Add Photograph Here

MTP 2050

Chapter 7

Project Selection & List

7.1 Project Selection Process

Call for Projects

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). During the Call for Projects, WAMPO member jurisdictions and planning partners were invited to submit applications for near-term projects (for the TIP) and long-term projects (for the MTP) to potentially be prioritized for funding. Submissions included new projects (to the MTP, TIP, or both), as well as projects that were already listed in the then-current MTP, REIMAGINED MOVE 2040, and/or the FFY2023-FFY2026 TIP and which the member jurisdictions/planning partners wanted carried over to the successor planning documents with funding priority.

To inform the project-selection process, submitters were asked to provide the location of the project (if applicable), the project's scope of work, the time period when they would prefer to start it, how high of a priority they consider it to be relative to any other projects they submitted, cost estimates, descriptions of how the project serves the vision and goals of MTP 2050, and answers to a series of questions intended to aid in the scoring and ranking of projects.

Cost Estimation

To aid submitters in the preparation of project-cost estimates, WAMPO provided them with spreadsheet-based cost-estimation models for a variety of common sorts of transportation projects (discussed further in Appendix K). Submitters had the option of either using these cost-estimation models or estimating the project costs by other means of their choosing; in either case, they were requested to provide documentation of how they arrived at their estimates. Providing cost-estimation models to WAMPO member jurisdictions and planning partners during the Call for Projects was meant to make it easier for jurisdictions with fewer resources to generate cost estimates and submit projects, as well as to increase consistency in the assumptions underlying the cost estimates for the various projects.

Project Scoring

WAMPO staff and the consultant team of JEO and Caliper reflected the submitted projects in the updated Travel Demand Model (TDM) for the region, so that their potential effects on future traffic conditions could be modeled (see Appendix I). Using the outputs of the updated TDM, among other data sources, WAMPO staff and the consulting firm PEC scored and ranked the submitted projects, in accordance with the evaluation criteria adopted by the WAMPO Transportation Policy Body (TPB) on October 12, 2021, within each of nine (9) project categories:

- Bridge Rehabilitation/Replacement
- Traffic Management Technologies
- Roadway Reconstruction/Modernization
- Roadway Expansion (i.e., adding through lanes)
- New Roadways
- Multiuse Trails & Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to School Infrastructure
- Public Transit

The evaluation criteria and the submitted projects' scores may be found in Appendix C. Elements of those criteria (which differ amongst the above-listed project categories) include:

- Role (of the project) in the Regional Transportation System and Economy
- Usage/Potential Usage/Demonstration of Need (of the facility/service)
- Equity
- Connecting Communities in the Region
- Infrastructure Condition/Age
- Congestion Reduction/Air Quality/Emissions Reduction
- Deficiencies and Safety
- Multimodal Elements and Existing Connections
- Consistency with Regional Plans
- Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)
- Cost-Effectiveness

Project Selection Committee

Over the course of three meetings in April and May 2024, the WAMPO Project Selection Committee (PSC) made recommendations of projects to receive WAMPO-suballocated federal funding in the FFY2025-FFY2028 TIP. Those recommendations were approved by the TPB on June 11, 2024, and reflected in the final draft of the FFY2025-FFY2028 TIP, as approved on August 13, 2024.

On October 3, 2024, the PSC convened again, this time to recommend MTP 2050 priority transportation projects for the time bands of 2025-2028, 2029-2038, and 2039-2050. The PSC made its recommendations in consideration of projected transportation revenues and operations & maintenance (O&M) costs, in order to ensure that MTP 2050 is fiscally constrained (see Chapter 6), as required by federal regulations, as well as in consideration of the projects' calculated scores (see above) and the priority rankings that a given submitter (if they submitted more than one project) applied to their own submitted projects.

Because projected future federal, state, and local funding available for transportation projects (after the subtraction of projected O&M costs) was sufficient for all submitted projects to be included on the MTP 2050 Fiscally Constrained Project List (see Section 7.2), the PSC did not recommend that any projects be placed on an Illustrative List. Were there one, an Illustrative List would consist of lower-priority projects that are not assigned to a time band and are not included in the MTP's fiscal-constraint analysis, but could potentially be moved up to the Fiscally Constrained Project List through a future amendment to the MTP and qualify for funding, in the event of available funds turning out to be greater than what was projected at the time of the MTP's adoption.

Technical Advisory Committee and Transportation Policy Body

On October 28, 2024, the WAMPO Technical Advisory Committee (TAC) recommended that the WAMPO Transportation Policy Body (TPB) approve the MTP 2050 Fiscally Constrained Project List, including its assignment of projects to specific time bands, as recommended by the PSC. On November 12, 2024, the TPB voted to approve the PSC- and TAC-recommended Fiscally Constrained Project List. As of this writing, most, but not all, of the projects in the 2025-2028 time band of the MTP 2050 Fiscally Constrained Project List are also listed in the FFY2025-FFY2028 TIP.

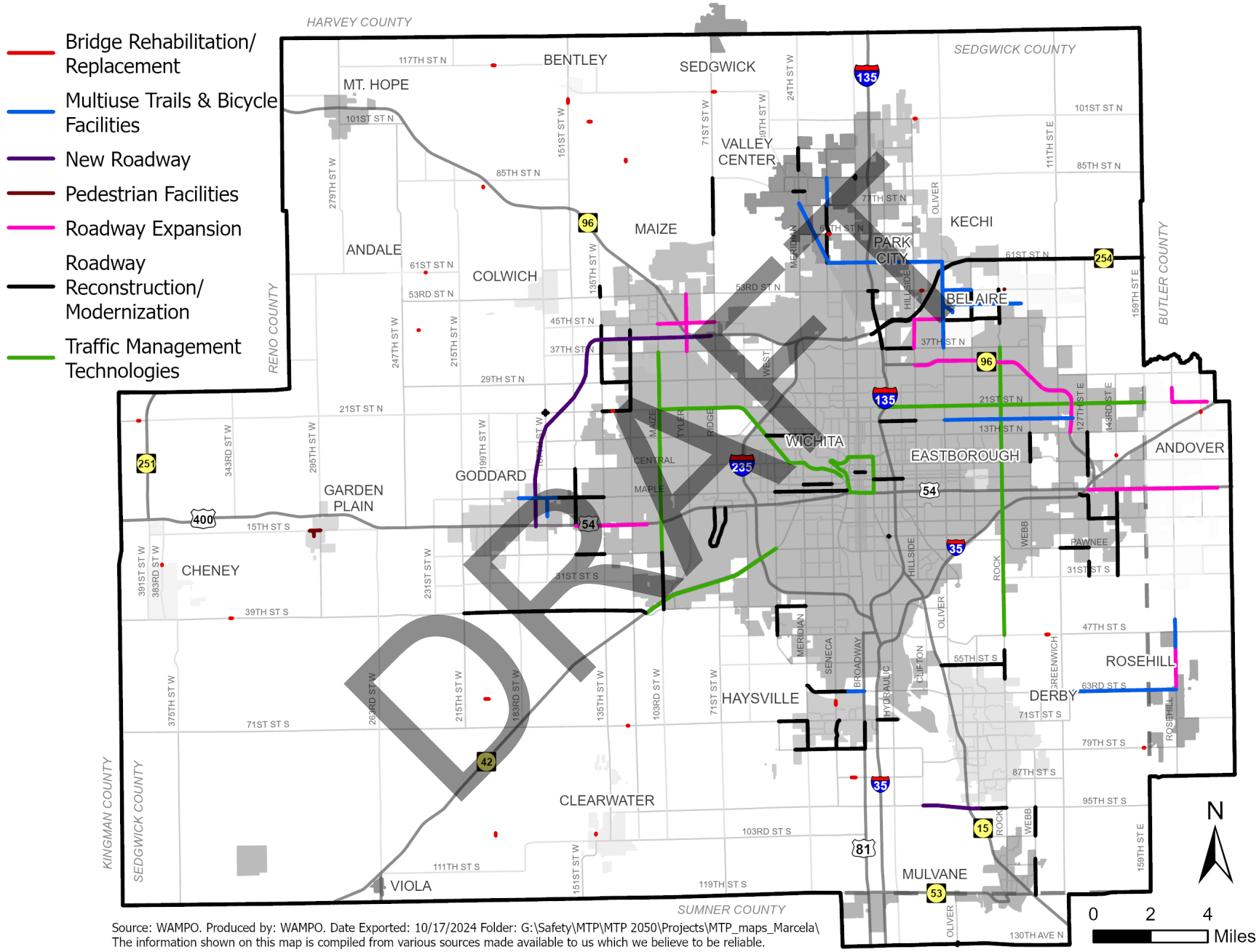
7.2 Fiscally Constrained Project List

The MTP 2050 Fiscally Constrained Project List includes 144 regional transportation projects, representing approximately $2.75 billion in investment in the region's transportation system, under a fiscally constrained scenario (i.e., the combined, estimated costs of the projects do not exceed the amount of funding projected to be available, as explained in Chapter 6). These projects were selected through a rigorous process, as discussed above.

Most of the projects on the Fiscally Constrained Project List correspond to specific planned improvements to specific parts of the transportation system, but some are categories of projects that WAMPO and its stakeholders have deemed to be important. Projects that fit into these categories may be started if funding is available, even if they are not specifically listed in the MTP. Project categories are included in the list in recognition of the fact that some types of improvements to the transportation system are not planned as far in advance as others, meaning they would be less likely to make it into the MTP project list if they had to be listed individually.

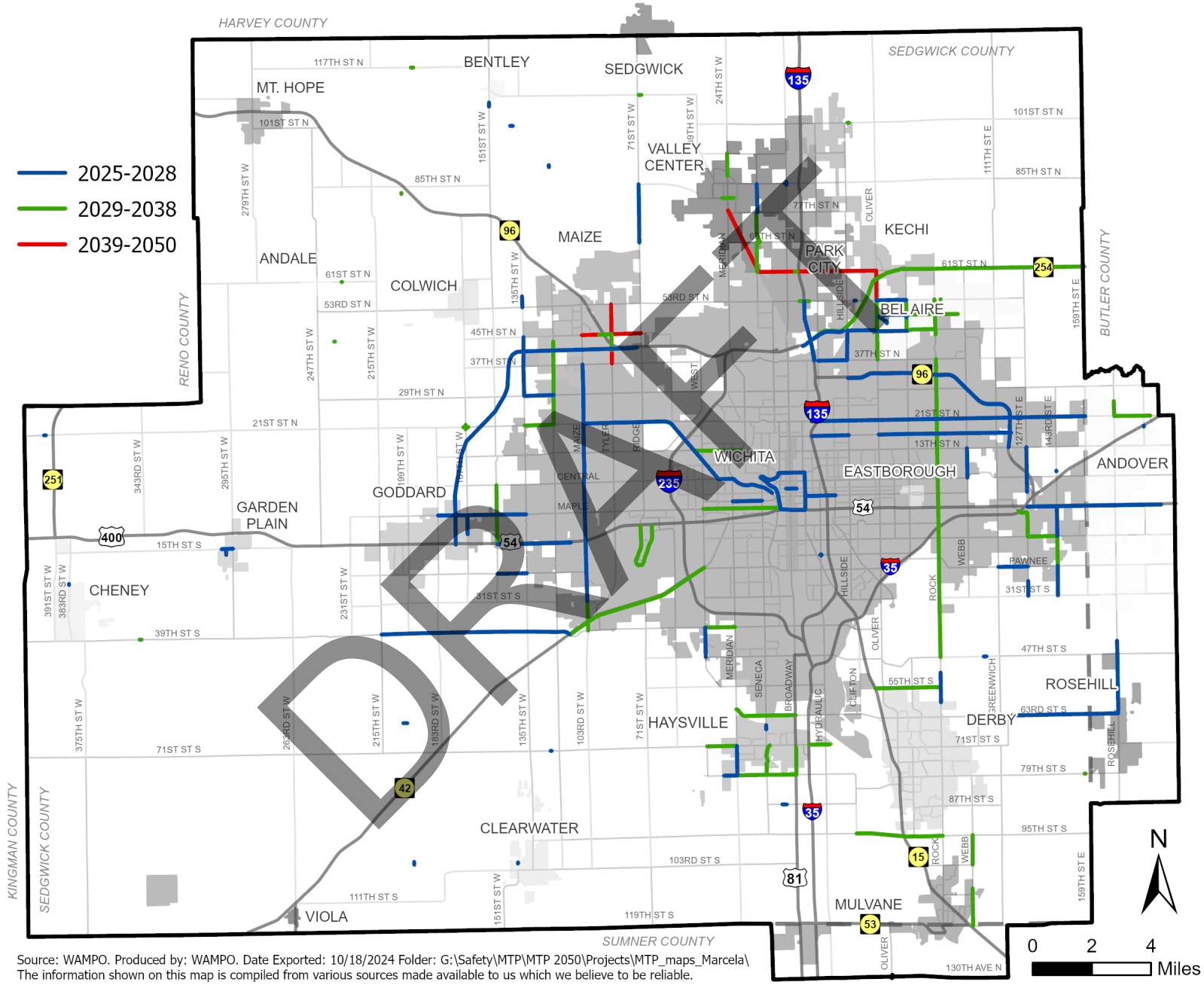
Those projects that are to occur in specific locations or on specific facilities within the WAMPO region are shown by project type in Map 7.2.1 and by time band in Map 7.2.2.

Map 7.2.1 WAMPO MTP 2050 Fiscally Constrained Projects by Project Type



Source: WAMPO. Produced by: WAMPO. Date Exported: 10/17/2024 Folder: G:\Safety\MTP\MTP 2050\Projects\MTP_maps_Marcela\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Map 7.2.2 WAMPO MTP 2050 Fiscally Constrained Projects by Time Band



Source: WAMPO. Produced by: WAMPO. Date Exported: 10/18/2024 Folder: G:\Safety\MTP\MTP 2050\Projects\MTP_maps_Marcela\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Kansas Department of Transportation-Sponsored Projects

The MTP 2050 Fiscally Constrained Project List includes seven (7) projects that were requested to be included by the Kansas Department of Transportation (KDOT), which would serve as the projects' lead agency. Six (6) of those projects are in the 2025-2028 time band and the other one (1) is in the 2029-2038 time band. Two (2) of the projects are classified as roadway reconstruction/ modernization projects; three (3) are classified as roadway expansion projects (increasing through lanes); one (1) is a traffic-management-technology project; and one (1) is right-of-way acquisition for a new roadway.

The combined, estimated cost of these KDOT-sponsored projects is approximately $1.35 billion.

Table 7.2.1: WAMPO MTP 2050 Fiscally Constrained Project List: KDOT-Sponsored Projects

WAMPO I.D.	Lead Agency	Project Title	Project Type	Estimated Total Cost	Time Band
40-575	KDOT	US-54/400 Expansion - East	Roadway Expansion	$408,890,000	2025-2028
40-545	KDOT	WICHway Traffic Management Center Deployments, Upgrades and Expansions	Traffic Management Technologies	$36,043,513	2025-2028
40-128	KDOT	Purple Phase -- .North Junction- I-235/I-135/K-254	Roadway Reconstruction/Modernization	$274,507,495	2025-2028
R-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	Roadway Expansion	$292,250,000	2025-2028
RX-25-005	KDOT	US-54 in Butler Co. Reconstruct to 6-lane freeway	Roadway Expansion	$200,000,000	2025-2028
40-123	KDOT	Northwest Bypass ROW KDOT Highway Expansion	New Roadway	$83,834,236	2025-2028
RM-25-045	KDOT	K-254 in Sedgwick Co. New interchange, overpass and connector road	Roadway Reconstruction/Modernization	$50,000,000	2029-2038

Public Transit Projects

The MTP 2050 Fiscally Constrained Project List includes six (6) public-transit projects, at a combined, estimated cost of approximately $41.6 million. These projects are all "category" projects (see above), with two (2) in each of the three time bands (2025-2028, 2029-2038, and 2039-2050), making the same types of projects eligible for funding in every time band.

Table 7.2.2: WAMPO MTP 2050 Fiscally Constrained Project List: Public Transit Projects

WAMPO I.D.	Lead Agency	Project Title	Project Type	Estimated Total Cost	Time Band
T-17-05	Transit Providers	Public Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	Public Transit	$3,200,000	2025-2028
T-19-01	Transit Providers	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	Public Transit	$4,213,451	2025-2028
TR-29-001	Transit Providers	Public Transit: FTA 5339 Program - Grants for Buses and Bus Facilities: 2029-2038	Public Transit	$12,160,915	2029-2038
TR-29-002	Transit Providers	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities: 2029-2038	Public Transit	$16,129,767	2029-2038
TR-39-001	Transit Providers	Public Transit: FTA 5339 Program - Grants for Buses and Bus Facilities: 2039-2050	Public Transit	$2,511,184	2039-2050
TR-39-002	Transit Providers	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities: 2039-2050	Public Transit	$3,330,737	2039-2050

Local-Government-Sponsored, Non-Public-Transit Projects

The MTP 2050 Fiscally Constrained Project List includes one hundred and thirty-one (131) local-government-sponsored, non-public projects. Sixty-two (62) of those projects are in the 2025-2028 time band, sixty-two are in the 2029-2038 time band, and the other seven (7) are in the 2039-2050 time band; in each time band, four (4) of the listed projects are "category" projects.

Twenty-five (25) of the projects are classified as bridge rehabilitation/replacement projects. Sixty-seven (67) are classified as roadway reconstruction/modernization projects (including three (3) of the "category" projects). Nine (9) projects are classified as roadway expansion projects (increasing through lanes). Nine (9) projects are traffic-management-technology projects (including three (3) of the "category" projects). One (1) project is for a new roadway. Eleven (11) projects are for multiuse trails and bicycle facilities. Three (3) projects are for pedestrian facilities. Three (3) of the "category" projects are for either multiuse trails and bicycle facilities or pedestrian facilities. Another three (3) of the "category" projects are for planning studies.

The combined, estimated cost of these local-government-sponsored, non-public-transit projects is approximately $1.36 billion.

Table 7.2.3: WAMPO MTP 2050 Fiscally Constrained Project List: Local-Government-Sponsored, Non-Public-Transit Projects

WAMPO I.D.	Lead Agency	Project Title	Project Type	Estimated Total Cost	Time Band
40-012	City of Andover	Prairie Creek Rd bridge over KTA	Bridge Rehabilitation/Replacement	$5,882,920	2025-2028
BP-23-02	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	Multiuse Trails & Bicycle Facilities	$404,628	2025-2028
MB-25-001	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	Multiuse Trails & Bicycle Facilities	$1,247,963	2025-2028
40-015	City of Bel Aire	45th St N, Oliver to Woodlawn	Roadway Reconstruction/Modernization	$12,348,404	2025-2028
40-540	City of Derby	Rock Road Corridor Improvements	Roadway Reconstruction/Modernization	$6,703,812	2025-2028
BP-23-01	City of Garden Plain	Harry and Main Street Sidewalks	Pedestrian Facilities	$538,277	2025-2028
RM-25-044	City of Haysville	Meridian Street & Multiuse Trail	Roadway Reconstruction/Modernization	$8,875,127	2025-2028
RM-25-022	City of Park City	85th Street and Broadway Roundabout	Roadway Reconstruction/Modernization	$1,845,171	2025-2028
BP-23-03	City of Valley Center	Seneca St Multiuse Path	Multiuse Trails & Bicycle Facilities	$591,185	2025-2028
40-522	City of Wichita	Redbud Path from Woodlawn to K-96	Multiuse Trails & Bicycle Facilities	$14,185,000	2025-2028
40-099	City of Wichita	Comprehensive Way Finding	Pedestrian Facilities	$1,925,000	2025-2028
40-066	City of Wichita	Pawnee, Greenwich to 127th St E	Roadway Reconstruction/Modernization	$8,955,000	2025-2028
40-077	City of Wichita	Maize Road, Pawnee to 31st Street South	Roadway Reconstruction/Modernization	$9,300,000	2025-2028
40-510	City of Wichita	17th St N, I-135 to Hillside	Roadway Reconstruction/Modernization	$3,300,000	2025-2028
40-517	City of Wichita	Douglas, Seneca to Meridian	Roadway Reconstruction/Modernization	$5,775,000	2025-2028
40-524	City of Wichita	Webb Road, Central to 13th St N	Roadway Reconstruction/Modernization	$9,390,000	2025-2028
INT-19-02	City of Wichita	Pawnee & 127th Street intersection	Roadway Reconstruction/Modernization	$2,580,000	2025-2028
R-19-10	City of Wichita	2nd St., Main to St. Francis	Roadway Reconstruction/Modernization	$5,500,000	2025-2028
R-19-11	City of Wichita	West St, 47th-MacArthur	Roadway Reconstruction/Modernization	$6,650,000	2025-2028
R-19-12	City of Wichita	37th St N., Hydraulic to Hillside	Roadway Reconstruction/Modernization	$6,545,000	2025-2028
R-19-13	City of Wichita	Douglas, Washington to Grove	Roadway Reconstruction/Modernization	$7,397,500	2025-2028
R-19-14	City of Wichita	143rd St. E., Kellogg-Harry	Roadway Reconstruction/Modernization	$5,655,000	2025-2028
R-19-15	City of Wichita	Maple, 135th St W to 167th St W	Roadway Reconstruction/Modernization	$20,180,000	2025-2028
RM-25-038	City of Wichita	127th St E, 13th to Douglas	Roadway Reconstruction/Modernization	$9,978,571	2025-2028
RM-25-039	City of Wichita	Mt. Vernon and Hydraulic Intersection	Roadway Reconstruction/Modernization	$3,050,000	2025-2028
40-079	City of Wichita	Hillside, 37th St N to 45th St N	Roadway Expansion	$7,410,000	2025-2028
R-21-05	City of Wichita	West Kellogg/US-54/400 Expansion	Roadway Expansion	$7,500,000	2025-2028
RX-25-004	City of Wichita	45th Street N, Hillside to Oliver	Roadway Expansion	$7,675,000	2025-2028
40-056	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	Traffic Management Technologies	$5,500,000	2025-2028
40-526	City of Wichita	Wichita Intelligent Transporation System - Central Business District	Traffic Management Technologies	$3,450,000	2025-2028
TM-25-001	City of Wichita	ITS - 21st St and Maize to Downtown	Traffic Management Technologies	$3,890,000	2025-2028
TM-25-002	City of Wichita	ITS - Maize Rd, 37th St N to Pawnee	Traffic Management Technologies	$3,490,000	2025-2028
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	Multiuse Trails & Bicycle Facilities	$1,455,000	2025-2028
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	Roadway Expansion	$13,047,000	2025-2028
MB-25-006	Butler County/Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	Multiuse Trails & Bicycle Facilities	$3,793,000	2025-2028
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	Bridge Rehabilitation/Replacement	$1,872,944	2025-2028
BR-25-003	Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West	Bridge Rehabilitation/Replacement	$2,200,000	2025-2028
BR-25-005	Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street	Bridge Rehabilitation/Replacement	$1,050,000	2025-2028
BR-25-006	Sedgwick County	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.	Bridge Rehabilitation/Replacement	$870,000	2025-2028
BR-25-007	Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South	Bridge Rehabilitation/Replacement	$950,000	2025-2028
BR-25-009	Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North	Bridge Rehabilitation/Replacement	$1,050,000	2025-2028
BR-25-011	Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West	Bridge Rehabilitation/Replacement	$870,000	2025-2028
BR-25-012	Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.	Bridge Rehabilitation/Replacement	$1,700,000	2025-2028
BR-25-013	Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North	Bridge Rehabilitation/Replacement	$870,000	2025-2028
BR-25-014	Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.	Bridge Rehabilitation/Replacement	$900,000	2025-2028
BR-25-016	Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.	Bridge Rehabilitation/Replacement	$760,000	2025-2028
BR-25-017	Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South	Bridge Rehabilitation/Replacement	$800,000	2025-2028
BR-25-018	Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West	Bridge Rehabilitation/Replacement	$875,000	2025-2028
BR-25-019	Sedgwick County	B527: Bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North	Bridge Rehabilitation/Replacement	$875,000	2025-2028
40-511	Sedgwick County	Maple Street Pathway	Multiuse Trails & Bicycle Facilities	$2,375,000	2025-2028
40-569	Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.	Roadway Reconstruction/Modernization	$1,307,660	2025-2028
RM-25-023	Sedgwick County	R363: 135th St.West from 29th St North to 45th St. North	Roadway Reconstruction/Modernization	$4,800,000	2025-2028
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South	Roadway Reconstruction/Modernization	$2,750,000	2025-2028
RM-25-025	Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West	Roadway Reconstruction/Modernization	$4,100,000	2025-2028
RM-25-028	Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North	Roadway Reconstruction/Modernization	$1,600,000	2025-2028
RM-25-031	Sedgwick County	R362: 127th St. East for Half Mile North of 31st St.South	Roadway Reconstruction/Modernization	$950,000	2025-2028
RM-25-032	Sedgwick County	R364: 29th St.North between 119th and 135th St. West	Roadway Reconstruction/Modernization	$2,825,000	2025-2028
RM-25-043	Sedgwick County	R381: MacArthur from 215th St West to K-42	Roadway Reconstruction/Modernization	$2,060,000	2025-2028
PF-25-000	Any	Bicycle and Pedestrian Improvements: 2025-2028	Multiuse Trails & Bicycle Facilities/Pedestrian Facilities	$2,000,000	2025-2028
RM-25-000	Any	Traffic Flow/Safety Improvements: 2025-2028	Roadway Reconstruction/Modernization	$2,000,000	2025-2028
TM-25-000	Any	ITS Projects: 2025-2028	Traffic Management Technologies	$2,000,000	2025-2028
PL-25-000	WAMPO	Regional Studies: 2025-2028	Planning	$1,000,000	2025-2028

WAMPO I.D.	Lead Agency	Project Title	Project Type	Estimated Total Cost	Time Band
40-008	City of Andover	21st Street from KTA Toll Booth to Andover Road	Roadway Expansion	$16,090,442	2029-2038
RX-25-001	City of Andover	Andover Rd. from 21st St. north 1/2 Mile	Roadway Expansion	$5,294,831	2029-2038
MB-25-002	City of Bel Aire	Bel Aire Bike Ped Trail Phase 2	Multiuse Trails & Bicycle Facilities	$1,739,758	2029-2038
MB-25-003	City of Bel Aire	Bel Aire Bike Ped Trail Phase 3	Multiuse Trails & Bicycle Facilities	$1,138,469	2029-2038
PF-25-001	City of Bel Aire	53rd St and Lycee Pedestrian Crossing	Pedestrian Facilities	$688,432	2029-2038
RM-25-001	City of Bel Aire	Rock Rd, UPRR Railraod to 53rd St	Roadway Reconstruction/Modernization	$18,262,483	2029-2038
RM-25-002	City of Bel Aire	Oliver, 37th to 45th	Roadway Reconstruction/Modernization	$10,692,644	2029-2038
RM-25-003	City of Bel Aire	Woodlawn, 45th to 53rd	Roadway Reconstruction/Modernization	$17,263,614	2029-2038
RM-25-004	City of Bel Aire	Oliver, 45th to 53rd	Roadway Reconstruction/Modernization	$13,778,507	2029-2038
RM-25-005	City of Bel Aire	45th, Woodlawn to Rock	Roadway Reconstruction/Modernization	$15,375,124	2029-2038
RM-25-006	City of Derby	55th Street, K-15 to Rock Road	Roadway Reconstruction/Modernization	$23,638,012	2029-2038
RM-25-007	City of Derby	95th Street, Woodlawn to Rock	Roadway Reconstruction/Modernization	$11,487,744	2029-2038
MB-25-008	City of Haysville	63rd St S, Mabel to Broadway Multiuse Path	Multiuse Trails & Bicycle Facilities	$1,307,144	2029-2038
RM-25-009	City of Haysville	Grand - Meridian to 1/2 Mile West	Roadway Reconstruction/Modernization	$7,080,289	2029-2038
RM-25-010	City of Haysville	Broadway - Diedrich to 79th St	Roadway Reconstruction/Modernization	$7,155,245	2029-2038
RM-25-011	City of Haysville	79th, Meridian to Seneca	Roadway Reconstruction/Modernization	$8,221,203	2029-2038
RM-25-012	City of Haysville	79th, Seneca to Broadway	Roadway Reconstruction/Modernization	$8,767,351	2029-2038
RM-25-013	City of Haysville	Seneca, 71st to 79th	Roadway Reconstruction/Modernization	$4,117,264	2029-2038
RM-25-014	City of Haysville	Grand Ave, (west) City Limits to West St	Roadway Reconstruction/Modernization	$5,296,480	2029-2038
RM-25-015	City of Haysville	63rd St S, Seneca to Broadway	Roadway Reconstruction/Modernization	$10,104,396	2029-2038
RM-25-016	City of Haysville	63rd St S, Meridian to Seneca	Roadway Reconstruction/Modernization	$7,894,752	2029-2038
RM-25-017	City of Haysville	71st St, I-35 to Kansas St	Roadway Reconstruction/Modernization	$2,699,317	2029-2038
RM-25-018	City of Maize	119th Street Improvements from 29th Street to Wilkinson Street	Roadway Reconstruction/Modernization	$19,197,962	2029-2038
RX-25-002	City of Maize	45th Street and Tyler Road Improvements (Near Term)	Roadway Expansion	$44,664,270	2029-2038
RM-25-019	City of Mulvane	Webb - Sapphire to 119th Street	Roadway Reconstruction/Modernization	$11,663,359	2029-2038
RM-25-020	City of Park City	61st and I-135 Southbound Ramps Roundabout	Roadway Reconstruction/Modernization	$4,586,678	2029-2038
RM-25-021	City of Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)	Roadway Reconstruction/Modernization	$8,620,517	2029-2038
BR-25-025	City of Valley Center	69th St Bridge Replacement	Bridge Rehabilitation/Replacement	$2,661,240	2029-2038
RM-25-034	City of Valley Center	Meridian Ave from 7th St to 93rd St	Roadway Reconstruction/Modernization	$13,080,190	2029-2038
RM-25-035	City of Valley Center	Seneca from 61st to 69th	Roadway Reconstruction/Modernization	$4,336,617	2029-2038
RM-25-036	City of Valley Center	Main Street from BNSF Railroad to Colby	Roadway Reconstruction/Modernization	$7,128,307	2029-2038
RM-25-037	City of Valley Center	Seneca from 69th to 77th	Roadway Reconstruction/Modernization	$3,816,118	2029-2038
40-067	City of Wichita	Maize, 31st Street South to MacArthur	Roadway Reconstruction/Modernization	$10,144,967	2029-2038
40-068	City of Wichita	Harry, 127th St E to 143rd St E	Roadway Reconstruction/Modernization	$12,566,810	2029-2038
40-069	City of Wichita	151st St W, Maple to Kellogg	Roadway Reconstruction/Modernization	$11,217,663	2029-2038
40-073	City of Wichita	143rd St E, Harry to Pawnee	Roadway Reconstruction/Modernization	$10,350,377	2029-2038
40-082	City of Wichita	13th St N, McLean to Zoo Boulevard	Roadway Reconstruction/Modernization	$22,446,738	2029-2038
40-512	City of Wichita	119th St W, 21st St N to 29th St N	Roadway Reconstruction/Modernization	$9,357,562	2029-2038
40-519	City of Wichita	MacArthur, Meridian to West	Roadway Reconstruction/Modernization	$9,842,558	2029-2038
40-520	City of Wichita	Maple, McLean to West Street	Roadway Reconstruction/Modernization	$35,662,269	2029-2038
RM-25-040	City of Wichita	21st St N, 119th St W to 135th St W	Roadway Reconstruction/Modernization	$12,438,711	2029-2038
RM-25-041	City of Wichita	127th St E, Kellogg to Harry	Roadway Reconstruction/Modernization	$7,200,758	2029-2038
RM-25-042	City of Wichita	Kellogg and Eisenhower Parkway Interchange	Roadway Reconstruction/Modernization	$59,252,836	2029-2038
TM-25-003	City of Wichita	ITS - Rock Rd from 37th St N to 47th St S	Traffic Management Technologies	$8,261,797	2029-2038
TM-25-004	City of Wichita	K-42, West to MacArthur	Traffic Management Technologies	$3,804,775	2029-2038
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West	Bridge Rehabilitation/Replacement	$3,651,732	2029-2038
BR-25-008	Sedgwick County	B528: Bridge over Cowskin Creek on 21s tSt. North between 119th and 135th St. West	Bridge Rehabilitation/Replacement	$3,400,675	2029-2038
BR-25-010	Sedgwick County	B536: Bridge on79th St South between 143rd and 159th St East	Bridge Rehabilitation/Replacement	$684,700	2029-2038
BR-25-015	Sedgwick County	B521: Bridge on 117th St. North between 183rd and 199th St. West	Bridge Rehabilitation/Replacement	$1,044,167	2029-2038
BR-25-020	Sedgwick County	B530: Bridge on 45th St. North between 231st and 247th St. West	Bridge Rehabilitation/Replacement	$1,084,108	2029-2038
BR-25-021	Sedgwick County	B531: Bridge on 199th St. West between 77th and 85th St. North	Bridge Rehabilitation/Replacement	$1,312,341	2029-2038
BR-25-022	Sedgwick County	B534: Bridge on 109th St N between Ridge and Hoover Roads	Bridge Rehabilitation/Replacement	$3,623,202	2029-2038
BR-25-023	Sedgwick County	B535: Bridge on 101st St North between Hillside and Oliver Street	Bridge Rehabilitation/Replacement	$707,523	2029-2038
BR-25-024	Sedgwick County	B538: Bridge on 61st St North between 231st and 247th St West	Bridge Rehabilitation/Replacement	$924,345	2029-2038
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Roundabout	Roadway Reconstruction/Modernization	$1,015,638	2029-2038
RM-25-030	Sedgwick County	R371: Webb Rd from 95th St South to103rd St South	Roadway Reconstruction/Modernization	$1,871,512	2029-2038
RM-25-033	Sedgwick County	R373: 151st St. West from Maple St.to Central Ave.	Roadway Reconstruction/Modernization	$3,280,853	2029-2038
40-131	Sedgwick County	95th Street (ARC95) - Hillside to Woodlawn	New Roadway	$97,837,074	2029-2038
PF-29-000	Any	Bicycle and Pedestrian Improvements: 2029-2038	Multiuse Trails & Bicycle Facilities/Pedestrian Facilities	$6,804,309	2029-2038
RM-29-000	Any	Traffic Flow/Safety Improvements: 2029-2038	Roadway Reconstruction/Modernization	$6,804,309	2029-2038
TM-29-000	Any	ITS Projects: 2029-2038	Traffic Management Technologies	$6,804,309	2029-2038
PL-29-000	WAMPO	Regional Studies: 2029-2038	Planning	$3,402,155	2029-2038

WAMPO I.D.	Lead Agency	Project Title	Project Type	Estimated Total Cost	Time Band
MB-25-004	City of Bel Aire	Northern Intercity Biking and Walking Route	Multiuse Trails & Bicycle Facilities	$39,676,607	2039-2050
RX-25-003	City of Maize	45th Street and Tyler Road Improvements (Longer Term)	Roadway Expansion	$108,725,320	2039-2050
40-127	City of Wichita	Kellogg, 111th St W to 151 St W	Roadway Expansion	$230,380,299	2039-2050
PF-39-000	Any	Bicycle and Pedestrian Improvements: 2039-2050	Multiuse Trails & Bicycle Facilities/Pedestrian Facilities	$13,250,873	2039-2050
RM-39-000	Any	Traffic Flow/Safety Improvements: 2039-2050	Roadway Reconstruction/Modernization	$13,250,873	2039-2050
TM-39-000	Any	ITS Projects: 2039-2050	Traffic Management Technologies	$13,250,873	2039-2050
PL-39-000	WAMPO	Regional Studies: 2039-2050	Planning	$6,625,436	2039-2050

MTP 7.3

Environmental Assessment

Assessing potential environmental impacts associated with the transportation system as a whole and with Metropolitan Transportation Plan 2050 is the first step in the overall project-planning and development process. This assessment is the first opportunity for potential environmental impacts associated with any particular project to be considered, as well as any mitigation activities.

Transportation System

On a system level, many activities are already taking place to mitigate environmental impacts associated with regional land development and the transportation system that serves it. For example, the Kansas Department of Transportation (KDOT) routinely seeds native plants and grasses along highway rights-of-way, and newer, lower-emission (or zero-emission) vehicles are replacing older, less efficient vehicles. Other candidate mitigation activities to consider include:

- Green infrastructure and building construction, including such measures as rainwater harvesting, permeable pavements, and bioswales.
- Mixed land uses and travel modes to enable walkable and bikeable access to grocery stores, schools, churches, jobs, and other destinations.
- Invest in a sustainable, multimodal transportation system.

Natural Disaster Resiliency

The WAMPO region has a long history of tornadoes, hail, strong winds, temperature swings, and other weather phenomena. These varied and unpredictable weather patterns have shaped an increasingly resilient and prepared system of emergency responders and transportation-system resources.

Emergency responders in the region engage in ongoing training and preparedness exercises to learn and implement best practices when responding to a variety of emergencies and natural disasters.

The Wichita Traffic Management Center, WICHway, assists first responders and the public with responding to incidents on the area's highways using technology and a coordinated dispatch center.

For the WAMPO region, natural-disaster resiliency is, in practice, a combination of mitigation measures, including regional resources, responder and system preparedness, and a highway and road network with plenty of capacity to absorb additional traffic should a portion of the system be damaged.

Mitigation Strategies

As part of the overall project-development process, studies assess the project's potential to cause environmental impacts, such as impacts on water resources, on oil and gas deposits, and on native plants and wildlife, then propose specific mitigation activities.

Mitigation strategies to protect **water resources** could include:

- Building bridges over sensitive areas instead of laying pavement directly onto the ground.
- Constructing stormwater detention basins to control the rate of water discharge.
- Daylighting streams instead of channeling them into underground culvert pipes.
- Replacing or restoring wetlands.
- Depositing material into one area of a floodway while removing it from a different area of the floodway.

Mitigation strategies for oil and gas deposits could include:

- Designing transportation corridors around the largest deposits.
- Extending piping to under the roadbed.
- Relocating existing pumping wells, if any.

Mitigation strategies to protect critical habitats for native plants and wildlife could include:

- Selective cutting and clearing of trees.
- Building bridges over sensitive areas instead of laying pavement directly onto the ground.
- Replacing or restoring riparian areas.
- Replacing or restoring wetlands.
- Providing wildlife crossings and fish passages.

Environmental Assessment Process

As a project move through the planning and development processes, it is subject to environmental reviews, in order to ensure it does not violate any federal, state, or local environmental regulations. Projects are reviewed for legal compliance and mitigation activities are often required as part of the permitting and review process.

KANSAS DEPARTMENT OF TRANSPORTATION

As part of its role as the Federal Highway Administration (FHWA) funding administrator for the State of Kansas, the Kansas Department of Transportation carries out the National Environmental Policy Act (NEPA) compliance process for every project that receives federal funding through an FHWA program. The KDOT Environmental Clearance Process includes review by various state and federal agencies to ensure compliance with the Clean Air Act, the Clean Water Act, and the Endangered Species Act. Projects are not able to move forward to construction until environmental clearance is granted.

LOCAL JURISDICTIONS

Cities and counties in the WAMPO region have enacted zoning, subdivision, and other land-development regulations and processes. These processes include a long-range, comprehensive land-use plan that sets the long-term vision and footprint of future land development; zoning ordinances that govern the use, look, and feel of development; and other specific ordinances that govern development in certain areas. For example, Sedgwick County has enacted a zoning overlay, which limits new development across the proposed Northwest Expressway corridor.

RELATED REGULATIONS

Other regulations enacted by local governments, the state government, and federal agencies govern many other environmental issues, including, but not limited to, runoff from construction sites, hazardous waste transport, private well testing, emissions permits, pollutant discharge, and stormwater.

Conclusions

The WAMPO region is a midwestern metropolitan area surrounded by rural lands in agricultural production and faces similar environmental issues as neighboring metropolitan areas—agricultural chemical runoff concerns, invasive species, habitat disruption, and stormwater drainage (see Section 2.7).

Suburban and rural land development are predominant in the region. The transportation system was built, and is currently maintained, to support those development forms.

The transportation system contributes to many environmental issues faced by the region, including ground-level ozone, overland flooding, and habitat disruption.

Many ongoing regulatory processes are in place to monitor and mitigate these issues. As the projects on the MTP 2050 Fiscally Constrained Project List move forward, existing regulatory processes will ensure appropriate mitigation activities are implemented to ensure compliance with local, federal, and state environmental laws.

MTP 7.4

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 Metropolitan Transportation Plan 2050 (MTP 2050). This section 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 though 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.

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.

Low-Income

Individuals included in the "low-income" category are identified in the analysis as "Persons Below Poverty" based on the Census definition.

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.

For this analysis, Environmental Justice areas were identified at the level of the 1,667 Traffic Analysis Zones (TAZs) in the WAMPO Travel Demand Model (TDM, see Appendix I), some of which extend beyond the borders of the WAMPO region (see Map 7.4.1, Map 7.4.2. and Map 7.4.3). These TAZs are grouped on the basis of "degrees of disadvantage," calculated from Census-Block-Group-level 2018-2022 American Community Survey results:

- **Zero (0) Degrees of Disadvantage (1,134 TAZs):** NEITHER the percentage of the TAZ's population that is members of minority groups is greater than the corresponding regionwide percentage NOR the percentage of the TAZ's population that is in households below the poverty line is greater than the corresponding regionwide percentage.

- **One (1) Degree of Disadvantage (357 TAZs):** EITHER the percentage of the TAZ's population that is members of minority groups is greater than the corresponding regionwide percentage OR the percentage of the TAZ's population that is in households below the poverty line is greater than the corresponding regionwide percentage.
- **Two (2) Degrees of Disadvantage (176 TAZs):** BOTH the percentage of the TAZ's population that is members of minority groups is greater than the corresponding regionwide percentage AND the percentage of the TAZ's population that is in households below the poverty line is greater than the corresponding regionwide percentage.

Environmental Justice Analysis

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

IDENTIFICATION

Presenting 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 7.4.1 highlights the distributions of EJ populations in the WAMPO region, calculated for the official Metropolitan Planning Area (MPA), as opposed to the 1,667 TAZs in the WAMPO TDM (see Map 7.4.1, Map 7.4.2, and Map 7.4.3).

Table 7.4.1: Minority and Low-Income Populations

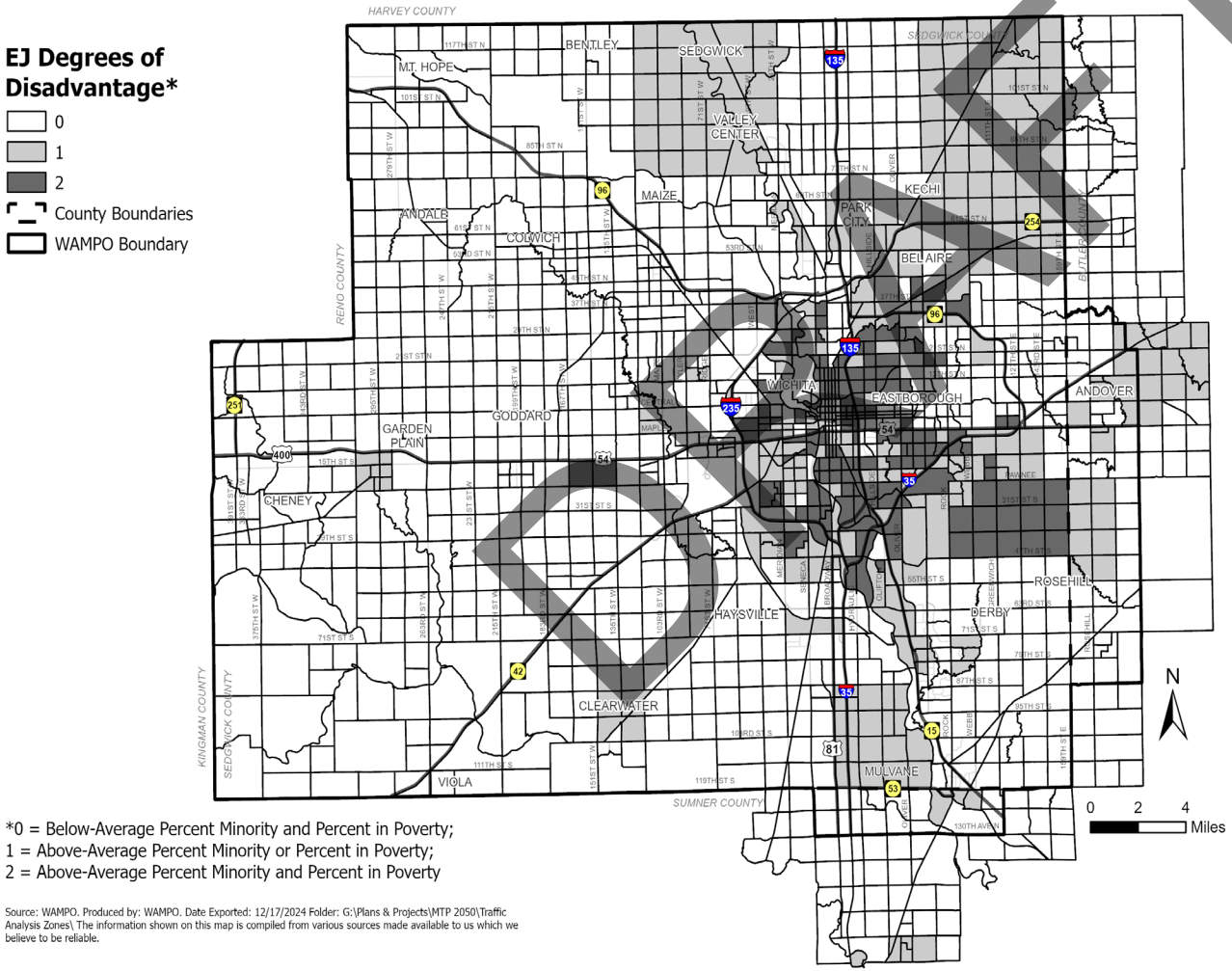
POPULATION CATEGORIES		# OF PEOPLE	PERCENTAGE
Total Population		542,572	100%
RACE/ETHNICTY	Minority	144,286	26.60%
	Black or African American	42,491	7.80%
	American Indian and Alaska Native	4,897	0.90%
	Asian	22,895	4.20%
	Native Hawaiian and Pacific Islander	442	0.10%
	Some other race	23,881	4.40%
	Two or more races	49,681	9.20%
	[Hispanic or Latino]*	*[82,578]*	*[15.2%]*
	White	398,286	73.40%
LOW INCOME	"Persons Below Poverty"	70,903	13.30%

*** 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**

Mapping

Identifying EJ populations and their locations (Maps 7.4.1, Map 7.4.2, and Map 7.4.3) 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.

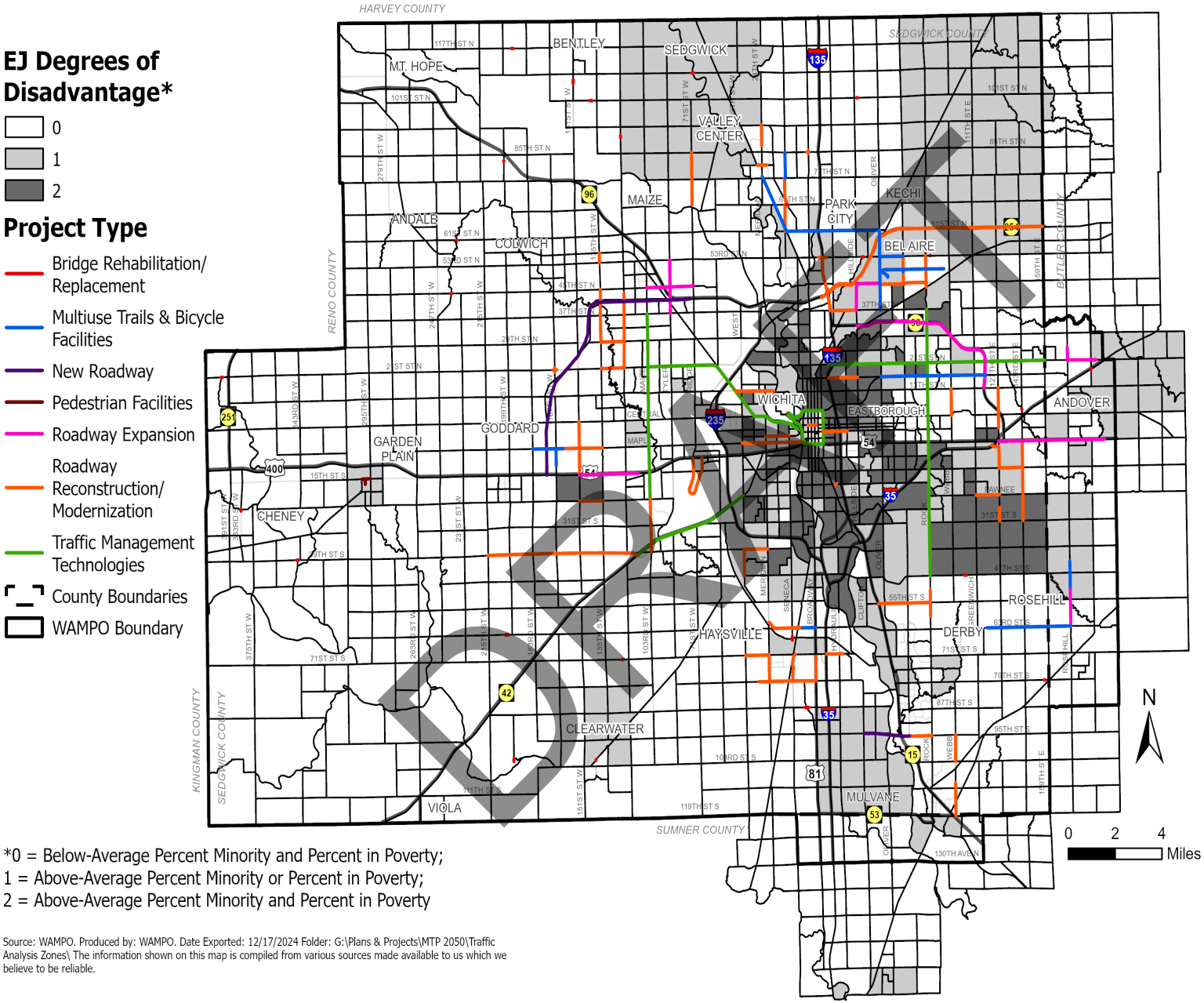
Map 7.4.1: WAMPO MTP 2050 Environmental Justice Analysis: WAMPO Travel Demand Model (TDM) Traffic Analysis Zones (TAZs) by Degrees of Disadvantage



*0 = Below-Average Percent Minority and Percent in Poverty;
1 = Above-Average Percent Minority or Percent in Poverty;
2 = Above-Average Percent Minority and Percent in Poverty

Source: WAMPO. Produced by: WAMPO. Date Exported: 12/17/2024 Folder: G:\Plans & Projects\MTP 2050\Traffic Analysis Zones\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

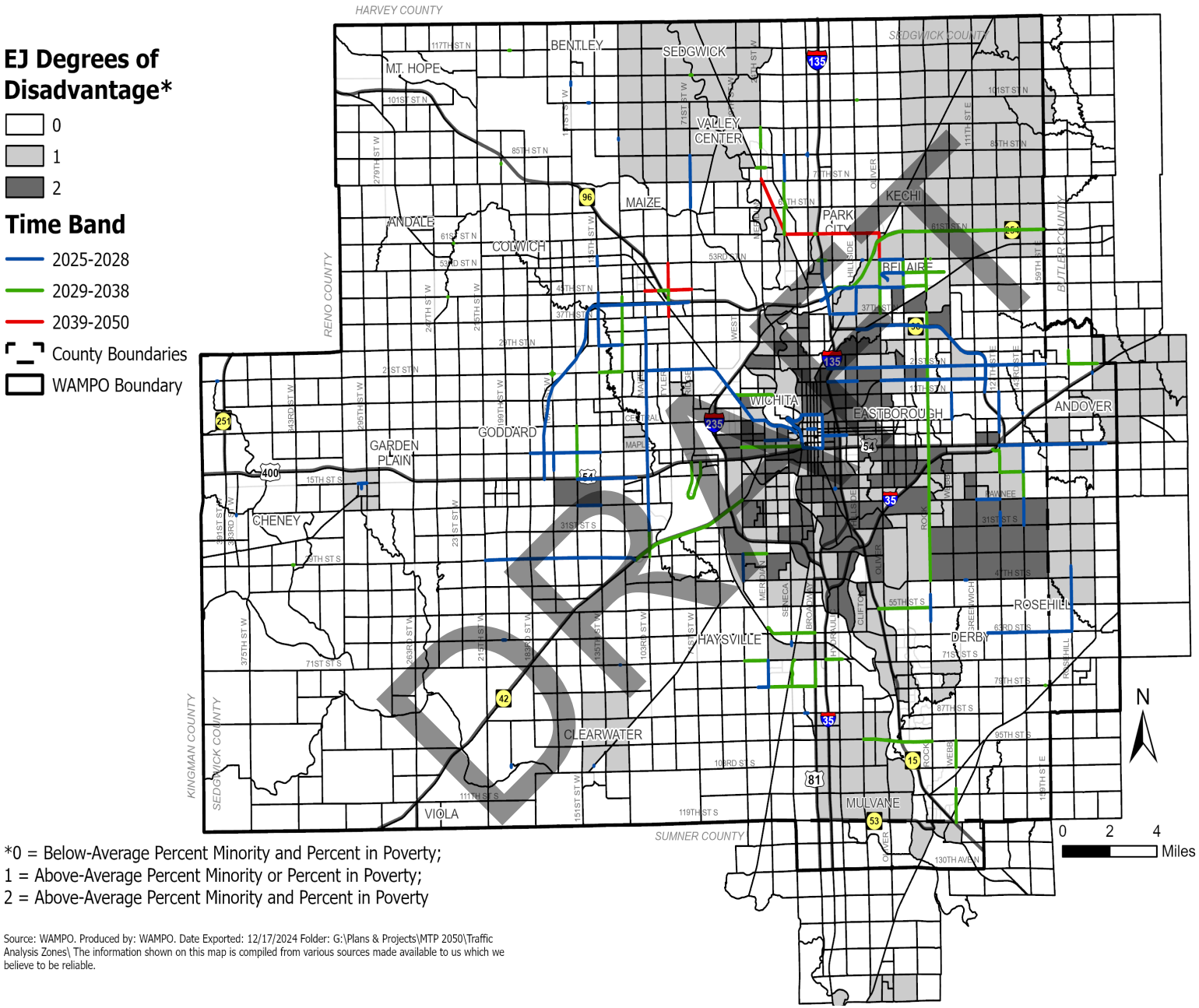
Map 7.4.2: WAMPO MTP 2050 Environmental Justice Analysis: WAMPO Travel Demand Model (TDM) Traffic Analysis Zones (TAZs) by Degrees of Disadvantage, Overlaid with Fiscally Constrained Projects by Project Type



*0 = Below-Average Percent Minority and Percent in Poverty;
1 = Above-Average Percent Minority or Percent in Poverty;
2 = Above-Average Percent Minority and Percent in Poverty

Source: WAMPO. Produced by: WAMPO. Date Exported: 12/17/2024 Folder: G:\Plans & Projects\MTP 2050\Traffic Analysis Zones\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Map 7.4.3: WAMPO MTP 2050 Environmental Justice Analysis: WAMPO Travel Demand Model (TDM) Traffic Analysis Zones (TAZs) by Degrees of Disadvantage, Overlaid with Fiscally Constrained Projects by Time Band



*0 = Below-Average Percent Minority and Percent in Poverty;
1 = Above-Average Percent Minority or Percent in Poverty;
2 = Above-Average Percent Minority and Percent in Poverty

Source: WAMPO. Produced by: WAMPO. Date Exported: 12/17/2024 Folder: G:\Plans & Projects\MTP 2050\Traffic Analysis Zones\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Assessment

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

EFFECTS OF MTP 2050 PROJECTS

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

During the preparation of MTP 2050, the WAMPO Travel Demand Model (TDM) was run for three different scenarios:

- *2022 Base Scenario*: Distributions of population and employment and roadway and public transit networks as they were in the year 2022.
- *2050 No Build Scenario*: Projected distributions of population and employment in the year 2050, with the same roadway and public transit networks as in the year 2022.
- *2050 Build Scenario*: Projected distributions of population and employment in the year 2050, with roadway and public transit networks modified to reflect the implementation of the projects on the MTP 2050 Fiscally Constrained Project List.

For each of the latter two scenarios (2050 No Build and 2050 Build), the TDM was used to calculate accessibility measures for each of the 1,667 Traffic Analysis Zones (TAZs) in the model area:

- *Peak-Period Automobile Accessibility to Jobs* – Number of jobs within the model area that can be reached from the TAZ by car within 20 minutes or less during the peak travel periods of the day (7:00 AM-9:00 AM and 4:00 PM-6:00 PM).
- *Off-Peak-Period Automobile Accessibility to Jobs* – Number of jobs within the model area that can be reached from the TAZ by car within 20 minutes or less during the off-peak travel periods of the day (9:00 AM-4:00 PM and 6:00 PM-7:00 AM).
- *Off-Peak-Period Automobile Accessibility to Shopping* – Number of retail jobs within the model area that can be reached from the TAZ by car within 20 minutes or less during the off-peak travel periods of the day (9:00 AM-4:00 PM and 6:00 PM-7:00 AM).
- *Off-Peak-Period Automobile Accessibility to Universities* – Number of university students (at their school locations) within the model area that can be reached from the TAZ by car within 30 minutes or less during the off-peak travel periods of the day (9:00 AM-4:00 PM and 6:00 PM-7:00 AM).
- *Peak-Period Public Transit Accessibility to Jobs* – Number of jobs within the model area that can be reached from the TAZ by fixed-route public transit service within 40 minutes or less during the peak travel periods of the day (7:00 AM-9:00 AM and 4:00 PM-6:00 PM).
- *Off-Peak-Period Public Transit Accessibility to Jobs* – Number of jobs within the model area that can be reached from the TAZ by fixed-route public transit service within 40 minutes or less during the off-peak travel periods of the day (9:00 AM-4:00 PM and 6:00 PM-7:00 AM).

- *Off-Peak-Period Public Transit Accessibility to Shopping* – Number of retail jobs within the model area that can be reached from the TAZ by fixed-route public transit service within 40 minutes or less during the off-peak travel periods of the day (9:00 AM-4:00 PM and 6:00 PM-7:00 AM).
- *Off-Peak-Period Public Transit Accessibility to Universities* – Number of university students (at their school locations) within the model area that can be reached from the TAZ by fixed-route public transit service within 60 minutes or less during the off-peak travel periods of the day (9:00 AM-4:00 PM and 6:00 PM-7:00 AM).

After these accessibility measures were calculated for each TAZ, population-weighted averages (using the 2050 TAZ-level populations in households forecast by the TDM) were calculated for the set of TAZs with zero (0) degrees of disadvantage, for the set of TAZs with one (1) degree of disadvantage, and for the set of TAZs with two (2) degrees of disadvantage. These population-weighted averages by degrees of disadvantage were then compared between the 2050 No Build Scenario (wherein MTP 2050 projects are not constructed) and the 2050 Build Scenario (wherein MTP 2050 projects are constructed). In this manner, the TDM outputs were able to be used to forecast whether areas with more disadvantaged populations will experience disproportionate effects on accessibility to destinations as a result of MTP 2050 projects.

Table 7.4.2: Peak-Period Automobile Access to Jobs (Jobs Reachable by Car in ≤ 20 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	164,472	166,220	1.06%
1	357	177,983	237,900	239,090	0.50%
2	176	133,888	305,743	306,601	0.28%
All	1,667	644,582	214,091	215,500	0.66%

Table 7.4.3: Off-Peak-Period Automobile Access to Jobs (Jobs Reachable by Car in ≤ 20 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	164,472	166,220	1.06%
1	357	177,983	237,900	239,090	0.50%
2	176	133,888	305,743	306,601	0.28%
All	1,667	644,582	214,091	215,500	0.66%

Table 7.4.4: Off-Peak-Period Automobile Access to Shopping (Retail Jobs Reachable by Car in ≤ 20 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	16,797	16,874	0.46%
1	357	177,983	22,899	23,042	0.62%
2	176	133,888	28,991	29,158	0.58%
All	1,667	644,582	21,015	21,129	0.54%

Table 7.4.5: Off-Peak-Period Automobile Access to Universities (University Students' School Locations Reachable by Car in ≤ 30 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	30,969	31,063	0.31%
1	357	177,983	33,622	33,631	0.03%
2	176	133,888	34,130	34,130	0.00%
All	1,667	644,582	32,358	32,409	0.16%

Table 7.4.6: Peak-Period Public Transit Access to Jobs (Jobs Reachable by Transit in ≤ 40 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	6,094	6,088	-0.09%
1	357	177,983	11,188	11,180	-0.07%
2	176	133,888	30,076	30,083	0.02%
All	1,667	644,582	12,482	12,478	-0.03%

Table 7.4.7: Off-Peak-Period Public Transit Access to Jobs (Jobs Reachable by Transit in ≤ 40 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	4,604	4,601	-0.05%
1	357	177,983	9,222	9,216	-0.06%
2	176	133,888	25,349	25,356	0.03%
All	1,667	644,582	10,188	10,187	-0.01%

Table 7.4.8: Off-Peak-Period Public Transit Access to Shopping (Retail Jobs Reachable by Transit in ≤ 40 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	669	669	-0.02%
1	357	177,983	811	810	-0.06%
2	176	133,888	1,925	1,925	-0.01%
All	1,667	644,582	969	969	-0.02%

Table 7.4.9: Off-Peak-Period Public Transit Access to Universities (University Students' School Locations Reachable by Transit in ≤ 60 Minutes)

Degrees of Disadvantage	TAZs	2050 Pop. In Households	Scenario		% Difference
			2050 No Build	2050 Build	
0	1,134	332,711	2,516	2,516	0.00%
1	357	177,983	5,588	5,588	0.00%
2	176	133,888	12,518	12,518	0.00%
All	1,667	644,582	5,442	5,442	0.00%

ENGAGEMENT STRATEGIES

WAMPO has used the information gathered from mapping to inform the engagement strategies for MTP 2050. 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 7.4.10 highlights outreach approaches by population characteristic.

Table 7.4.1: Minority and Low-Income Populations

Outreach Approach	Minority	Low-Income	Disabled	Older Adults	Zero-Car Household
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 subsection presents an assessment of any anticipated disproportionate and/or adverse impacts associated with the projects on the MTP Fiscally Constrained Project List.

IMPACTS ON ACCESS TO DESTINATIONS

The following is a summary of the analyses performed of the eight (8) accessibility measures considered in this EJ analysis, based on the Travel Demand Model outputs reported in Tables 7.4.2 through 7.4.9:

- *Peak-Period Automobile Accessibility to Jobs* – Accessibility is greater in the 2050 Build Scenario than in the 2050 No Build Scenario for all three sets of TAZs (0, 1, and 2 degrees of disadvantage). The ratio of accessibility in the 2050 Build Scenario to accessibility in the 2050 No Build Scenario is greater in areas with 1 degree of disadvantage than in areas with 2 degrees of disadvantage and greater in areas with 0 degrees of disadvantage than in areas with either 1 or 2 degrees of disadvantage. However, as shown in Maps 7.4.1, 7.4.2, and 7.4.3, minority and low-income populations in the WAMPO region are largely concentrated in urbanized areas, largely in the center of the region. That being the case, those areas already have greater proximity to job locations than do areas with zero degrees of disadvantage. On top of that, since the WAMPO region has long had significantly less traffic congestion than many other metropolitan areas, the baseline proportion of regionwide jobs accessible within 20 minutes' driving time from the higher-minority, higher-poverty areas of central Wichita is substantial. Therefore, any percentage increase in those areas' access to jobs by automobile resulting from transportation projects is bound to be limited, regardless of the locations and natures of the projects.
- *Off-Peak-Period Automobile Accessibility to Jobs* – Accessibility is greater in the 2050 Build Scenario than in the 2050 No Build Scenario for all three sets of TAZs (0, 1, and 2 degrees of disadvantage). The ratio of accessibility in the 2050 Build Scenario to accessibility in the 2050 No Build Scenario is greater in areas with 0 degrees of disadvantage than in areas with 2 degrees of disadvantage but greater in areas with 1 degrees of disadvantage than in areas with either 0 or 2 degrees of disadvantage.
- *Off-Peak-Period Automobile Accessibility to Shopping* – Accessibility is greater in the 2050 Build Scenario than in the 2050 No Build Scenario for all three sets of TAZs (0, 1, and 2 degrees of disadvantage). The ratio of accessibility in the 2050 Build Scenario to accessibility in the 2050 No Build Scenario is greater in areas with 2 degrees of disadvantage than in areas with 0 degrees of disadvantage and greater in areas with 1 degrees of disadvantage than in areas with either 0 or 2 degrees of disadvantage.
- *Off-Peak-Period Automobile Accessibility to Universities* – Accessibility is greater in the 2050 Build Scenario than in the 2050 No Build Scenario for TAZs with 0 degrees or 1 degree of disadvantage and the same in both scenarios for the set of TAZs with 2 degrees of disadvantage. The ratio of accessibility in the 2050 Build Scenario to accessibility in the 2050 No Build Scenario is greater in areas with 0 degrees of disadvantage than in areas with either 1 degree of disadvantage. However, in both scenarios, all of the TAZs with 2 degrees of disadvantage and most of the TAZs with 1 degree of disadvantage are within a 30-minute drive of every university in the WAMPO region. Therefore, any percentage increase in those areas' access to universities by automobile resulting from transportation projects is bound to be limited, regardless of the locations and natures of the projects (and for TAZs with 2 degrees of disadvantage, increase is impossible).

- *Peak-Period Public Transit Accessibility to Jobs* – The difference in accessibility between the 2050 Build Scenario and the 2050 No Build Scenario is very small for all three sets of TAZs (0, 1, and 2 degrees of disadvantage). The projects in the 2050 Build scenario slightly increase access to jobs by public transit for areas with 2 degrees of disadvantage and slightly decrease it for areas with either 0 degrees or 1 degree of disadvantage, with the decrease being greatest for areas with 0 degrees of disadvantage.
- *Off-Peak-Period Public Transit Accessibility to Jobs* – The difference in accessibility between the 2050 Build Scenario and the 2050 No Build Scenario is very small for all three sets of TAZs (0, 1, and 2 degrees of disadvantage). The projects in the 2050 Build scenario slightly increase access to jobs by public transit for areas with 2 degrees of disadvantage and slightly decrease it for areas with either 0 degrees or 1 degree of disadvantage, with the decrease being slightly greater for areas with 1 degree of disadvantage.
- *Off-Peak-Period Public Transit Accessibility to Shopping* – The difference in accessibility between the 2050 Build Scenario and the 2050 No Build Scenario is very small for all three sets of TAZs (0, 1, and 2 degrees of disadvantage). The projects in the 2050 Build scenario very slightly decrease access to shopping by public transit for all three sets of TAZs. The percentage decrease is the least for areas with 2 degrees of disadvantage and greatest for areas with 1 degree of disadvantage.
- *Off-Peak-Period Public Transit Accessibility to Universities* – There is no difference in accessibility between the 2050 Build Scenario and the 2050 No Build Scenario for any of the three sets of TAZs (0, 1, and 2 degrees of disadvantage).

ADDRESSING DISPROPORTIONATE & ADVERSE EFFECTS

This analysis indicates that the fiscally constrained transportation investments included in MTP 2050 do not disproportionately burden or deny benefits to EJ communities.

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 MTP updates. This includes the Transportation Improvement Program (TIP), 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, MTP 2050, 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.