Elements and Existing Connections
- Consistency with Regional Plans
- Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)
- Cost-Effectiveness

## **Evaluation Criteria**

The projects in Table F1 were recommended by the PSC & TAC and approved by the TPB for WAMPO-suballocated federal funding. They include several new FFY2027-FFY2028 projects, as well as funding increases for several projects that already had some WAMPO-suballocated funding in the FFY2023-FFY2026 TIP, but were at less than the maximum of 80% Federal funding.

**Table F1: Projects Selected for New/Increased FFY2025-FFY2028 Funding**

WAMPO I.D.	Lead Agency	Project Title	FFY(s)	Funding Program(s)	Amt. Added	New % Fed. Funding
R-19-17*	Wichita	West St., I-235-MacArthur	2024, 2025	TA, CMAQ, STBG	\$80,001	80.00%
40-510*	Wichita	17th St N, I-135 to Hillside	2025	TA, STBG	\$72,413	80.00%
40-537*	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	TA, STBG	\$282,019	80.00%
40-056*	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	CMAQ, STBG	\$126,723	80.00%
40-540*	Derby	Rock Road Corridor Improvements	2026	TA, STBG	\$1,121,082	80.00%
40-522*	Wichita	Redbud Path, Woodlawn to K-96	2025, 2026, 2027, 2028	TA, CMAQ, CRP, STBG	\$4,867,966	61.04%
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	2027	TA	\$778,400	80.00%
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	2027	TA	\$673,941	80.00%
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown	2027, 2028	CMAQ	\$2,832,000	80.00%
MB-25-006	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	2028	TA, CRP	\$2,573,600	80.00%
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	2028	CMAQ	\$1,062,672	78.72%
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	2027	STBG	\$1,238,997	68.72%
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)	2027	STBG	\$4,589,020	68.72%
RM-25-022	Park City	85th Street and Broadway Roundabout	2027	STBG	\$581,183	68.72%
40-015	Bel Aire	45th Oliver to Woodlawn	2027, 2028	STBG	\$7,527,266	68.72%
RM-25-038	Wichita	127th St E, 13th to Douglas	2028	STBG	\$5,960,547	68.72%
				<b>Total</b>	<b>\$34,367,830</b>	

\*Project already has some WAMPO-suballocated funding (less than 80% Federal maximum)

## Project Selection Committee Meetings

There were three Project Selection Committee (PSC) meetings held on April 4, April 26, and May 3, 2024. The PSC reviewed the project scores and discussed the projects' merits and the available funding. There were 32 submitted projects considered for WAMPO-suballocated funding awards in the FFY2025-FFY2028 TIP. The combined qualifying costs for federal funding were over \$150 million for these projects, but only about \$30 million of WAMPO-suballocated Federal funding was projected to be available in FFY2027 and FFY2028. The PSC worked diligently to select regionally significant projects across the WAMPO region that would fit within financial constraints. The PSC's recommendations were submitted to the Technical Advisory Committee (TAC) at their May 20, 2024, meeting for a recommendation to the Transportation Policy Body (TPB). The TAC's project recommendations were approved by the TPB at their meeting on June 11, 2024.

## Document Development

After projects were selected and prioritized, WAMPO staff developed this TIP document. The document was available for a thirty-day public comment period from June 12 through July 11, 2024. The information for the Public Comment Period will also be posted on social media (Facebook, LinkedIn, Instagram, and X) and on the WAMPO website ([www.wampo.org](http://www.wampo.org)). The document is anticipated to be presented to the TAC for review and recommendation of approval on July 22, 2024, and to the TPB for review and approval on August 13, 2024.

## Public Comments

The public comment period was held June 12 through July 11, 2024. No comments were received.

DRAFT

# Appendix: G

## Submitted Projects

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for the FFY2025-FFY2028 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan 2050 (MTP 2050). During this Call for Projects, WAMPO received submissions for thirty-one (31) project submissions that were eligible and considered for WAMPO-suballocated federal funding in FFY2025-FFY2028 (primarily FFY2027-FFY2028, as a majority of anticipated FFY2025-FFY2026 funds were already programmed to projects that will carry over from the FFY2023-FFY2026 TIP). One (1) of those projects already had some WAMPO-suballocated federal funding awarded to it in the FFY2023-FFY2026 TIP and was requested to have that funding increased in the FFY2025-FFY2028 TIP; the other thirty (30) were proposed new projects. Because one of those new projects crosses jurisdictional boundaries, Sedgwick and Butler Counties provided separate applications for their respective sections of the project; for the purposes of WAMPO-suballocated funding recommendations, these two submission were represented as one (1) project.

In addition to these submitted projects, consideration was also given to projects from the FFY2023-FFY2026 TIP that already were programmed to receive WAMPO-suballocated federal funding in FFY2025-FFY2026, but with programmed amounts equal to less than the 80% maximum for federal funding, meaning they qualified for increased WAMPO-suballocated federal funding (see Appendix F for projects selected for increased funding on this basis). This practice is consistent with guidance in WAMPO's adopted TIP Policy ([Appendix I](#)).

Table G1 shows the numbers of projects submitted by each member jurisdiction that were considered for WAMPO suballocated funding.

Table G2 shows the projects submitted for consideration. The locations of these submitted projects are shown in Map G1.

**Table G1: Numbers of Submitted Projects Considered for FFY2025-FFY2028 WAMPO-Suballocated Funding by Jurisdiction**

Numbers of Submitted Projects Considered for FFY2027-FFY2028 WAMPO-Suballocated Funding by Jurisdiction					
Andover	1	Haysville	3	Valley Center	2
Bel Aire	4	Maize	2	Wichita	10
Butler County	2*	Mulvane	1	<b>Total</b>	<b>31</b>
Park City	3	Sedgwick County	4*		

\* Butler County and Sedgwick County provided separate applications for their respective sections of a project that crosses the county line. In this table, that cross-county project is included in the numbers of projects for each of those two counties, but is only counted once in the Total field; for that reason, the number in the Total field is one less than the sum of the other quantities in the table.

**Table G2: Projects Submitted for Funding Consideration**

Map Number	WAMPO I.D.	Lead Agency	Project Title	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed	Scorecard	Project Score
1	40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA	New TIP Project	\$4,632,824	\$3,706,259	Bridge	63.00
2	BR-25-025	Valley Center	69th St Bridge Replacement	New TIP Project	\$1,768,460	\$1,414,768	Bridge	53.50
3	BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	New TIP Project	\$1,802,944	\$1,442,355	Bridge	52.50
4	40-522	Wichita	Redbud Path, Woodlawn to K-96	Additional Funding	\$11,635,000	\$7,073,981	Multiuse Trail, Bicycle or Pedestrian Facility	77.25
5	MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	New TIP Project	\$973,001	\$778,401	Multiuse Trail, Bicycle or Pedestrian Facility	75.25
6	MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	New TIP Project	\$3,217,000	\$2,573,600	Multiuse Trail, Bicycle or Pedestrian Facility	73.75
7	MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	New TIP Project	\$842,427	\$673,942	Multiuse Trail, Bicycle or Pedestrian Facility	70.25
8	MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	New TIP Project	\$832,058	\$665,646	Multiuse Trail, Bicycle or Pedestrian Facility	67.75
9	MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	New TIP Project	\$1,350,000	\$1,080,000	Multiuse Trail, Bicycle or Pedestrian Facility	63.50
10	MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	New TIP Project	\$813,871	\$651,097	Multiuse Trail, Bicycle or Pedestrian Facility	60.75
11	RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)	New TIP Project	\$27,634,439	\$22,107,551	Roadway Expansion (adding through Lanes to existing roadway)	66.50
12	RX-25-004	Wichita	45th Street N, Hillside to Oliver	New TIP Project	\$6,915,000	\$5,532,000	Roadway Expansion (adding through Lanes to existing roadway)	63.75
13	40-079	Wichita	Hillside, 37th St N to 45th St N	New TIP Project	\$6,650,000	\$5,320,000	Roadway Expansion (adding through Lanes to existing roadway)	59.50
14	40-524	Wichita	Webb Road, Central to 13th St N	New TIP Project	\$8,260,000	\$6,608,000	Roadway Reconstruction/Modernization	65.75
15	RM-25-038	Wichita	127th St E, 13th to Douglas	New TIP Project	\$8,673,571	\$6,938,857	Roadway Reconstruction/Modernization	62.00
16	40-066	Wichita	Pawnee, Greenwich to 127th St E	New TIP Project	\$7,810,000	\$6,248,000	Roadway Reconstruction/Modernization	56.50
17	RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)	New TIP Project	\$5,348,662	\$4,278,930	Roadway Reconstruction/Modernization	56.00
18	40-015	Bel Aire	45th Oliver to Woodlawn	New TIP Project	\$10,953,404	\$8,762,723	Roadway Reconstruction/Modernization	53.75
19	R-19-15	Wichita	Maple, 135th St W to 167th St W	New TIP Project	\$16,480,000	\$13,184,000	Roadway Reconstruction/Modernization	53.75
20	40-077	Wichita	Maize Road, Pawnee to 31st Street South	New TIP Project	\$8,200,000	\$6,560,000	Roadway Reconstruction/Modernization	52.00
21	RM-25-019	Mulvane	Webb - Sapphire to 119th Street	New TIP Project	\$7,750,596	\$6,200,477	Roadway Reconstruction/Modernization	50.75
22	RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street	New TIP Project	\$12,299,671	\$9,839,737	Roadway Reconstruction/Modernization	49.50
23	RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West	New TIP Project	\$4,916,756	\$3,933,405	Roadway Reconstruction/Modernization	48.00
24	RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)	New TIP Project	\$6,677,776	\$5,342,221	Roadway Reconstruction/Modernization	42.00
25	RM-25-022	Park City	85th Street and Broadway Roundabout	New TIP Project	\$845,717	\$676,573	Roadway Reconstruction/Modernization	40.50
26	RM-25-023	Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North	New TIP Project	\$4,250,000	\$3,400,000	Roadway Reconstruction/Modernization	38.50
27	RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout	New TIP Project	\$2,845,838	\$2,276,670	Roadway Reconstruction/Modernization	38.25
28	RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South	New TIP Project	\$2,500,000	\$2,000,000	Roadway Reconstruction/Modernization	36.75
29	RM-25-035	Valley Center	Seneca from 61st to 69th	New TIP Project	\$2,881,792	\$2,305,434	Roadway Reconstruction/Modernization	36.00
30	TM-25-001	Wichita	ITS - 21st St and Maize to Downtown	New TIP Project	\$3,540,000	\$2,832,000	Traffic Management Technologies	80.50
31	TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee	New TIP Project	\$3,140,000	\$2,512,000	Traffic Management Technologies	80.50



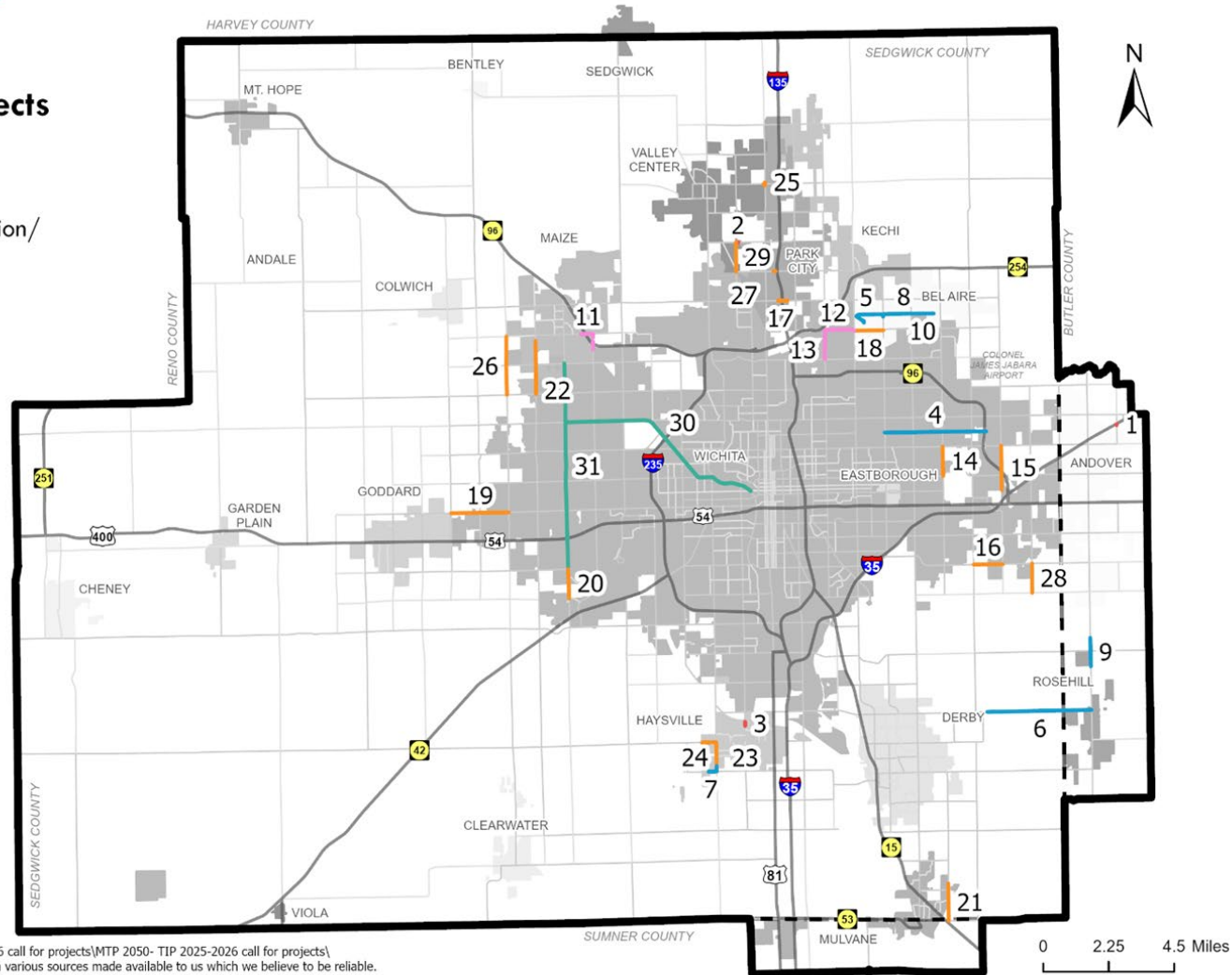
# Map G1: Locations of Submitted Projects Considered for WAMPO Suballocated Funding



## FFY2025-FFY2028 Transportation Improvement Program (TIP) Submitted Projects

### Submitted TIP Projects

- Bridge
- Traffic Management
- Roadway Reconstruction/Modernization
- Roadway Expansion
- Multiuse Trail/Bicycle Facility
- WAMPO Planning Boundary
- County Boundaries



Source: WAMPO  
 Produced by: WAMPO  
 Date Exported: 5/24/2024  
 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050- TIP 2025-2026 call for projects\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

# Appendix: H

## Project Evaluation Criteria

### What is project evaluation?

The WAMPO Transportation Policy Body approved the following Project Evaluation Criteria on October 12, 2021 ([https://www.wampo.org/files/ugd/bbf89d\\_b7a5a86343144a75905c92db52d24391.pdf](https://www.wampo.org/files/ugd/bbf89d_b7a5a86343144a75905c92db52d24391.pdf)). They were developed to evaluate regional transportation projects based on federal and regional goals. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the U.S. surface transportation system more streamlined, performance-based, and multimodal, and to address challenges facing the transportation system, including safety, infrastructure condition, traffic congestion, efficiency of freight movement, environmental impacts, and delays in project delivery. The Fixing America's Surface Transportation (FAST) Act builds on the changes made by MAP-21, including providing a dedicated source of federal dollars for freight projects.

Project Evaluation Criteria were developed for 7 project types:

1. Bridge Rehabilitation/Replacement
2. Traffic Management Technologies (Roadway System Mgmt.)
3. Roadway Reconstruction/Modernization/Automation
4. Roadway Expansion
5. Multiuse Trails & Bicycle Facilities
6. Pedestrian Facilities/Safe Routes to School
7. Transit Expansion/Transit Modernization

Projects were scored using the Project Evaluation Criteria shown on the following pages. These scores were provided to the Project Selection Committee (PSC) to help them start their selection discussions.



# 1. Bridge Projects Scoring

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

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

**Examples** of Bridge Rehabilitation/Replacement Projects:

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

Bridge Projects Scoring			
	Criteria and Measures	Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		25
1a	Measure - Distance to the nearest alternate crossing bridge		10
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		5
<b>2</b>	<b>Usage</b>		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
<b>3</b>	<b>Equity</b>		5
3a	Measure – No disproportionate impacts & connection to disadvantaged populations and project’s benefits, impacts, and mitigation		5
<b>4</b>	<b>Infrastructure Condition</b>		20
4a	Measure – Bridge Rating		10
4b	Measure – Load-Posting		10
<b>5</b>	<b>Multimodal Elements and Existing Connections</b>		10
5a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
<b>6</b>	<b>Consistency with Regional Plans</b>		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>7</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
<b>8</b>	<b>Cost Effectiveness</b>		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	<b>TOTAL</b>	0	

# 1. Bridge Projects Scoring

1.a.	Role in Regional Transportation System (Max 10 Pts.)	Point Value
	Greater than 2 miles to nearest alternate bridge.	10 Pts.
	Within 2 miles of nearest alternate bridge.	8 Pts.
	Within 1.5 miles of nearest alternate bridge.	6 Pts.
	Within 1 mile of nearest alternate bridge.	4 Pts.
	Within ½ miles of nearest alternate bridge.	2 Pts.
	¼ mile or less to nearest alternate bridge.	0 Pts.

1.b.	Role in Regional Transportation System (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of transit routes, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 2 points.	2 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in Regional Transportation System (Max 5 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	1 Pt.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in average daily traffic volumes.	5 Pts.
	Project has no overall effect on average daily traffic volumes in either positive or negative manner.	2.5 Pts.
	Project results in an overall <i>decrease</i> in average daily traffic volumes.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in forecast 2040 average daily traffic volume.	5 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	2.5 Pts.
	Project results in an overall <i>decrease</i> in forecast 2040 average daily traffic volume.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition (Max 10 Pts.)	Point Value
	Existing bridge structure is rated structurally deficient and has a sufficiency rating of 50 or less.	10 Pts.
	Existing bridge structure is rated functionally obsolete and has a sufficiency rating of 80 or less.	5 Pts.
	Existing bridge structure has a sufficiency rating of 80 or greater.	0 Pts.

4.b.	Infrastructure Condition (Max 10 Pts.)	Point Value
	Bridge has a posted load rating restriction for 10 tons or less.	10 Pts.
	Bridge has a posted load rating restriction for 25 tons or less.	7.5 Pts.
	Bridge has a posted load rating restriction for 40 tons or less.	5 Pts.
	Bridge has a posted load weight limit.	2.5 Pts.
	Bridge does NOT have a posted load weight limit.	0 Pts.

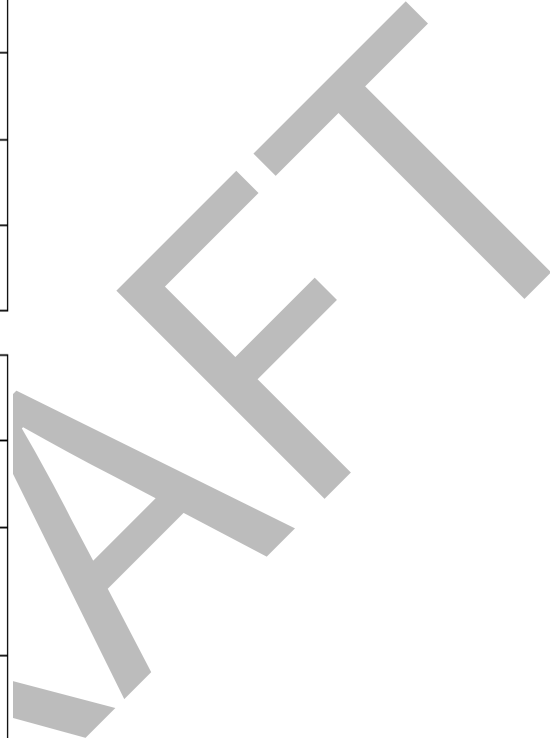
5.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

<b>6.a.</b>	<b>Consistency with Regional Plans (Max 10 Pts.)</b>	<b>Point Value</b>
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

<b>7.a.</b>	<b>Public Engagement/Risk Assessment (Max 5 Pts.)</b>	<b>Point Value</b>
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

<b>7.b.</b>	<b>Public Engagement/Risk Assessment (Max 5 Pts.)</b>	<b>Point Value</b>
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

<b>8.a.</b>	<b>Cost Effectiveness (Max 10 Pts.)</b>	<b>Point Value</b>
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.



## 2. Traffic Management Technologies Scoring

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

### Examples of Traffic Management Technology Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New/replacement traffic mgmt. centers
- New/replacement traffic communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- Incident management coordination

Traffic Management Technology Projects Scoring			
Criteria and Measures		Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		20
1a	Measure - Functional classification of project, movement of people and goods		7
1b	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		
1c	Measure - Integration within existing traffic management systems		7
<b>2</b>	<b>Usage</b>		10
2a	Measure - Current daily person throughput		5
2b	Measure - Forecast 2040 average daily traffic volume		5
<b>3</b>	<b>Equity</b>		5
3a	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Infrastructure Condition/Age</b>		10
4a	Measure - Upgrades to obsolete equipment		10
<b>5</b>	<b>Congestion Reduction/Air Quality</b>		10
5a	Measure - Congested corridor		5
5b	Measure - Emissions and congestion benefits of project		5
<b>6</b>	<b>Safety</b>		15
6a	Measure - Crashes reduced		7.5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		7.5
<b>7</b>	<b>Multimodal Elements and Existing Connections</b>		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
<b>8</b>	<b>Consistency with Regional Plans</b>		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>9</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
<b>10</b>	<b>Cost Effectiveness</b>		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	<b>TOTAL</b>	0	

## 2. Traffic Management Technologies Scoring

1.a.	Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project is located on the Interstate Roadway system.	3 Pts.
	Project is located on an "Arterial" roadway.	2 Pts.
	Project is located on a "Collector" roadway.	1 Pt.
	Project is located within the WAMPO freight network and will eliminate barriers to use for freight carriers.	2 Pts.
	Project provides or improves connectivity to the road network for freight shippers, receivers, or intermodal transfer facilities.	2 Pts.
	Project is located on a "local" roadway and has no effect on freight networks.	0 Pts.

1.b.	Regional Trans. System & Economy (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

1.c.	Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project will be fully integrated into the existing traffic management systems at the project location.	7 Pts.
	Project will be partially integrated into or accentuate the existing traffic management systems at the project location.	3.5 Pts.
	Project will <i>NOT</i> be integrated into the existing traffic management systems at the project location.	0 Pts.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in average daily traffic volumes.	5 Pts.
	Project has no overall effect on average daily traffic volumes in either positive or negative manner.	2.5 Pts.
	Project results in an overall <i>decrease</i> in average daily traffic volumes.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall increase in forecast 2040 average daily traffic volume.	5 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	2.5 Pts.
	Project results in an overall decrease in forecast 2040 average daily traffic volume.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition/Age (Max 10 Pts.)	Point Value
	Existing infrastructure was built more than 25 years ago.	10 Pts.
	Existing infrastructure was built more than 20 years ago.	7 Pts.
	Existing infrastructure was built more than 10 years ago.	3 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

5.a.	Congestion Reduction/Air Quality (Max 5 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	5 Pts.
	Project results in some reduction in vehicle delays for the project area.	2.5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

5.b.	Congestion Reduction/Air Quality (Max 5 Pts.)	Point Value
	Project will result in a lowering of traffic congestion and vehicle emissions within the project area.	5 Pts.
	Project will have no result on congestion or emission levels.	0 Pts.



6.a.	Safety (Max 7.5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	7.5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	4 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

6.b.	Safety (Max 7.5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any 3 year period).	7.5 Pts.
	Project incorporates tangible safety improvements.	4 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8.a.	Consistency with Regional Plans (Max 10 Pts. Total)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6.a.	Safety (Max 7.5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	7.5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	4 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

6.b.	Safety (Max 7.5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any 3-year period).	7.5 Pts.
	Project incorporates tangible safety improvements.	4 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8.a.	Consistency with Regional Plans (Max 10 Pts. Total)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

<b>9.a.</b>	<b>Public Engagement/Risk Assessment (Max 2 Pts.)</b>	<b>Point Value</b>
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

<b>9.b.</b>	<b>Public Engagement/Risk Assessment (Max 3 Pts.)</b>	<b>Point Value</b>
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

<b>10.a.</b>	<b>Cost Effectiveness (Max 5 Pts.)</b>	<b>Point Value</b>
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

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### 3. Roadway Reconstruction/ Modernization & Spot Mobility Projects Scoring

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

**Examples** of Roadway Reconstruction/Modernization and Spot Mobility Projects:

- Intersection improvements or alternative intersections such as unsignalized or signalized reduced conflict intersections.
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Turn lanes
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Lane conversion to on street parking, or bike lanes addition
- Four-lane to three-lane conversions
- Roundabouts
- Addition or replacement of traffic signals
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements that add multimodal elements
- New alignments that replace an existing alignment and do not expand the number of lanes
- Resurfacing roadway projects

Roadway Reconstruction/Modernization and Spot Mobility Projects Scoring			
Criteria and Measures		Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		20
1a	Measure - Level of Congestion, movement of people and goods		7
1b	Measure - Project Location Relative to Jobs, Manufacturing, and Education		7
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		
<b>2</b>	<b>Usage</b>		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
<b>3</b>	<b>Equity</b>		5
3	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation.		5
<b>4</b>	<b>Infrastructure Condition/Age</b>		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
<b>5</b>	<b>Congestion Reduction</b>		10
5a	Measure - Vehicle delay reduced		10
<b>6</b>	<b>Safety</b>		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
<b>7</b>	<b>Multimodal Elements and Existing Connections</b>		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
<b>8</b>	<b>Consistency with Regional Plans</b>		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>9</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
<b>10</b>	<b>Cost Effectiveness</b>		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
<b>TOTAL</b>		0	



1.a.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project results in maximum reduction in the level of congestion and accentuates the movement of people and goods.	7 Pts.
	Project results in some level of reduction in level of congestion and may improve the movement of people and goods.	3.5 Pts.
	Project results in no appreciable reduction in level of congestion nor facilitates the movement of people or goods.	0 Pts.

1.b.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of transit routes, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 1.25 points.	1.25 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project average daily traffic volumes are greater than 8,500.	5 Pts.
	Project average daily traffic volumes are between 5,000 and 8,500.	2.5 Pts.
	Project average daily traffic volumes are less than 5,000.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project forecast 2040 average daily traffic volumes are greater than 14,000.	5 Pts.
	Project forecast 2040 average daily traffic volumes are between 7,600 and 14,000.	2.5 Pts.
	Project forecast 2040 average daily traffic volumes are less than 7,600.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Existing infrastructure was built more than 25 years ago.	7.5 Pts.
	Existing infrastructure was built more than 20 years ago.	5 Pts.
	Existing infrastructure was built more than 10 years ago.	2.5 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

4.b.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Project includes improvements in all of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	7.5 Pts.
	Project includes improvements in at least two of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	5.0 Pts.
	Project includes improvements in at least one of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	2.5 Pts.
	Project doesn't include any Geometric, Structural, or Infrastructure improvements.	0 Pts.

5.a.	Congestion Reduction (Max 10 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6.a.	Safety (Max 5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	2.5 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

6.b.	Safety (Max 5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any 3 year period).	5 Pts.
	Project incorporates tangible safety improvements.	2.5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional/local plans & goals or has been designed to integrate with it.	10 Pts.
	Regional/local plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional/local plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional/local plans or goals and/or conflicts with established plans/goals.	0 Pts.

9.a.	Public Engagement/Risk Assessment (Max 2 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9.b.	Public Engagement/Risk Assessment (Max 3 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

10.a.	Cost Effectiveness (Max 5 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

## 4. Roadway Expansion Projects Scoring (Existing Road)

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

**Examples** of Roadway Expansion Projects:

- Two-lane to four-lane expansions
- Other thru-lane expansions (excludes additions of a continuous center turn lane)
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges, overpasses and underpasses

Roadway Expansion Projects Scoring (Existing Road)			
	Criteria and Measures	Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		20
1a	Measure - Level of Congestion, movement of people and goods		7
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		7
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		
<b>2</b>	<b>Usage</b>		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
<b>3</b>	<b>Equity</b>		5
3	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Infrastructure Condition/Age</b>		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
<b>5</b>	<b>Congestion Reduction/Air Quality</b>		10
5a	Measure - Vehicle delay reduced		10
<b>6</b>	<b>Safety</b>		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
<b>7</b>	<b>Multimodal Elements and Existing Connections</b>		10
7a	Measure - Transit Routes, bicycle, or pedestrian project elements and connections		10
<b>8</b>	<b>Consistency with Regional Plans</b>		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>9</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
<b>10</b>	<b>Cost Effectiveness</b>		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	<b>TOTAL</b>	0	

1.a.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project results in maximum reduction in the level of congestion and accentuates the movement of people and goods.	7 Pts.
	Project results in some level of reduction in level of congestion and may improve the movement of people and goods.	3.5 Pts.
	Project results in no appreciable reduction in level of congestion nor facilitates the movement of people or goods.	0 Pts.

1.b.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of transit routes, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 1.25 points.	1.25 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in average daily traffic volumes.	5 Pts.
	Project has no overall effect on average daily traffic volumes in either positive or negative manner.	2.5 Pts.
	Project results in an overall <i>decrease</i> in average daily traffic volumes.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in forecast 2040 average daily traffic volume.	5 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	2.5 Pts.
	Project results in an overall <i>decrease</i> in forecast 2040 average daily traffic volume.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Existing infrastructure was built more than 25 years ago.	7.5 Pts.
	Existing infrastructure was built more than 20 years ago.	5 Pts.
	Existing infrastructure was built more than 10 years ago.	2.5 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

4.b.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Project includes improvements in all of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	7.5 Pts.
	Project includes improvements in at least two of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	5.0 Pts.
	Project includes improvements in at least one of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	2.5 Pts.
	Project doesn't include any Geometric, Structural, or Infrastructure improvements.	0 Pts.

5.a.	Congestion Reduction/Air Quality (Max 10 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6.a.	Safety (Max 5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	2.5 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

<b>6.b.</b>	<b>Safety (Max 5 Pts.)</b>	<b>Point Value</b>
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any <u>3 year</u> period).	5 Pts.
	Project incorporates tangible safety improvements.	2.5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

<b>7.a.</b>	<b>Multimodal Elements and Existing Connections (Max 10 Pts.)</b>	<b>Point Value</b>
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

<b>8.a.</b>	<b>Consistency with Regional Plans (Max 10 Pts.)</b>	<b>Point Value</b>
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

<b>9.a.</b>	<b>Public Engagement/Risk Assessment (Max 2 Pts.)</b>	<b>Point Value</b>
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

<b>9.b.</b>	<b>Public Engagement/Risk Assessment (Max 3 Pts.)</b>	<b>Point Value</b>
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

<b>10.a.</b>	<b>Cost Effectiveness (Max 5 Pts.)</b>	<b>Point Value</b>
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.



## 4. Roadway Expansion Projects Scoring (New Road)

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

**Examples** of New Roadway Expansion Projects:

- New roadways connecting communities
- New Bridge connections providing trip connectivity between two or more communities

Roadway Expansion Projects Scoring (New Road)			
Criteria and Measures		Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		25
1a	Measure - Level of Congestion, movement of people and goods		8
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		7
<b>2</b>	<b>Usage</b>		10
2	Measure - Forecast 2040 average daily traffic volume		10
<b>3</b>	<b>Equity</b>		5
3	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Connecting Communities in the region</b>		10
4	Promotes regional roadway connections		10
<b>5</b>	<b>Congestion Reduction</b>		10
5a	Measure - Vehicle delay reduced		10
<b>6</b>	<b>Safety</b>		10
6	Is the project addressing safety concerns		10
<b>7</b>	<b>Multimodal Elements and Existing Connections</b>		10
7a	Measure - Transit Routes, bicycle, or pedestrian project elements and connections		10
<b>8</b>	<b>Consistency with Regional Plans</b>		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>9</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
<b>10</b>	<b>Cost Effectiveness</b>		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
<b>TOTAL</b>		0	

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1.a.	Role in the Regional Trans. System & Economy (Max 8 Pts.)	Point Value
	Project results in maximum reduction in the level of congestion and accentuates the movement of people and goods.	8 Pts.
	Project results in some level of reduction in level of congestion and may improve the movement of people and goods.	4 Pts.
	Project results in no appreciable reduction in level of congestion nor facilitates the movement of people or goods.	0 Pts.

1.b.	Role in the Regional Trans. System & Economy (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of transit routes, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 2 points.	2 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

2.a.	Usage (Max 10 Pts.)	Point Value
	Project results in an overall <i>increase</i> in forecast 2040 average daily traffic volume.	10 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	5 Pts.
	Project results in an overall <i>decrease</i> in forecast 2040 average daily traffic volume.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Connecting Communities in the Region (Max 10 Pts.)	Point Value
	Project connects two separate pieces of the regional roadway network that weren't previously connected or facilitates the movement of people and goods in a way not available without the project present.	10 Pts.
	Project adds at least one connection to the regional roadway network.	5 Pts.
	Project makes no connections to the existing roadway network.	0 Pts.

5.a.	Congestion Reduction (Max 10 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6.a.	Safety (Max 10 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 since 2017).	10 Pts.
	Project incorporates tangible safety improvements.	5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit line.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

<b>8.a.</b>	<b>Consistency with Regional Plans (Max 10 Pts.)</b>	<b>Point Value</b>
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

<b>9.a.</b>	<b>Public Engagement/Risk Assessment (Max 2 Pts.)</b>	<b>Point Value</b>
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

<b>9.b.</b>	<b>Public Engagement/Risk Assessment (Max 3 Pts.)</b>	<b>Point Value</b>
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

<b>10.a.</b>	<b>Cost Effectiveness (Max 5 Pts.)</b>	<b>Point Value</b>
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.



## 5. Multiuse Trails & Bicycle Facilities Scoring

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

**Examples** of Multi-use Trail and Bicycle Facility Projects:

- Multi-use trails
- Trail Bridges/underpasses
- On-street bike lanes, improved signalization detectors for bicycles
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Multiuse Trails and Bicycle Facilities Projects Scoring			
Criteria and Measures		Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		<b>20</b>
1a	Measure - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas		5
1b	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle commuting corridors		5
1c	Measure - Connection to Jobs, Transit Routes and Educational Institutions		5
1d	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		5
<b>2</b>	<b>Potential Usage</b>		<b>15</b>
2a	Measure - Existing population and employment within 1 mile (potential usage), population density and employment density		10
2b	Measure - Snow and ice control		5
<b>3</b>	<b>Equity</b>		<b>5</b>
3a	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Deficiencies and Safety</b>		<b>10</b>
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		5
4b	Measure - Deficiencies corrected or safety problems addressed		5
<b>5</b>	<b>Multimodal Elements and Existing Connections</b>		<b>20</b>
5a	Measure - Transit or pedestrian/bicycle elements of the project and connections, level of traffic stress		20
<b>6</b>	<b>Consistency with Regional Plans</b>		<b>10</b>
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>7</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		<b>10</b>
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
<b>8</b>	<b>Cost Effectiveness</b>		<b>10</b>
8a	Measure - Cost effectiveness (total points/total project cost)		10
			<b>100</b>
<b>TOTAL</b>			

1.a.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project in highly congested areas	5 Pts.
	Project in medium congested areas	3 Pts.
	Project in low congested areas	1 Pt.

1.b.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project connects two separate pieces of the Regional Bicycle Transportation Network or other Bicycle commuting corridor(s) that weren't previously connected.	5 Pts.
	Project adds at least one connection to existing bicycle network.	2.5 Pts.
	Project makes no connections to existing bicycle network.	0 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project is within 0.5 miles of a transit route, add 1 point.	1 Pt.
	Project is within 0.5 miles of sources of educational facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of employment, add 2 points.	2 Pts.

1.d.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	1.25 Pts.
	Project adds connectivity to existing bike corridor.	1.25 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	1.25 Pts.
	Project adds connectivity to existing transit routes.	1.25 Pts.

2.a.	Potential Usage (Max 10 Pts.)	Point Value
	Project is within one mile of existing employment opportunities.	5 Pts.
	Project is within one mile of existing population centers.	5 Pts.
	Project is more than one mile from existing employment sources and population centers.	0 Pts.

2.b.	Potential Usage (Max 5 Pts.)	Point Value
	Project includes provisions for snow & ice removal from project facilities.	5 Pts.
	Project does not include provisions for snow & ice removal from project facilities.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project closes a gap or removes a barrier present in the existing trail/bike/ped network.	2.5 Pts.
	Project closes a gap, removes a barrier, or adds a connection to the existing trail/bike/ped network that adds connectivity to the network or between jurisdictions.	2.5 Pts.

4.b.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least one Bike/Ped fatality or serious injury and/or 15 of more Bike/Ped crashes since 2017.	5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least 10 of more Bike/Ped crashes or serious injury crashes since 2017.	3 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5.a.	Multimodal Elements and Existing Conditions (Max 20 Pts.)	Point Value
	Project connects with a transit route.	5 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 4 (larger numbers indicate more stress).	15 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 3.	10 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 2.	5 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 1.	0 Pts.

<b>6.a.</b>	<b>Consistency with Regional Plans (Max 10 Pts.)</b>	<b>Point Value</b>
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

<b>7.a.</b>	<b>Public Engagement/Risk Assessment (Max 5 Pts.)</b>	<b>Point Value</b>
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

<b>7.b.</b>	<b>Public Engagement/Risk Assessment (Max 5 Pts.)</b>	<b>Point Value</b>
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

<b>8.a.</b>	<b>Cost Effectiveness (Max 10 Pts.)</b>	<b>Point Value</b>
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

## 6. Pedestrian Facilities Scoring

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

**Examples** of Multi-use Trail and Bicycle Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Scoring			
Criteria and Measures		Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		<b>30</b>
1a	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle Commuting Corridors (BCC), and Pedestrian Areas (PA)		10
1b	Measure - Connection to Jobs and Educational Institutions		10
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		10
<b>2</b>	<b>Potential Usage</b>		<b>20</b>
2a	Measure - Existing population and employment within 1/2 mile (potential usage)		10
2b	Measure - Snow and ice control		10
<b>3</b>	<b>Equity</b>		<b>5</b>
3a	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Deficiencies and Safety</b>		<b>15</b>
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		7.5
4b	Measure - Deficiencies corrected or safety problems addressed		7.5
<b>5</b>	<b>Consistency with Regional Plans</b>		<b>10</b>
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>6</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		<b>10</b>
6a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
<b>7</b>	<b>Cost Effectiveness</b>		<b>10</b>
7a	Measure - Cost effectiveness (total points/total project cost)		10
			<b>100</b>
<b>TOTAL</b>			

1.a.	Regional Transportation System & Economy (Max 10 Pts.)	Point Value
	Project connects two separate pieces of the Regional Bicycle Transportation Network or other Bicycle commuting corridors that weren't previously connected.	10 Pts.
	Project adds at least one connection to existing bicycle network.	5 Pts.
	Project makes no connections to existing bicycle network.	0 Pts.

1.b.	Regional Transportation System & Economy (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of educational facilities, add 5 points.	5 Pts.
	Project is within 0.5 miles of sources of employment, add 5 points.	5 Pts.

1.c.	Regional Transportation System & Economy (Max 10 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	2.5 Pts.
	Project adds connectivity to existing bike corridor.	2.5 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	2.5 Pts.
	Project adds connectivity to existing transit routes.	2.5 Pts.

2.a.	Potential Usage (Max 10 Pts.)	Point Value
	Project is within 1/2 mile of existing employment opportunities.	5 Pts.
	Project is within 1/2 mile of existing population centers.	5 Pts.
	Project is more than 1/2 mile from existing employment sources and population centers.	0 Pts.

2.b.	Potential Usage (Max 10 Pts.)	Point Value
	Project includes provisions for snow & ice removal from project facilities.	10 Pts.
	Project does not include provisions for snow & ice removal from project facilities.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Deficiencies & Safety (Max 7.5 Pts.)	Point Value
	Project closes a gap, removes a barrier, or adds a connection to the existing trail/bike/Ped network that adds connectivity to the network or between jurisdictions.	7.5 Pts.
	Project closes a gap or removes a barrier present in the existing trail/bike/Ped network.	4 Pts.

4.b.	Deficiencies & Safety (Max 7.5 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least one Bike/Ped fatality or serious injury and/or 15 of more Bike/Ped crashes since 2017.	7.5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least 10 of more Bike/Ped crashes or serious injury crashes since 2017.	4 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into said plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

6.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

7.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

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## 6. Safe Routes to School Project Scoring

**Definition:** An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

**Examples** of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multi-use trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

Safe Routes to School Infrastructure – Scoring			
	Criteria and Measures	Points	%
<b>1</b>	<b>Relationship between Safe Routes to School Program Elements</b>		25
1a	Measure - Describe how project addresses 5 Es (Evaluation, Engineering, Education, Encouragement, and Enforcement) of SRTS program		15
1b	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		10
<b>2</b>	<b>Potential Usage</b>		20
2a	Measure - Average share of student population that bikes or walks; or student registrations		15
2b	Measure - Student population within school's walkshed		5
<b>3</b>	<b>Equity</b>		5
3a	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Deficiencies and Safety</b>		20
4a	Measure – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		10
4b	Measure - Deficiencies corrected or safety problems addressed		10
<b>5</b>	<b>Consistency with Regional Plans</b>		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>6</b>	<b>Public Engagement/Risk Assessment</b>		10
6a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
<b>7</b>	<b>Cost Effectiveness</b>		10
7a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	<b>TOTAL</b>		

1.a.	Relationship between Safe Routes to School Program Elements (Max 15 Pts.)	Point Value
	Addressed all 5 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	15 pts.
	Addressed 4 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	12 pts
	Addressed 3 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	8 pts
	Addressed 2 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	5 pts
	Addressed 1 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	2 pts
	Addressed zero E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	0 pts.

1.b.	Relationship between Safe Routes to School Program Elements (Max 15 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	2.5 Pts.
	Project adds connectivity to existing bike corridor.	2.5 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	2.5 Pts.
	Project adds connectivity to existing transit routes.	2.5 Pts.

2.a.	Potential Usage (Max 15 Pts.)	Point Value
	Average share of student population that bikes or walks; or student registration is between 75 and 100 percent	15 pts.
	Average share of student population that bikes or walks; or student registration is between 50 and 75 percent	10 pts.
	Average share of student population that bikes or walks; or student registration is between 25 and 50 percent	5 pts.
	Average share of student population that bikes or walks; or student registration is between 0 and 25 percent	0 pts.

2.b.	Potential Usage (Max 15 Pts.)	Point Value
	Average share of student population that is within school's walkshed is between 75 and 100 percent	15 pts.
	Average share of student population that is within school's walkshed is between 50 and 75 percent	10 pts.
	Average share of student population that is within school's walkshed is between 25 and 50 percent	5 pts.
	Average share of student population that is within school's walkshed is between 0 and 25 percent	0 pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project closes a gap or removes a barrier present in the existing trail/bike/ped network.	2.5 Pts.
	Project closes a gap, removes a barrier, or adds a connection to the existing trail/bike/ped network that adds connectivity to the network or between jurisdictions.	2.5 Pts.

4.b.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least one Bike/Ped fatality or serious injury and/or 15 of more Bike/Ped crashes since 2017.	5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least 10 of more Bike/Ped crashes or serious injury crashes since 2017.	3 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.



5.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

8.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

## 7. Transit Expansion/Modernization Scoring

**Definition:** A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects are evaluated primarily on the ability to attract new riders. A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, these projects are evaluated primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not an evaluation criteria.

**Examples** of Transit Expansion and Modernization Projects:

Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities for new or expanded service, new transit centers or stations, along a route
- Park-and-ride facilities or expansions
- Bus/transit vehicle purchases

Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Transit Expansion and Modernization Projects Scoring			
Criteria and Measures		Points	%
<b>1</b>	<b>Role in the Regional Transportation System and Economy</b>		15
1a	Measure - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas		5
1b	Measure - Project Location Relative to Population Density, Jobs, Manufacturing, Transit Routes, and Education		5
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		5
<b>2</b>	<b>Usage – Demonstration of Need</b>		20
2a	Measure - New Annual Riders (for Expansion Projects)		10
2b	Measure - Total existing annual riders (for Modernization Projects)		10
<b>3</b>	<b>Equity</b>		5
3a	Measure - No disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
<b>4</b>	<b>Air Quality Emissions Reduction</b>		15
4a	Measure - Emissions and congestion benefits of project, Kg of emissions reduced		15
<b>5</b>	<b>Multimodal Elements and Existing Connections</b>		15
5a	Measure - Bicycle and pedestrian elements of the project and connections		15
<b>6</b>	<b>Consistency with Regional Plans – Accessibility &amp; Collaboration of MPO's Transit coordinated plan</b>		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
<b>7</b>	<b>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</b>		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
<b>8</b>	<b>Cost Effectiveness</b>		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	<b>TOTAL</b>	0	

1.a.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project in highly congested areas.	5 Pts.
	Project in medium congested areas.	3 Pts.
	Project in low congested areas.	1 Pt.

1.b.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project is within 1 mile of existing employment opportunities.	2 Pts.
	Project is within 1 mile of existing population centers.	1.5 Pts.
	Project is within 1 mile of existing educational institutions.	1.5 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	1.25 Pts.
	Project adds connectivity to existing bike corridor.	1.25 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	1.25 Pts.
	Project adds connectivity to existing transit routes.	1.25 Pts.

2.a.	Usage-Demonstration of Need (Max 10 Pts.)	Point Value
	Expansion project results in a 1% increase in potential new annual users.	10 Pts.
	Expansion project results in a measurable increase in potential new annual users.	5 Pts.
	Project does not result in a measurable change in potential new users.	0 Pts.

2.b.	Usage-Demonstration of Need (Max 10 Pts.)	Point Value
	Project results in a 1% increase in total ridership.	10 Pts.
	Project results in a measurable increase in total ridership.	5 Pts.
	Project does not result in a measurable change in total ridership.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low-income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Air Quality Emissions Reduction (Max 15 Pts.)	Point Value
	Project provides a high emissions reduction.	15 Pts.
	Project provides a medium emissions reduction	10 Pts.
	Project provides a low emissions reduction.	5 Pts.

5.a.	Multimodal Elements and Existing Connections (Max 15 Pts.)	Point Value
	Project includes bicycle features or connections.	3.75 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle network.	3.75 Pts.
	Project includes pedestrian features or connections.	3.75 Pts.
	Project increases the population of potential users within a 1/2 mile of a pedestrian network.	3.75 Pts.

6.a.	Consistency with Regional Plans (Max 10 Pts. Total)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

<b>7.b.</b>	<b>Public Engagement/Risk Assessment (Max 5 Pts.)</b>	<b>Point Value</b>
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

<b>8.a.</b>	<b>Cost Effectiveness (Max 10 Pts.)</b>	<b>Point Value</b>
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.

DRAFT

# Appendix: I

## Transportation Improvement Program Policy

### 1. Introduction

The Wichita Area Metropolitan Planning Organization (WAMPO) is the designated Metropolitan Planning Organization (MPO) for the Wichita region, in place to provide access to federal transportation funds and to conduct regional transportation planning. The WAMPO region includes 22 municipalities, all of Sedgwick County, and portions of Butler County and Sumner County.

The region's increasing development and travel demand require a continuous program of managing and improving the area's surface transportation system. WAMPO is responsible for maintaining a number of federally required core documents to ensure that federal transportation funds are programmed towards projects that will make a positive contribution to the region's transportation system. These documents include the **Metropolitan Transportation Plan (MTP)** and the **Transportation Improvement Program (TIP)**. The MTP is federally required and outlines long-range transportation goals of the region and lists transportation projects that advance those goals, including projects eligible for federal transportation funds.

The TIP is a list of transportation projects covering a period of four years, based on the Federal Fiscal Year (FFY), which runs from October 1st through September 30th. The TIP is developed biennially by WAMPO in cooperation with federal, state, and local agencies, including public transportation providers. Projects included in the TIP must be consistent with the MTP and the WAMPO Federal Functional Classification Map and should reflect progress towards the overall transportation goals of the region.

This TIP Policy serves as the guiding document outlining processes and criteria established by the Transportation Policy Body (TPB) for the development and maintenance of the TIP. The TIP Policy shall supersede, when more restrictive, any criteria or guidelines reflected in the Kansas Department of Transportation (KDOT) Statewide Transportation Improvement Program (STIP) Amendment and Administrative Modifications Procedures.

## **2. Participants in the TIP Process**

### **Transportation Policy Body (TPB)**

The TPB is the decision-making authority for WAMPO. The TPB is responsible for determining which projects receive WAMPO-suballocated funding funds, takes final action on adopting a new TIP and on TIP amendments, and has overall authority to include or exclude any given project in the TIP.

### **Technical Advisory Committee (TAC)**

The TAC reviews and proposes projects to be programmed with WAMPO-suballocated funding funds in each new TIP and each TIP amendment. The TAC is responsible for providing a recommendation to the TPB for action on any new TIP or TIP amendment.

### **Project Selection Committee**

The Project Selection Committee reviews each request to identify which projects will be recommended for funding.

### **Kansas Department of Transportation (KDOT)**

KDOT serves as a cooperative partner and oversight agency for WAMPO. KDOT provides information that WAMPO uses to develop and maintain the TIP. This information includes but is not limited to obligation-authority statuses, notifications of obligated and deobligated funds, and updates on projects using WAMPO-suballocated funding.

### **United States Department of Transportation (USDOT)**

The United States Department of Transportation (USDOT) serves as a cooperative partner and oversight agency for WAMPO and KDOT. The primary USDOT agencies that WAMPO works with are the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Other agencies of the USDOT are involved on a case-by-case basis.

### **Project Sponsors**

A project sponsor is responsible for submitting projects to be included in the TIP, coordinating with WAMPO and KDOT, and, ultimately, the completion of their projects. A project sponsor is typically a governmental jurisdiction/agency or taxing entity that is responsible for the local share of a project's cost. A paratransit provider may also be a project sponsor if its project is funded through WAMPO-suballocated funding and/or FTA funding sources (e.g., Section 5310, Section 5311, etc.). Project sponsors are responsible for providing WAMPO with the most accurate information reasonably possible regarding their TIP projects.

### **Public**

The public plays an important role in the regional transportation planning process by providing project sponsors, elected officials, and WAMPO with input on projects in the WAMPO region. There are various opportunities for the public to provide input on TIP projects, including: public meetings, public review and comment periods, and public hearings at TPB meetings. The efforts WAMPO undertakes to engage the public are identified in the Public Participation Plan (PPP).



### 3. Elements of the TIP

When working with the TIP, there are many elements that are essential to understand the entire process. These elements are discussed in this section. For additional information, refer to the current TIP or contact WAMPO.

#### Fiscal Constraint

Federal regulation 23 CFR 450 requires that programming for each year of the TIP shall not exceed levels of funding committed or available to the Metropolitan Planning Area (MPA) in that year. For the TIP to remain fiscally constrained, all projects included in the TIP, combined, may not exceed levels of funding committed or reasonably expected to be available to the MPA.

#### Obligation Authority Estimates

During the development of a new TIP, WAMPO will request from KDOT future obligation authority estimates for WAMPO-suballocated funding for all four years of the TIP. WAMPO will request that these estimates be provided prior to the end of the Call for Projects. The estimates are used to program WAMPO-suballocated funding during the project-selection process and are subject to change throughout an FFY.

#### Funding Split (80/20)

Project sponsors are allowed to request a maximum of 80% WAMPO-suballocated funding for qualifying costs associated with a project. A minimum 20% nonfederal match must be used to fund the project. Only costs that are eligible for funding, such as construction engineering (CE) and construction, can be programmed to be paid with WAMPO-suballocated funding. WAMPO-suballocated funding may not be used for Right-Of-Way acquisition (ROW), Preliminary Engineering, or utilities relocation, unless otherwise directed by the TPB and KDOT.

Project sponsors should keep in mind that most federal funding programs operate on a reimbursement basis. This includes any projects funded with WAMPO-suballocated funding. Project sponsors with questions regarding the process for reimbursement of federal funds should contact WAMPO

#### Project Evaluation Criteria

**Project Selection Criteria** is a tool used by WAMPO to assist in determining which projects to program in the TIP with WAMPO-suballocated funding. Federal legislation requires that projects programmed with WAMPO-suballocated funding go through a Project Evaluation Criteria process. Projects applying for WAMPO-suballocated funding must fully complete the Project Evaluation Criteria for the applicable project type and meet eligibility criteria as identified in section 4.1 through 4.1.4. Projects that fail to meet the minimum eligibility criteria for at least one WAMPO-Suballocated funding source will be disregarded.

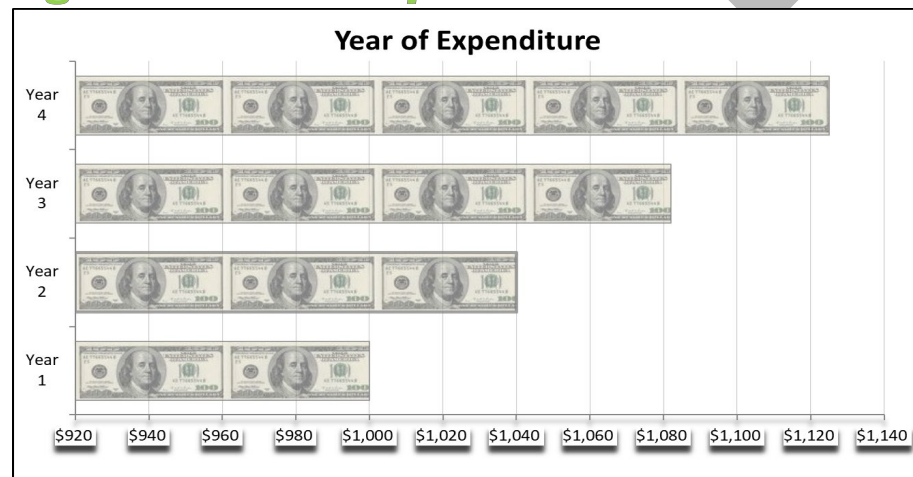
[Appendix B](#) outlines the criteria used for each project type in order to be considered for WAMPO-suballocated funding.

## Year of Expenditure (YOE) - Inflation

By USDOT and KDOT approval of the STIP (where the TIP is amended into the STIP), they agree to the **Year of Expenditure (YOE)** rate used in the TIP. YOE is applied to projects included in the second, third, and fourth years of the TIP. This rate is applied to the base cost of the project to reflect the project cost in future years. This rate is compounded annually (as reflected in the example below). WAMPO staff will apply the YOE to the project cost depending on the year that the project is programmed.

WAMPO does not apply YOE to any KDOT projects. KDOT incorporates inflation into their projects as they are submitted to WAMPO for inclusion in the TIP. Non-Suballocated projects with federal funds administered by KDOT have YOE reflected entirely through the local funding share of a project's cost. Shown below is an example of how to calculate YOE for the various years of the TIP. **Figure I1** graphically reflects this example.

**Figure I1: Year of Expenditure**



### Example:

Assume a 4% yearly inflation rate and a base project cost of \$1,000.

- In year one, a project would cost \$1,000.
- In year two, the base cost of \$1,000 would then cost \$1,040. The base amount multiplied by 4% (.04) and added to the base project cost.
- In year three, the project would cost \$1,082. This is the second year project cost multiplied by 4% (.04) and added to the second year project cost.
- In year four, the project would cost \$1,125. This is the third year project cost multiplied by 4% (.04) and added to the third year project cost.

$$\begin{aligned} \$1,000 \times .04 = \$40 + \$1,000 = \$1,040 \times .04 = \$42 + \$1,040 = \$1,082 \\ \times .04 = \$43 + \$1,082 = \mathbf{\$1,125} \end{aligned}$$

$$\$1,000 \times .04 = \$40 + \$1,000 = \$1,040 \times .04 = \$42 + \$1,040 = \mathbf{\$1,082}$$

$$\$1,000 \times .04 = \$40 + \$1,000 = \mathbf{\$1,040}$$

$$\mathbf{\$1,000}$$



## Project Capping

WAMPO limits the amount of WAMPO-suballocated funding for a project by capping these funds in the TIP (Starting in FFY 2008). Should a project's cost exceed the amount of programmed WAMPO-suballocated funding, the project sponsor is responsible for making up the difference.

**Uncapped projects** in the TIP can exceed their programmed amount prior to being closed out by KDOT, typically due to contract limitations. The difference between the programmed amount and the closed out amount would then come from the current FFY (i.e. 2013) obligation authority. If that occurs, projects programmed in the current TIP with the identified funding source would need to be reviewed and adjusted to maintain fiscal constraint of the TIP.

## Obligation of Funds

Federal funds awarded in each FFY must be obligated by September 30th of the project's specified FFY in the TIP. An obligation is the Federal Government's promise to pay the federal share of a project's eligible cost. This commitment occurs when KDOT submits a Project Agreement to the FHWA for approval. If the project does not obligate by September 30th, these funds could be lost to the WAMPO region.

Before KDOT can submit a Project Agreement to FHWA for approval, the following criteria must be met by the project sponsor in coordination with WAMPO and KDOT:

- The project must be in the WAMPO MTP and TIP.
- If KDOT is authorizing any work phase other than Preliminary Engineering (PE), all environmental clearances must be complete and the project sponsor's Local Agency/ State Agreement shall have been executed.
- In the case of Construction Engineering (CE)/Construction authorization, KDOT must also have a Right of Way (ROW) and Utilities Certificate on file.

Obligated funds are considered used even if no expenses have occurred. Once a project has been obligated it can be let at any point, but it is encouraged to be let within a reasonable amount of time (between 30 and 60 days after obligation). The term "let" is a shortened term for "bid letting," which means that the project has been made available for contractors to apply for consideration to complete the project's construction. The date that a project is let is referred to as the "let date."

## Project Listing

The project listing section of the TIP is where the most recent information regarding TIP projects can be found, as reported by project sponsors. This includes, but is not limited to, project information such as:

- Project sponsor.
- Project scope.
- Project FFY.
- Project type.
- KDOT and WAMPO project numbers.
- Project funding amounts.
- Project funding sources.
- Total project cost.

## 4. Types of Funding Categories

This section discusses the difference between WAMPO-suballocated funding and Non-Suballocated funding categories. WAMPO-Suballocated funding sources are also discussed with a brief summary of each program and any necessary criteria for a project being programmed with these funds.

### WAMPO-Suballocated Funding

WAMPO-suballocated funding are for projects that are funded partially or in full (for the federal share) with the following funding programs: Congestion Mitigation and Air Quality (MPO-CMAQ), Surface Transportation Program (MPO-STP) and Transportation Alternatives (MPO-TA). KDOT annually provides MPO-CMAQ funds to WAMPO, to be used as WAMPO-suballocated funding. Both MPO-STP and MPO-TA funds are attributable to the WAMPO region. All WAMPO-Suballocated funding programs operate on a reimbursement basis through KDOT.

Projects are evaluated with the assistance of the PSC by the TAC who then develops a recommended list of projects to program for each FFY of the TIP. This recommendation is then brought to the TPB who is asked to endorse the TAC's recommendation. Once the complete TIP is brought to the TPB for action, the TPB will take final action of the TIP and all of the projects found within it, including WAMPO-suballocated funding. See Appendix B for additional information on the PSC used for WAMPO-suballocated funding

#### 4.1.1 CONGESTION MITIGATION AND AIR QUALITY (MPO-CMAQ)

##### Intent:

The WAMPO Congestion Mitigation and Air Quality (MPO-CMAQ) Program:

- Assures that MPO-CMAQ funds are programmed for projects that meet the intent of the federal CMAQ program.
- Outlines eligible project types for MPO-CMAQ funding
- Makes progress towards the implementation of the short-term strategy #13 identified in the Metropolitan Transportation Plan (MTP) 2035.

#### 4.1.2 MPO-CMAQ FUNDING SPLIT (80/20):

Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the projects that are eligible for funding. A minimum 20 percent non-federal match must be used to fund the project.

See section 3.3 for additional details.

#### 4.1.3 MPO-CMAQ POLICY IMPLEMENTATION:

Project sponsors are encouraged to apply for MPO-CMAQ funds for projects that are directly related to meeting the intent of the federal CMAQ Program. This policy includes a list of all eligible project types MPO-CMAQ funds for the WAMPO region, as determined by the TPB.

Starting in FFY 2014, 100 percent of MPO-CMAQ funds will first be available for projects identified as an eligible project type. The balance of MPO-CMAQ funds not programmed towards eligible project types will be made available to program other projects that can demonstrate congestion mitigation or air quality benefits to the WAMPO region. These funds will be treated in a similar fashion as MPO-STP funds. If the WAMPO region is designated as a non-attainment area for air quality standards, all projects programmed with MPO-CMAQ funds would then be required to meet additional federal requirements.

#### MPO-CMAQ Eligible Project Types:

Eligible project types include:

- Projects intended to reduce emissions through cold-start conditions.
  - Retrofitting vehicles and fleets with water and oil heaters.
  - Installing electrical outlets and equipment in publicly-owned garages or fleet storage facilities.
- Traffic flow improvements (must demonstrate net emissions benefits).
  - Traditional Improvements.
    - Construction of roundabouts.
- Construction of vehicle lanes (such as turn lanes) that can prove a reduction in congestion.

## ➤ Intelligent Transportation Systems (ITS).

- Traffic signal synchronization projects.
- Traffic management projects.
- Regional multi-modal traveler information systems.
- Traffic signal control systems.
- Freeway management systems.
- Incident management programs.
  - Transit management systems.
  - Electronic toll-collection systems.
- Transit operating assistance (for up to 3 years)
  - Operating assistance to introduce a new type of transit service, service to a new geographical area, or expand existing service providing additional hours or service or reduced headways.
    - Eligible operating cost include: labor, fuel, maintenance, and related expenses.
- Bicycle and pedestrian.
  - Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Travel demand management.
  - Park and Ride facilities.
  - Telecommuting.
  - Carpool/Vanpool.
  - Employer-based commuter choice programs (flexible work hours).
- Public education and outreach (may be funded indefinitely).

- Education and outreach activities targeting the public, community leaders, and potential projects sponsors about:
  - Connections between trip making and transportation mode choices.
  - Traffic congestion.
  - Air quality.
- Activities that promote:
  - New or existing transportation services
  - Developing messages.
  - Advertising materials (including market research, focus groups, and creative
  - Distributing messages and materials
  - Evaluating message and material dissemination and public awareness
  - Technical assistance.
  - Programs that promote the Tax Code provisions related to commute benefits
  - Transit operation of fare sales.
  - Any other activities that help forward less-polluting transportation options.
- Air quality public education messages.
  - Maintain your vehicle.
- Minimize one person per vehicle travel by grouping trips to locations together.
- Telecommuting.
- Proper use of alternate fuels.
- Observe speed limits.
- Don't idle your vehicle for long durations.
- Eliminate rapid starts and stops when driving.
- Use of alternate modes of transportation.

- Transportation Management Associations (TMAs)
  - TMA start-up costs, provided emissions can be reduced (up to 3 years).
- Carpooling and vanpooling.
  - Marketing (may be funded indefinitely) for existing, expanded, and new activities designed to:
    - Increase the use of carpools and vanpools
    - Purchase and use of computerized matching software.
    - Outreach to employers.
    - Guaranteed ride home programs.
  - Vehicles (Vanpools only) (eligible operating costs limited to 3 years).
    - Vanpool vehicle capital costs for purchasing or leasing vans.
    - Empty-seat subsidies.
    - Maintenance.
    - Insurance.
    - Administration (staff, dispatcher, grant management, etc.).
- Idle reduction.
  - Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, the WAMPO region.
- Inspection/Maintenance (I/M) programs.
  - Construction of I/M facilities.
  - Purchase of I/M equipment.
  - I/M program development.
  - One-time start-up activities:
    - Updating quality assurance software
    - Developing a mechanic training curriculum
  - Administrative costs.

- Alternative Fuels.
    - Infrastructure / Facilities.
    - Vehicles.
      - Establishment of privately owned “portable” I/M programs, including remote sensing (provided that they are public services, reduce emissions, and do not conflict with statutory I/M requirements or EPA regulations).
- This section was developed with the use of the Eligible Projects and Programs section of “The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Final Program Guidance”.

### **Surface Transportation Program (MPO-STP)**

Intent: The Surface Transportation Program (MPO-STP) is the one of two funding sources that is directly attributable to WAMPO from the USDOT and used as WAMPO-Suballocated funding program. This funding program is flexible and can be used for a variety of different transportation improvements.

The MPO-STP program:

- Assures that MPO-STP funds are programmed for projects that meet the intent of the Federal STP Program.
- Outline eligible project types for MPO-STP funding.

### **MPO-STP Funding Split (80/20):**

Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the projects that are eligible for funding. A minimum 20 percent non-federal match must be used to fund the project.

See Section 3.3 for additional details.

### **MPO-STP Eligible Project Types:**

For a complete listing of eligible project types, refer to 23 U.S.C. 133. Shown below is a summary of eligible project types for MPO-STP funds.

- Construction.
- Reconstruction.
- Rehabilitation.
- Resurfacing.
- Restoration.
- Operational improvements for highways and bridges
- Capital costs for transit projects (including vehicles and facilities).
- Carpool projects.

- Fringe and corridor parking facilities and programs.
- Bicycle transportation and pedestrian walkways
- Highway and transit safety infrastructure improvements and programs.
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
- Transportation enhancement activities.
- Transportation Control Measures. (TCM) listed in Section 108(f)(1)(A) (other than clause xvi) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Development and establishment of management systems under 23 U.S.C. 303.
- Intersection improvements.
- Infrastructure-based intelligent transportation systems capital improvements.

### **Transportation Alternatives Program (MPO-TA) Intent:**

The Transportation Alternatives Program (MPO-TA) is a funding source that is directly attributable to WAMPO from the USDOT and used as a WAMPO-Suballocated funding program. The MPO-TA program:

- Assures that MPO-TA funds are programmed for projects that meet the intent of the Federal TA Program.
- Outline eligible project types for MPO-TA funding.

### **MPO-TA Funding Split (80/20):**

Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the projects that are eligible for funding. A minimum of 20 percent non-federal match must be used to fund the project.

See Section 3.3 for additional details.



## MPO-TA Eligible Project Types:

For a complete listing of eligible project types, refer to [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/). Shown below is a summary of eligible project types for MPO-TA funds.

- Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
  - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
  - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
  - Construction of turnouts, overlooks, and viewing areas.
  - Community improvement activities, including –
- Inventory, control, or removal of outdoor advertising;
- Historic preservation and rehabilitation of historic transportation facilities;
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control; and
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
  - Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
  - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.
- The safe routes to school program under section 1404 of the SAFETEA-LU.
  - Infrastructure-related projects, planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
  - Non-infrastructure related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
  - Safe Routes to School coordinator.

- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

## **Non-Suballocated**

Non-Suballocated projects are those for which the TPB does not determine the amount of federal funding programmed. If a Non-Suballocated project has federal transportation funds associated with it, it is required to be included in the TIP and the MTP. Projects that do not have federal funds but are considered to be regionally significant should also be included in the TIP. For a project to be included in the TIP as a Non-Suballocated project, it must meet one of the following criteria:

- A project programmed with federal transportation funds, excluding: MPO-CMAQ, MPO-STP, and MPO-TA.
- A project programmed by the state or locally that is considered regionally significant.
- A project programmed through a combination of the sources listed above.

## **5. Changes in WAMPO-Suballocated Funding Availability**

The availability of WAMPO-suballocated funding can vary within any given FFY. Changes in the WAMPO-suballocated funding obligation authority (recessions, new authorizations, etc.) and deobligations affect the balance of available WAMPO-suballocated funding. WAMPO is responsible for assuring that all available funds are programmed within the TIP. The use of advance construction projects and a reserved projects list provide WAMPO options that assist in assuring that funds are not lost to the WAMPO region. WAMPO-suballocated funding projects programmed in the current FFY of the TIP using advance construction can be the priority projects to fund with any additional WAMPO-suballocated funding. If funds are remaining, they will be available for projects included on the reserved projects list.

### **Advance Construction**

Advance construction is a technique which allows a project sponsor to initiate a project using non-federal funds while preserving eligibility for future federal funds.

To use advance construction, project sponsors must contractually agree to fund the project 100% in the first year and be reimbursed over time, if and when federal funds become available and approved by the TPB. Project sponsors risk not being reimbursed if funds are not available or approved. Project sponsors must receive written approval from USDOT prior to entering into an advance construction contract. Advance construction projects are not allowed to seek reimbursement for any activities associated with the project that occur prior to entering into the advance construction contract.



## Reserved Projects Priority

The use of reserved projects is an option WAMPO has available to safeguard against the loss of WAMPO-suballocated funding and to assure that these funds remain in the WAMPO region. Reserved projects include only projects in the region that are eligible for federal funds, identified in the MTP Eligible for Funding List, and can be obligated on short notice. In most situations, only advance construction projects meet the necessary criteria. KDOT, WAMPO, and the project sponsor will work together to assure the readiness of projects being considered. Projects included in the reserved projects list are required to be fiscally constrained.

Reserved projects are developed in conjunction with the Call for Projects Application Period or Request for Amendments Application Period (unless directed otherwise by the TPB). The TAC will review and recommend to the TPB a prioritized list of reserved projects from those projects submitted.

The TAC will forward this recommended, prioritized list of reserved projects to the TPB for action. The TPB has the option to accept, revise, not accept, or request further TAC review of the recommended prioritized list of reserved projects. Once approved by the TPB, projects will automatically be selected from the prioritized list of reserved projects if and when federal funding becomes available. Projects will be selected for funding based on its priority and the ability to obligate funds prior to the end of the FFY. The project sponsor has the option to accept or decline the funds. Any projects included in the prioritized list of reserved projects must be included in the TIP project listing prior to receiving federal funds.

Inclusion in the TIP may occur when a new TIP is developed or through a TIP amendment. If a reserved project is included in the TIP as advance construction, a conversion of funds must be identified in the TIP project listing. An Administrative Adjustment may be used to change the year in which the conversion is made, if and when federal funds did become available.

## 6. TIP Development

This section outlines key steps related to the development of a new TIP or a TIP amendment.

### Call for Projects Application Period

The first step for a project to request to be added into the TIP is through the Call for Projects Application Period. A Call for Projects Application Period only occurs when a new TIP is being developed (which is on an annual basis). The process for both WAMPO-suballocated funding and Non-Suballocated projects is described in sections 6.1.1 and 6.1.2.

#### 6.1.1 COMPETITIVE - CALL FOR PROJECTS APPLICATION PROCESS

During a Call for Projects Application Period, project sponsors may submit applications for WAMPO-suballocated funding prior to the established deadline. Any late applications received by WAMPO will not be considered unless directed otherwise by the TPB. Once the Call for Projects Application Period ends, WAMPO staff compiles the submitted project information and tabulates PSC scores. For more information on the PSC, see Appendix B. After this process is complete, projects enter the project selection process as identified in section 6.2.

#### 6.1.2 NON-SUBALLOCATED – CALL FOR PROJECTS APPLICATION PROCESS

In order for a Non-Suballocated project to be included in a new TIP, the project sponsor must submit their project application prior to the established deadline. Any late applications received by WAMPO will not be included in the new TIP unless directed otherwise by the TPB.

If a project sponsor misses the Call for Projects Application Period deadline, they have two options to get their project included in the TIP. The first option is for the project sponsor to wait until the next Request for Amendments Application Period to include their project in the upcoming TIP Amendment. The second option is for the project sponsor to follow the process outlined in section 6.1.4.

Once a Call for Projects Application Period ends, WAMPO staff compiles the submitted project information and includes the Non-Suballocated projects into the draft of the new TIP. Project sponsors should keep in mind that Non-Suballocated projects must be fiscally constrained and that the TPB may choose not to include a Non-Suballocated project in the TIP. If the TPB chooses not to include a Non-Suballocated project in the TIP and the project does have federal funds, the project will not be able to receive federal funds.

The project must be included in an approved TIP in order to receive federal funds.

#### 6.1.3 REQUEST FOR AMENDMENTS APPLICATION PROCESS

During a Request for Amendments Application Period, project sponsors may submit applications to amend their projects already programmed in the TIP or apply to include a new Non-Suballocated project in the TIP. Allowable changes to projects during a Request for Amendments Application Period include:

- The design concept or scope of the project.
- The FFY of the project obligation date.
- A funding source (federal, state, or local) and/or amount.

- If WAMPO-suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase funds if it has not been obligated.
- Addition/removal of a project to the TIP.
  - If WAMPO-suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase funds if it has not been obligated.

Project changes not submitted to WAMPO prior to the established Request for Amendments Application Period deadline must follow the process outlined in section 6.1.4.

#### **6.1.4 MISSED APPLICATION DEADLINE PROCESS**

If a project sponsor submits a TIP project application late, projects could potentially still be included in the TIP. Projects sponsors must notify WAMPO staff one week prior to the next TAC meeting following an Application Period. Project sponsors will be required to make a request to the TAC and TPB to include their late submittal in the draft TIP or TIP Amendment. An updated public review and comment period will be held prior to TPB action on the TIP or TIP Amendment and follow the necessary public involvement process outlined in the Public Participation Plan (PPP).

## **Project Selection**

Project selection is the process WAMPO follows in order to identify projects to be programmed with WAMPO-suballocated funding (MPO-CMAQ, MPO-STP, and MPO-TA). The TAC will use the Project Selection Criteria (PSC) as a tool to assist in the selection of projects to recommend to the TPB to be programmed with WAMPO-suballocated funding. For Non-Suballocated projects, refer to the individual agency and/or KDOT for their project selection processes.

Project sponsors and WAMPO staff are responsible for verifying that projects included in the TIP with federal funds are included in the MTP. The TPB is ultimately responsible for approving the inclusion of WAMPO-suballocated funding and Non-Suballocated projects in the TIP. The TPB has the authority to exclude a project(s) from the TIP (WAMPO-suballocated funding or Non-Suballocated).

## **7. Public Involvement**

During the development of a new TIP and TIP Amendments, the public is given opportunities to provide their input and ask questions related to the TIP. WAMPO staff conducts, at a minimum: TIP workshops at the beginning of a new TIP development, a public open house during a new TIP's public review and comment period, and a public hearing prior to TPB action on a new TIP and TIP amendments. Additional details regarding public involvement for the TIP can be found in WAMPO's Public Participation Plan (PPP).

## **TIP Workshop**

A TIP workshop will be held at the beginning of the Call for Projects Application Period for a new TIP. This workshop is open to project sponsors and the public. This workshop is provided by WAMPO staff to explain the application process, changes to the application process, and answer questions regarding the TIP and processes followed to develop the TIP. This workshop can also be split into two separate workshops if deemed appropriate where one workshop would be focused on project sponsor needs and concerns, while the other workshop would be focused more on the public needs and concerns.

## **Public Open Houses**

A public open house can be held during the public review and comment period of a new TIP. This is an opportunity for the public to review, provide input, and ask questions about the new TIP. Additional details regarding public open houses can be found in WAMPO's PPP.

## **Public Meetings and Hearings**

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

## **8. Project Monitoring Reasonable Progress**

Updated: April 2023

Project sponsors are required to provide project progress updates for any project programmed with WAMPO-suballocated funding in the current FFY. Project progress updates are also required for any project phase programmed with WAMPO-suballocated funding that is under construction or being implemented (including projects from previous FFYs). Project progress updates will be monitored by WAMPO staff. If the anticipated obligation date for a project's WAMPO-suballocated funding is in the last quarter of the current FFY (July 1-September 30), the project sponsor will be asked to provide additional information to confirm they are on track for all WAMPO-suballocated funds that are programmed in the current FFY to be obligated no later than September 30.

Project progress reports will be given to the TAC and TPB at a minimum every two months. At the TAC meeting following May 31st and the TPB meeting following that TAC meeting, project sponsors with projects in the current FFY not obligated will be required to present their project's status, both verbally and in writing, and be available to answer questions from the TAC and TPB. On this occasion, they may also request additional time to obligate, if necessary.

## **Monitoring and Reporting**

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

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

## **WAMPO Suballocated Finding Projects - Design Statement**

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

## **9. New TIP Process**

This section outline the process involved in the development of the new TIP. A visual map has been provided for this process on Figure I2.

### **Future Funding Estimate**

At the beginning a new TIP, KDOT provides WAMPO an estimate of anticipated funding levels for WAMPO-suballocated funding (and MPO-CMAQ, MPO-STP, and MPO-TA) for the next four FFY's. This is referred to as the obligation authority for WAMPO-suballocated funding and is used by WAMPO to program projects in the TIP.

### **Call for Projects Application Period**

A Call for Projects Application Period is held for project sponsors to submit applications for projects to be included in the new TIP (Competitive and Non-Suballocated). For more information regarding the Call for Projects Application Period, refer to Section 6.1.

### **Project Evaluation (Competitive only)**

Each project application requesting WAMPO-suballocated funding will be scored through the use of the PSC (a tool used to help selected projects) for the appropriate project type. [Appendix B](#) outlines the PSC for each WAMPO-Suballocated funding source.



## Project Selection (Competitive only)

With the use of PSC scores for projects applying for WAMPO-suballocated funding, the TAC creates a recommended list to the TPB of projects to be programmed in the new TIP. The TPB is responsible for making the final decision of what projects will be programmed with WAMPO-suballocated funding. When developing a new TIP, projects in the second, third, and fourth years in the current TIP are presumed to move into the first, second, and third years of the new TIP, respectively keeping the same priority. However, a change in regional priorities may alter this orderly progression of projects. These prequalified projects will require new applications with any updated information. WAMPO will not automatically carry a project sponsor's project from the current TIP to a new TIP.

## Project Secetion (Non-suballocated only)

Non-Suballocated projects proposed will be presented to the TAC for their recommendation for TPB approval and to the TPB for action. Refer to individual agencies for their selection process. See Section 6.2 for additional details.

## Public Involvement

At the beginning of a Call for Projects Application Period for a new TIP, WAMPO will hold an application workshop and a public open house as described in Section 7. These opportunities provide project sponsors and the public a chance to learn more about the TIP and find out what changes have been made to the TIP application and development process.

In addition, prior to TPB action on a new TIP, a public open house meeting, a public review and comment period, and a

public hearing will be held in accordance with the guidelines identified in the WAMPO PPP.

## TAC Recommendation

The TAC will review the draft TIP and may provide one of the following recommendations to the TPB for their consideration or other recommendations they see fit.

- Recommend that the TPB approves the TIP as is.
- Recommend that the TPB approves the TIP with specific changes.
- Recommend that the TPB does not approve the TIP.

## TPB Action

The TPB will review the proposed TIP and the TAC's recommendation. Upon completion of a public hearing by the TPB, the TPB may take action on the proposed TIP. When the TPB takes action on a new TIP, they may be given the following or other options they may see fit:

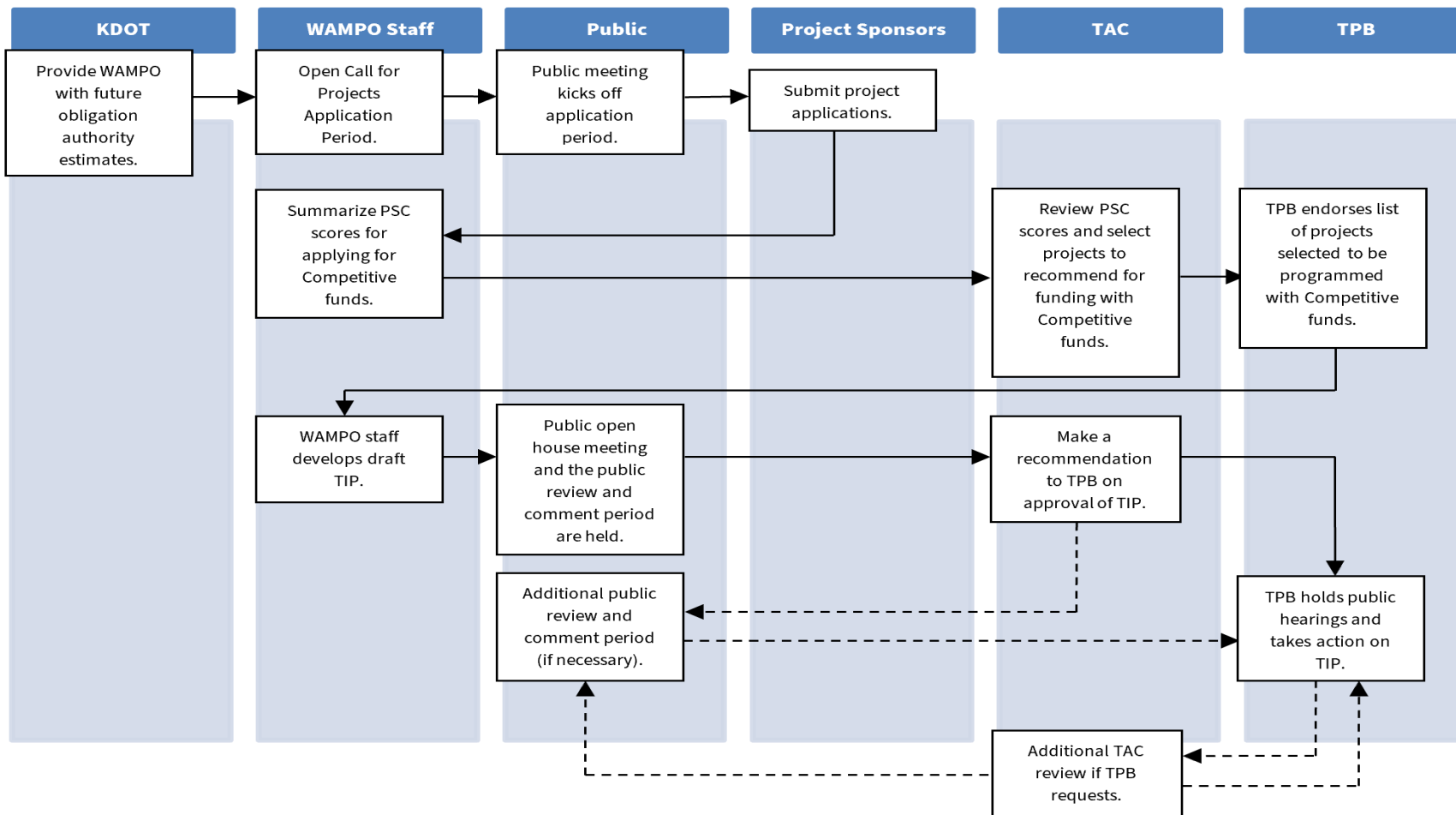
- Approve the TIP as proposed.
- Make changes to the TIP as deemed appropriate.
- Table the item for further discussion.
- Not approve the TIP.
- Request further TAC review prior to TPB action.

If the TPB requests substantial changes to the proposed TIP, a new public review and comment period and public hearing would be held.

## Inclusion of TIP in STIP

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.

**Figure I2: New TIP Process Visual Map**



## 10. Amendment Process

This section outlines the process involved in a TIP amendment. Amendments to the TIP occur on a quarterly basis, however, special amendments may occur when determined to be necessary by the TPB or the WAMPO Director. Figure 3 has been provided as a Visual Map. All amendments must maintain the fiscal constraint requirement outlined in Section 3.1.

### Amendment Criteria

The TIP must be amended when one or more of the following criteria exist:

- The design concept or scope of the project has changed.
- Addition/removal of a funding source (federal, state, or local) and/or amount. (Fiscal constraint must be maintained) unless otherwise allowed by an administrative adjustment.
  - If WAMPO-suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase federal funds if it has not been obligated.
- Addition/removal of a project to/from the TIP. (Fiscal constraint must be maintained).
  - If WAMPO-suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase federal funds if it has not been obligated.

### Request for Amendments Application Period

A Request for Amendments Application Period occurs on a quarterly basis and is the beginning of the amendment process. A tentative amendment schedule is posted on the WAMPO website. To request changes to a specific project, the project sponsor must complete a TIP Amendment Application Form during the Request for Amendments Application Period.

### Public Involvement

Prior to TPB action on a TIP amendment, a public review and comment period will be held. Guidelines for a public review and comment period for a TIP amendment are outlined in the WAMPO PPP.

### TAC Recommendation

The TAC will review the draft TIP amendment and may provide one of the following recommendations to the TPB for their consideration or other recommendations they see fit.

- Approve the TIP amendment as is.
- Approve the TIP amendment with specific changes.
- Not approve the TIP amendment.



## TPB Action

The TPB will review the proposed TIP amendment and the TAC’s recommendation. Upon completion of a public hearing by the TPB, the TPB may take action on the proposed TIP amendment. When the TPB takes action on a TIP amendment they may be given the following or other options they may see fit:

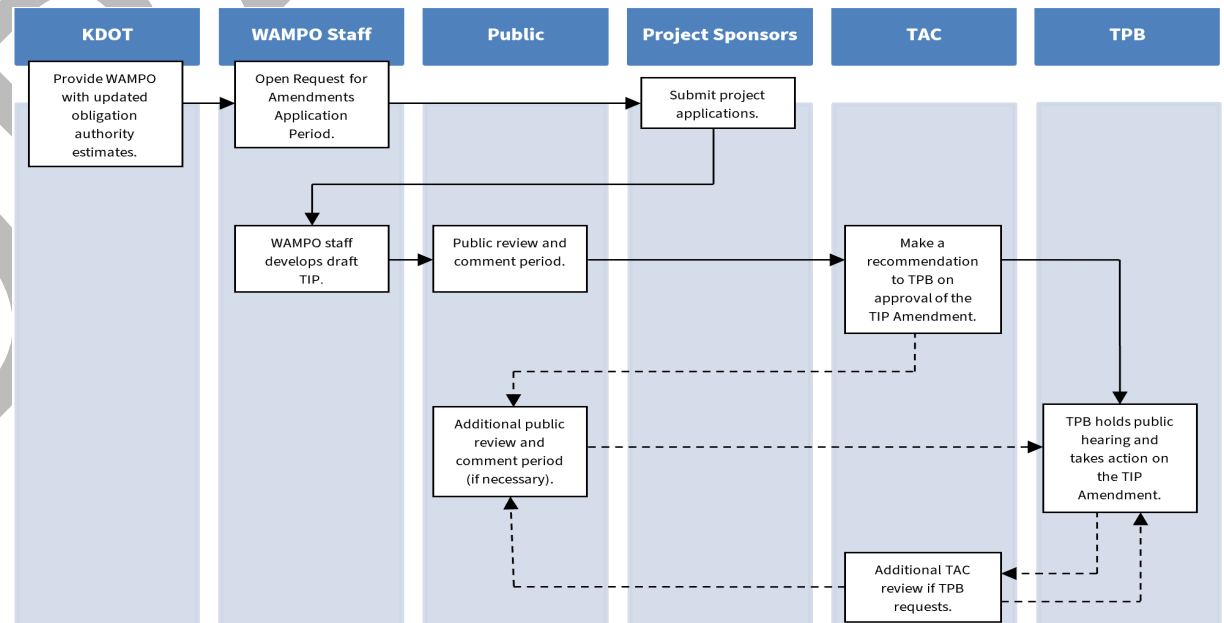
- Approve the TIP amendment as proposed.
- Make changes to the TIP amendment as deemed appropriate.
- Table the item for further discussion.
- Not approve the TIP amendment.
- Request further TAC review prior to TPB action.

If the TPB requests substantial changes to the proposed TIP, a new public review and comment period and public hearing would be held.

## Inclusion of TIP in STIP

After the TPB approves a TIP amendment, WAMPO submits a letter to KDOT requesting approval and inclusion of the TIP amendment 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.

**Figure I3: Amendment Process Visual Map**



# 11. Administrative Adjustment Process

This section outlines the process involved in an administrative adjustment. WAMPO staff has the authority to make administrative adjustments as long as the specified criteria in section 11.1 are met. All administrative adjustments must maintain the fiscal constraint requirement outlined in section 3.1. Figure I4 has been provided as a Visual Map.

## Administrative Adjustment Criteria

WAMPO may administratively adjust a project in the TIP only if the following requirements are met.

- An administrative adjustment form is completed for the change requested.
- No change to the design concept or scope of the project.
- Project has not yet been obligated.
- Must maintain fiscal constraint.
- Administrative adjustments are limited to:
  - Programming of additional funding limited to the lesser of 25 percent of the total project cost or \$5 million. Any increase in WAMPO-suballocated funding must be approved by the TPB. The TPB may pre-select projects to absorb deobligated federal funds.
- Minor editorial changes that result in no changes to project scope or design.
- A change in the programmed FFY.

## Administrative Adjustment Schedule

Administrative adjustments will be made to the TIP as needed and will be reflected in the TIP once a new amendment for the TIP is processed.

## Request for an Administrative Adjustment

An administrative adjustment can be requested by a project sponsor at any time, upon submittal of an administrative adjustment application form. Administrative adjustments allow project sponsors to make minor changes to a project in the TIP, as identified in section 6.1.3.

## WAMPO Staff Review

After a project sponsor submits an administrative adjustment application form, WAMPO will review the requested changes and determine if they are eligible to proceed with the administrative adjustment process.

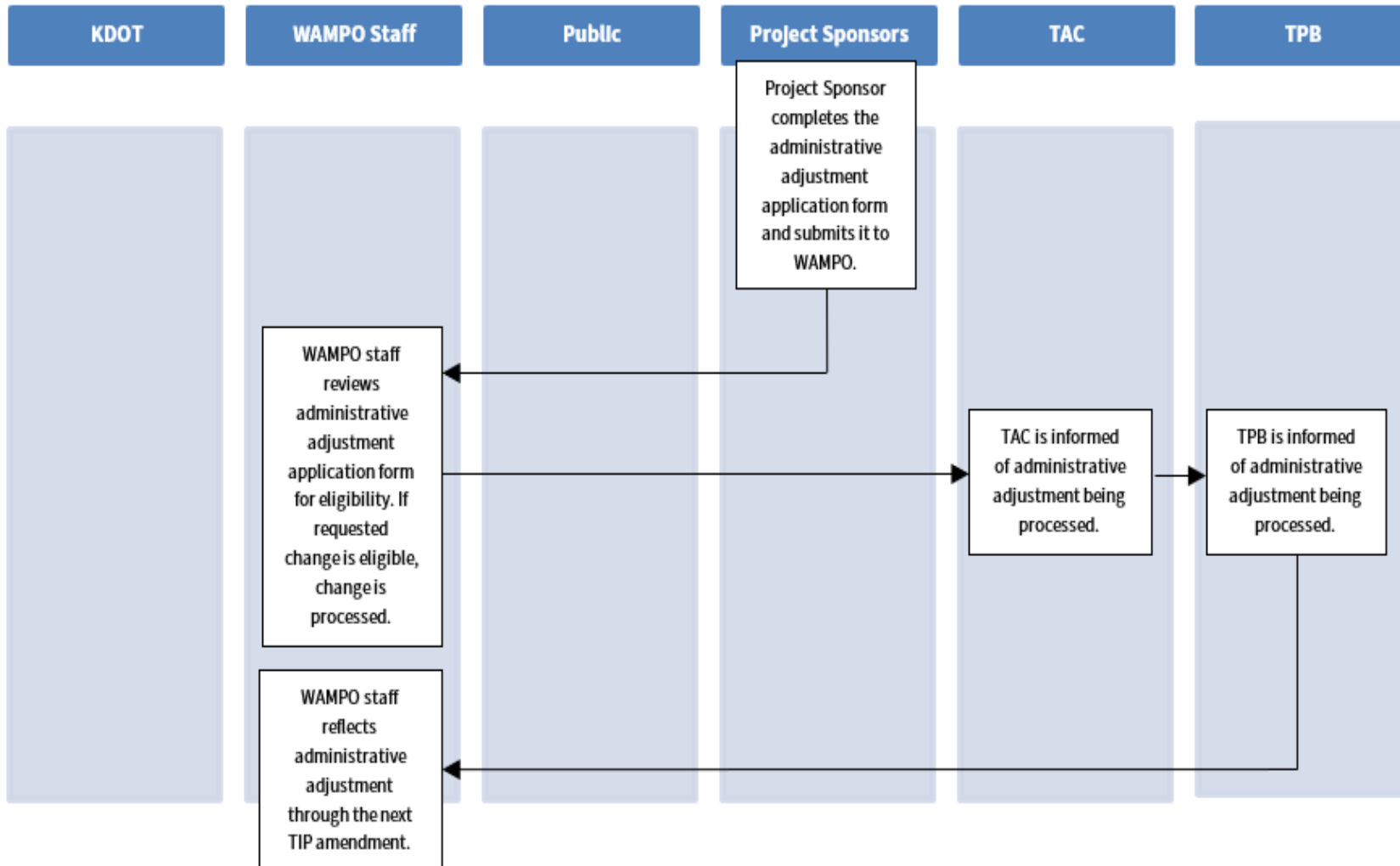
## Notify the TAC and TPB

If the proposed changes are eligible, WAMPO staff will inform the TAC and TPB. No action from the TPB will be necessary.

## Record Changes in the TIP

All administrative adjustments to projects will be reflected in the next available TIP or TIP amendment.

**Figure 14: Administrative Adjustment Process Visual Map**



## 12. Attachment A: Glossary of Terms

**Advanced Construction** – Is when a project sponsor funds 100% of a project and can be reimbursed the federal participation of funds when/if federal funds become available.

**Authorization** – Basic substantive legislation or that which empowers an agency to implement a particular program, and also establishes an upper limit on the amount of funds that can be appropriated for that program.

**Call for Projects** – A Call for Projects is the process by which WAMPO’s staff informs the communities located in WAMPO’s area of available federal funds. During this time, accepts applications for WAMPO-suballocated funding.

**Capped Project** – A project programmed with a specific maximum amount of federal funding participation.

**Congestion Mitigation and Air Quality (CMAQ)** – A categorical funding program that directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

**Conversion of Advanced Construction Funds** – Federal funds available to reimburse a project sponsor’s costs for an advanced construction project programmed in the TIP. Conversions of funds can be in full or partial amounts, depending on the availability of funds.

**Federal Fiscal Year (FFY)** – A Federal Fiscal Year (FFY) runs annually from October 1st to September 30th.

**Federal Fiscal Year (FFY)** – A Federal Fiscal Year (FFY) runs annually from October 1st to September 30th.

**Federal Highway Administration (FHWA)** – A United States Department of Transportation agency whose major activities are grouped into two “programs,” the Federal-aid Highway Program and the Federal Lands Highway Program.

**Fiscal Constraint** – Project costs do not exceed reasonably expected sources of funding over the period of the TIP and MTP.

**Inflation Rate** – This is used in Year of Expenditure (YOE) to account for the percentage increase for project materials and services.

**Kansas Department of Transportation (KDOT)** – The Kansas State Department responsible for planning, designing, building, operating, and maintaining the state transportation system.

**Letting** – The taking of construction bids on a project.

**Metropolitan Transportation Plan (MTP)** – The Metropolitan Transportation Plan (MTP) is the long range transportation plan for the WAMPO region. It is federally required and identifies the overall vision, goals, and objectives for the region’s transportation system for the next 25 years.

**Metropolitan Planning Area (MPA)** – The geographic area determined by agreement between the MPO and the Governor, in which the metropolitan transportation planning process is carried out.

**Metropolitan Planning Organization (MPO)** – Regional planning entity responsible for transportation planning and approval of federal transportation funding for the region.  
**Non-Suballocated funds** – Any federally funded and/or regionally significant project not funded with WAMPO-suballocated funding.

**Obligation** – The Federal government’s legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project’s eligible costs.  
**Obligation Authority** – The total amount of funds that is available in an FFY.

**Obligation Limitation** – A restriction, or “ceiling” on the amount of Federal assistance that may be promised (obligated) during a specified time period.

**Project Evaluation Criteria** – A tool used by WAMPO to objectively rank projects that are competing for WAMPO-suballocated funding. The Project Evaluation Criteria also helps to promote consistency with the goals and policies implemented through various plans and programs adopted by WAMPO.

**Project Sponsor** – The taxing government entity that proposes and supports individual transportation projects.

**Public Participation Plan (PPP)** – The Public Participation Plan (PPP) identifies opportunities for the public to get involved with WAMPO activities and methods used by WAMPO to increase public awareness and understanding. The PPP also identifies policies WAMPO follows to provide complete and timely information to the public.

**Surface Transportation Program (STP)** – Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bicycle, and pedestrian facilities.

**Technical Advisory Committee (TAC)** – A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members.

**Transportation Alternatives Program (TA)** – Funding for on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects, safe routes to school projects; and projects for planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**Transportation Improvement Program (TIP)** – The TIP is a short-range implementation tool that identifies federally funded and regionally significant projects to be carried out within the four year period following its adoption. The TIP must be consistent with the MTP.

**Uncapped Project** – A project programmed without a specified maximum amount of federal funding participation.

**United States Department of Transportation (USDOT)** – A federal cabinet department of the United States government concerned with transportation.

**WAMPO-suballocated funding** – These are federal funds that include: MPO-CMAQ, MPO-STP, and MPO-TA. The TPB determines which projects receive these funds.

**Wichita Area Metropolitan Planning Organization (WAMPO)** – The transportation policy-making organization for the Wichita Area, made up of representatives from local government and transportation authorities.

**Year of Expenditure (YOE)** – The year a project is planned to be obligated with inflation costs factored into the project cost estimates.

## 13. Attachment B: WAMPO-Suballocated Finding Programs Management Procedure

Updated: December 2022

### Issue Background

- WAMPO awards approximately \$12 million per year in federal funding to transportation projects across the region. Collectively, these funding programs are called WAMPO funding or WAMPO sub-allocated funding.
- WAMPO's overall planning and programming processes are intended to make sure funds are awarded to the types of projects and programs that are in-line with the outcomes set by the Policy Board as defined in the Metropolitan Transportation Plan (MTP).
- KDOT generally allows up to 7% or \$1 million of WAMPO's annual suballocated funding to carry over to the next year if needed, and this change provides an opportunity for WAMPO to develop a comprehensive approach to fund management.
- This document is intended to clarify WAMPO's funding management procedures. Because this is an on-going program, WAMPO must develop processes and procedures to ensure its managed appropriately, accounting for both changes on both the cost side (e.g., construction materials) and on the funding side (e.g., annual amount)
- This document accounts for de-obligated funding, advance construction, end of year balance, and many other related issues that are part of the larger sub-allocated funding management.



## Project Cost Estimates and WAMPO Funding Awards

Project concepts enter the WAMPO planning and programming processes up to 10 years before they are implemented, beginning with programming the project into the MTP, as noted in the WAMPO Cost Estimated Guidance at the end of this document. As the ideas and concepts move thru project development process, details about the scope of the project emerge and are refined and eventually finalized.

As projects move from ideas to final design, cost estimates can change greatly due to changes in cost of materials and changes in the project scope. As such, project sponsors are provided opportunities to update cost estimates and request additional funding, should the need be demonstrated. The WAMPO funding amount may not be adjusted after the project is obligated, so it is important to monitor cost estimate changes throughout the project development process and update accordingly.

### Procedures:

With each WAMPO Call for Projects (every two years), sponsors with projects already in the TIP may compete for additional funding, in competition with other applications for new funding. Each project that is awarded WAMPO funding will have a total of two opportunities to request funding – at initial programming and again approximately half way between the initial programming and bid letting.

- WAMPO funding can only be used on the project phase associated with it in the TIP. For capital construction projects, this is usually construction and construction engineering costs.

- The entirety of the WAMPO funding award is in place during the entirety of the project. If the entirety of the WAMPO funding award is not used during the course of the project, it is released back (“de-obligated”) into WAMPO’s funding program, thus creating a surplus of funding that requires obligation by the end of the current fiscal year. See “Outstanding Liability” section below.
- The WAMPO funding amount that is programmed in the TIP at the time of obligation is capped, meaning that it cannot be increased after obligation.
- WAMPO’s commitment is for funding on the year(s) programmed in the TIP and cannot guarantee it will be available either before or after that year. The project development process can take up to three years; KDOT Bureau of Local Projects carries out this process. They have developed a comprehensive process and schedule to ensure the project development complies with applicable federal law. Given the importance of staying on schedule, WAMPO requires the Plans, Specs and Estimates (PSE) to be submitted to the KDOT Project Manager by May 1 of the scheduled year of obligation. Should the PSE be submitted after May 1, WAMPO cannot guarantee the funding and it may be reprogrammed to another eligible project.
- WAMPO assesses a TIP fee on all WAMPO funded projects. Depending on the year of obligation, the TIP % fee is as agreed upon by the TPB, and is due the month before the start of the federal fiscal year that obligation is expected to take place.

### **Advance Construction (“Split Projects”)**

WAMPO follows the “Advance Construction” or AC approach that was put in place by the Federal Highway Administration (FHWA). This is the amount of funding WAMPO has committed to reimburse to the project sponsor at some point in the future. This approach allows large scale, multi-year projects to move forward without the entirety of the federal funding being in place. WAMPO uses it as a management tool to handle unanticipated increases and decreases in its annual funding amount, adjust project obligation schedules if unanticipated issues arise during project development, and give flexibility in WAMPO’s overall funding program so that we can provide an opportunity for additional funding requests.

Currently, project sponsors that have been certified by KDOT to administer (e.g., bid, and oversee the contractor) their own projects are set up as AC type projects. At this point, City of Wichita and Sedgwick County are the only project sponsors that fall into this category. WAMPO needs to increase the number of projects that are set up as AC to continue to allow this flexibility and cover its outstanding liabilities.

The only difference between AC projects and non-AC projects is that AC projects require the project sponsor to “front” a portion or the entirety of the federal funding portion of the project, and then be reimbursed the federal portion in future programmed years.

### **Outstanding Liability**

WAMPO currently carries “Outstanding Liability.” This represents the amount of funding that WAMPO has committed the amount programmed in the TIP.

After the contract for these projects has been executed, the difference between the amount programmed in the TIP and the contracted amount is released or “de-obligated,” back into WAMPO’s funding account. Should additional funding (e.g., change orders) above the contracted amount be needed during the course of the project, that amount is made available, or “obligated” to the project up to the amount programmed in the TIP. Once the project closes out, WAMPO erases any outstanding liability associated with it.

**Procedure:** Maintain at least the same amount of AC bank as outstanding liability per funding program per year. This approach would not “take away” funding from any currently funded project, just delay reimbursement to project sponsors.

### **De-Obligated Funds Toolkit**

If none of the outstanding liability is cashed in the funds for each fiscal year will be programmed using the following set of options:

- \$1 million may be rolled over to next fiscal year, if desired
- Existing project cost updates for the current year, if not already obligated
- Advanced construction (split projects)
- Transit and Technology that can be obligated within the same fiscal year
- \*Regionally significant project expenses, if timing will allow – the TAC and TPB can allow this to trump all, if desired



## Year-End Balance Guidance (Adopted December 13,2022)

In the event of a WAMPO-suballocated funding program being projected to have a surplus or deficit at the end of the current Federal Fiscal Year (FFY), the following strategies are to be prioritized to get the projected balance as close to zero as possible. These strategies are listed in priority order; if it is not possible to implement a given strategy or that strategy only partially addresses the nonzero balance, proceed to the next listed strategy to address whatever portion of the nonzero balance still remains.

If a WAMPO-suballocated funding program is projected to have a surplus at the end of the current FFY:

1. If another WAMPO-suballocated funding program has a projected deficit, identify (an) unobligated project(s) in the current FFY that is/are currently programmed to receive funds from the program with a projected deficit but which also qualify/ies for funding from the program with a projected surplus, then change some or all of the funding programmed for that/those project(s) from the program with a projected deficit to the program with a projected surplus, without changing the overall amount of WAMPO-suballocated funding on any given project.
2. Increase funding on unobligated current-FFY projects with more than 0% and less than 80% federal funding on their qualifying phases. If all such projects already have the same percent federal funding on their qualifying phases, increase their funding proportionally, so that they will continue to have the same percent federal funding on their qualifying phases. If they do not all have the same percent federal funding on their qualifying phases, start by increasing funding on the project with the lowest percent federal funding on its qualifying phrases until

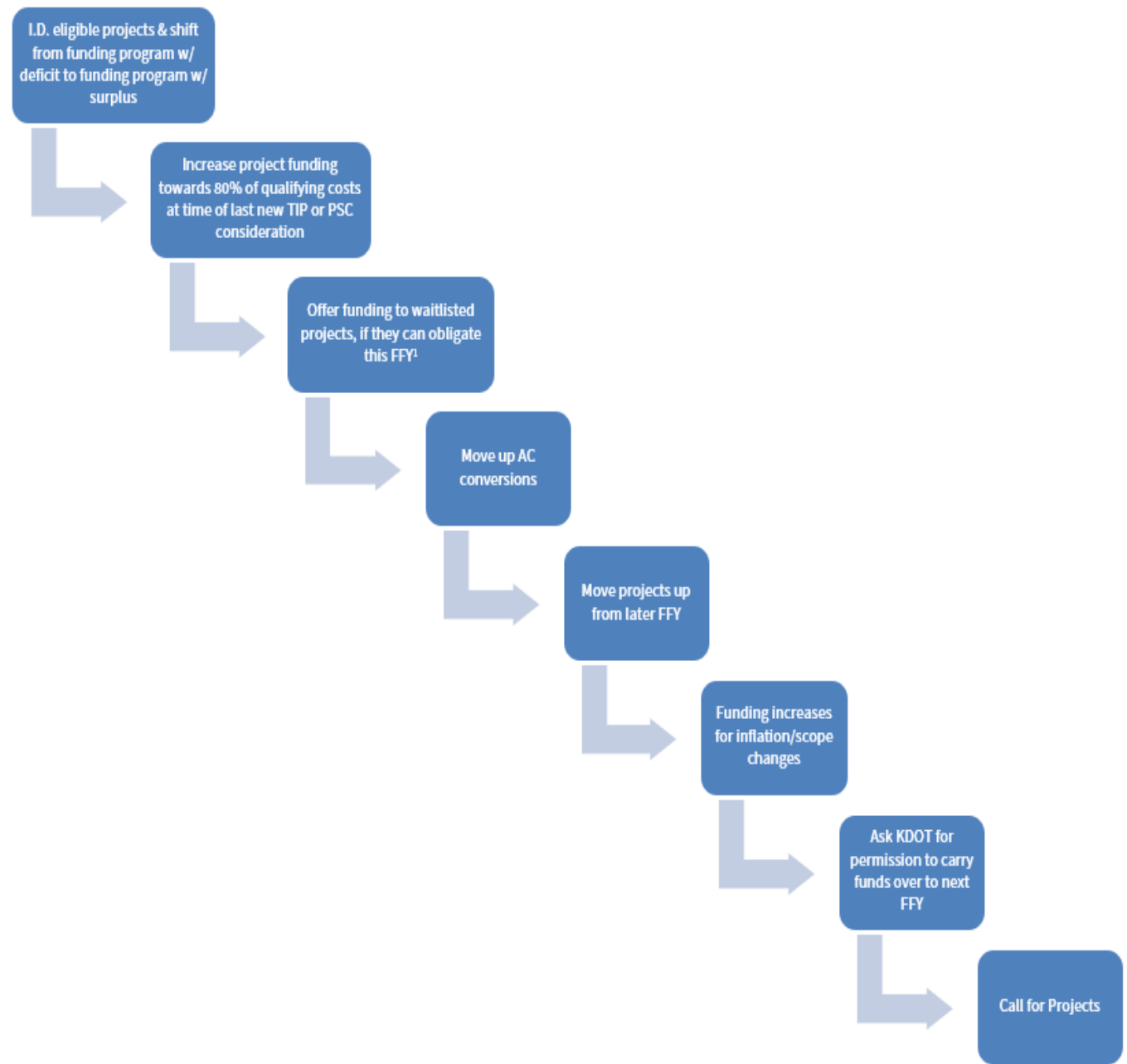
it ties the second-lowest project, and so on until all projects have the same percent federal funding on their qualifying phases or the projected surplus has been drawn down. For this step, a given project's federal funding is capped at 80% of its qualifying-phase costs, as estimated at the time of the original adoption of the current TIP (as opposed to the time of the most recent amendment to that TIP) or the time when the project's funding was most recently considered by the PSC outside of the regular new-TIP-adoption cycle (if applicable), whichever occurred more recently.

3. If there is/are (an) unobligated project(s) that currently has/have zero WAMPO-suballocated funding programmed on it/them but which the PSC, TAC, and TPB have placed on a waitlist for funding, contact the project sponsor(s) to confirm whether or not they would be willing and able to start the project(s) in the current FFY if the projected funding-program surplus for that FFY were programmed on their project(s). If one or more project sponsors respond in the affirmative, start by funding whichever project on the waitlist was assigned the highest priority, and so on down the list. <sup>1</sup>
4. Move up Advance Construction (AC) conversions that had been scheduled for a later FFY to the current FFY.
5. Ask project sponsors if they would be willing and able to move up a project that had been programmed for a later FFY to the current FFY.

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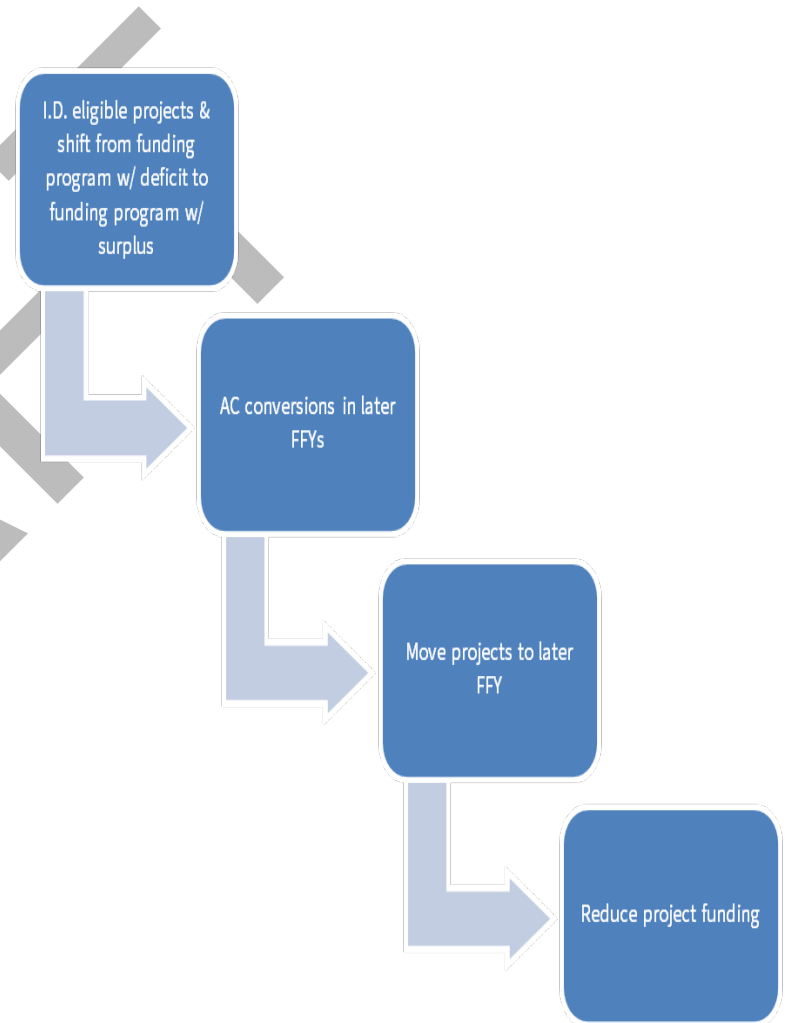
<sup>1</sup> The ability of a waitlisted project to obligate in the current FFY is dependent upon where the project is in KDOT's approval/funding processes and whether all necessary steps could be completed before the end of the FFY.

6. If inflation or scope changes have caused (an) unobligated project's/s' estimated costs of qualifying phases to increase since the last time either a new TIP was adopted (as opposed to amended) or the project's/s' funding level(s) was/ were considered by the PSC, qualify that/those project(s) for funding up to 80% of its/ their revised qualifying-phase costs. If more than one project qualifies, increase their funding proportionally relative to what they previously qualified for (as opposed to relative to their revised cost estimates), up to 80% of their respective revised estimates of qualifying-phase costs.
7. Ask KDOT for permission to carry funds over to the next FFY.
8. Issue a Call for Projects, focused on projects/activities that could obligate before the end of the current FFY (e.g., planning studies, preliminary engineering, public transit projects).



If a WAMPO-suballocated funding program is projected to have a **deficit** at the end of the current FFY:

1. If another WAMPO-suballocated funding program has a projected surplus, identify (an) unobligated project(s) in the current FFY that is/are currently programmed to receive funds from the program with a projected deficit but which also qualify/ies for funding from the program with a projected surplus, then change some or all of the funding programmed for that/ those project(s) from the program with a projected deficit to the program with a projected surplus, without changing the overall amount of WAMPO-suballocated funding on any given project.
2. Use Advance Construction (AC) arrangements to move unobligated project funding to a later FFY without delaying the start of the project or reducing the overall amount of funding it will ultimately receive, provided the project sponsor has the financial means to carry the corresponding project costs until the AC funds are reimbursed.
3. Ask the sponsors of unobligated current-FFY projects if they are willing to delay the start dates of their projects to a later FFY, when more funding is expected to be available.
4. Reduce funding on unobligated current-FFY projects. If all such projects already have the same percent federal funding on their qualifying phases, reduce their funding proportionally, so that they will continue to have the same percent federal funding on their qualifying phases, according to cost estimates at the time of the original adoption of the current TIP (as opposed to the time of the most recent amendment to that TIP) or the time when the projects' funding was most recently considered by the PSC outside of the regular new-TIP-adoption cycle (if applicable), whichever occurred more recently. If they do not all have the same percent federal funding on their qualifying phases, start by reducing funding on the project with the highest percent federal funding on its qualifying phases until it ties the second-highest project, and so on until all projects have the same percent federal funding on their qualifying phases or the projected deficit has been eliminated.



# 14. Attachment C: WAMPO Cost Estimate Guidance

Updated: September 2019

As per federal regulations, the entirety of the project cost (not just the WAMPO funding) must be shown in the MTP and in the TIP.

**MTP: (5 – 10 years prior to letting)**

Approved projects with planning level cost estimates based on a local government’s experience with similar projects Estimate should take into account the following stages of project development for a capital project.

- Refinement studies
- Engineering design plans/preliminary engineering
- Right of way acquisition
- Utility relocation
- Construction & construction engineering
- Railroad coordination
- Contingency

**TIP: Use increasingly more refined cost estimates**

**Initial WAMPO Call for Projects: (4 years prior to letting)**

- First opportunity to request WAMPO funding
- Use an engineer’s estimate for costs, that includes all of the items listed above
- Include all costs in the TIP, both the items covered by WAMPO funding (e.g., participating) and the items not covered by WAMPO funding (e.g., non-participating).

Carry out refinement study (Optional)

- Opportunity to refine cost estimates based on the preferred scope and design among several alternatives.

**Next WAMPO Call for Projects (2 years prior to letting)**

- Opportunity to adjust amount of WAMPO funding requested with updated cost estimate and scope developed during refinement study, existing conditions assessment, or field check.

**Year of Letting**

- Adjust the cost estimate shown in the TIP during regular TIP Amendments at two project development milestones:
  - Office check cost estimates
  - Final check cost estimate.
- The cost estimate shown in the TIP must be within 25% of the cost estimate completed just prior to obligation or FHWA will not allow KDOT to obligate the federal funding and the project will be delayed.