



Transportation Advisory Committee (TAC) meeting notice

Monday, March 23, 2020 at 10:00 am

ONLINE LINK: <https://global.gotomeeting.com/join/477073509>

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

Meeting Agenda

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

1. Welcome

2. Regular Business

- A. Approval of March 23, 2020 Agenda
- B. [Approval of February 24, 2019 Minutes](#)
- C. Director's Report
 - i. Metropolitan Transportation Plan (MTP) Update
 - ii. [Transportation Improvement Program \(TIP\) Update](#)
 - iii. Bicycle/Pedestrian facilities component of Roadway projects
 - iv. [APBP Webinar Wednesday, April 15th at 2:00 PM](#)
Planning Physical & Digital Infrastructure for Micromobility

3. Public Comments

4. New Business

- A. [Update: REIMAGINED MOVE 2040 Document and Appendices](#)
WAMPO Staff
- B. [Action: MTP Project List: KDOT Capital Projects and Revenue Assumptions](#)
Chris Upchurch, Principal Planner, WAMPO
- C. [Action: 2020 WAMPO Funding Cycle – Funding Recommendation](#)
Kristen Zimmerman, Senior Planner, WAMPO
- D. [Action: 2019 – 2022 Transportation Improvement Program \(TIP\) – Special Amendment #5.5](#)
Kristen Zimmerman, Senior Planner, WAMPO

5. Committee Reports/Updates

6. Other Business

7. Adjournment

Chad Parasa, TAC Secretary
March 17, 2020



Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary
Monday, February 24, 2020
271 W. 3rd St., Wichita, KS 67202 – 2nd Floor MAPD Conference Rm.

Meeting Duration: 46 minutes

Members in Attendance:

Troy Tabor, TAC Chair
Laura Rainwater, REAP
Les Mangus, Butler/Sumner
Shawn Mellies, Wichita
Jim Weber, Sedgwick County
Mary Hunt, Land Use

Dan Squires, SCAC
Raven Alexander, Transit
Cory Davis, KDOT
Dorsha Kirksy, CTD #9 (10:03)
Jack Brown, Regional Pathways
Gary Janzen, Wichita

Don Snyder, KDOT
Mike Armour, Wichita (10:03)
Ronald Colbert, SCAC
Chad Parasa, WAMPO

Other Attendees:

Kristen Zimmerman, WAMPO
Tricia Thomas, WAMPO

Chris Upchurch, WAMPO
Alan Kailer, Bike Walk Wichita

Geoffrey Thompson, Benesch
Greg Allison, MKEC

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

2. Regular Business

A. Approval of February 24, 2020 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (14-0).

Motion: J. Weber

Second: D. Squires

B. Approval of January 27, 2020 Minutes

Discussion: None

Action: Moved to approve minutes as presented. Motion passed (14-0).

Motion: L. Mangus

Second: S. Mellies

C. Director's Report

- i. Metropolitan Transportation Plan (MTP) Update – C. Parasa informed the board that WAMPO is making significant progress with the MTP. Some of the ongoing projects include: fiscal constraint analysis, EJ analysis, and document production. A draft of the core document will be available soon, with another round of public engagement in March/May, and a final approval in June.
- ii. Transportation Improvement Program (TIP) Update – C. Parasa let the board know that the development of the new TIP (2021-2024) is moving along on schedule. March/April 2020: the WAMPO Funding Cycle Project Selection will take place, followed by a final document, public comment period, and board action in June 2020. K. Zimmerman updated the board with news that KDOT has approved a carryover of 1 million of our suballocated funding from year to year. T. Tabor asked how this would affect the end of year balance moving forward, and K. Zimmerman informed the board that instead of having a separate process for finding eligible projects, we would just be able to roll this over to the next funding cycle. The current estimated balance is \$1.2 million. G. Janzen commented that this new policy is a good thing; there will be no need to scramble to find projects to allocate this money toward or run the risk of losing it.
- iii. APBP Webinar – C. Parasa invited everyone to our last APBP Webinar of the year: *Bike Network Connectivity* on Wednesday, March at 2:00 PM. T. Tabor asked for input on how these webinars came about and whether

or not people were seeing value in them and/or were interested in other topics. It was discussed that these webinars were

- 3. Public Comment Opportunity** – Alan Kailer, President of Bike Walk Wichita addressed the board, stating that the ultimate mission of BWW is to help make the WAMPO area a better place to live. Kailer informed the board that BWW supports the significant allocation of the bicycle and pedestrian projects listed on the upcoming project list and he thanked the board for their consideration of funding them. He was curious about the selection process for the projects – which were supposed to include the 5 desired outcomes approved by the TAC and voted on by the TPB last year, including specifically – *Equity and Diversity*. None of the selection criteria specifically addressed this objective. It seems there is a disconnect between the Reimagined Move 2040 Objectives and the Selection Criteria used to pick the presented list.

The Vision and Outcome Statement seems to have been modified when picking out a list of MTP Projects and completely ignored while selecting Regionally Significant Priorities. Kailer went on to say that the Vision and Outcome statement adopted by the board includes: 1) *Safety and Health* – decrease in the need for single vehicle use, 2) *Integrated Multimodal Transportation* – encourage the use of transit and other forms of mass ridership, and reduce the need for individual vehicle use, 3) *Expand the Economy through Mobility* – preserve and maintain the existing infrastructure, 4) *Advance Equity and Acknowledge Diversity* – particular attention given to minority and low income populated areas, 5) *Expanding the Economy through Quality of Place to Attract and Retain Talent* – transportation infrastructure that serves highly walkable transit friendly uses. It seems that it would make sense that the projects listed in the MTP Project list should relate to the Vision and Outcomes that were adopted last year. Moving forward, Mr. Kailer asked the board to use their adopted scoring criteria in future decisions.

T. Tabor thanked Mr. Kailer for his comments and mentioned that it's very challenging to hit every mark. There are a couple bicycle/pedestrian projects listed, however he agreed that Mr. Kailer has a point. G. Janzen commented that in all fairness for what the board is trying to accomplish, the committee is doing a better job of incorporating bicycle/pedestrian components in projects. He went on to say that every road improvement project on the presented list has a bike/pedestrian component, it's just not readily visible because it's imbedded as a very small part of the overall project.

T. Tabor asked the WAMPO staff to create graphics that show the bicycle/pedestrian components of each of the presented projects to highlight where these components are integrated. Dan Squires agreed, and mentioned that he see the value of adding this bicycle/pedestrian component as part of the projects in the narrative of the MTP.

4. New Business Items

A. Action: Metropolitan Transportation Plan (MTP) Project List, Chris Upchurch, Principal Planner, WAMPO

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

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

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

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

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

- 62 of these projects are in WAMPO's existing 2019-2022 Transportation Improvement Program (TIP). The TIP is the region's short-range planning document that programs funds for specific projects. Projects in the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list.
- 60 projects on the list are eligible for federal funding through WAMPO. Of these, 16 were grandfathered in from the existing TIP. 44 new projects were selected to receive WAMPO funding as part of the MOVE 2040 Reimagined development process, and three existing TIP projects were selected to receive additional funding. When WAMPO develops our next TIP, we will select eligible projects from this list to receive WAMPO's suballocated federal funds.

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

- \$123 million in road and bridge projects (80%)
 - \$73 million in road and bridge modernization projects (47%). These are things like going from open ditch to curb and gutter, adding bike lanes, adding center left turn lanes, etc.
 - \$51 million in road and bridge rehabilitation projects (33%) of which \$50 million have both modernization and rehabilitation elements (32%).
- \$9.5 million in bike/ped projects (6.2%)
 - \$94 million in road and bridge projects with significant bike/ped elements (multi-use path or bike lanes) (61%)
- \$0.5 million in transit projects (0.3%)
- \$18 million in technology projects (12%)
- \$3.3 million in planning projects (2.1%)
- \$71 million in City of Wichita projects (46%)
- \$68 million in projects for other cities and counties (44%)
- \$13 million in KDOT projects (8.5%)
- \$2.2 million in WAMPO projects (1.9%)

Non-WAMPO Funded Projects - The remaining 90 projects are funded from other sources, including local governments, state funding, and other sources of federal funding.

TAC approval today will result in TPB approval in March (KDOT projects will be approved at a future meeting).

Motion: J. Weber

Second: D. Squires

Action: Moved to approve the Metropolitan Transportation Plan Project List as presented. Motion Passes (16-0).

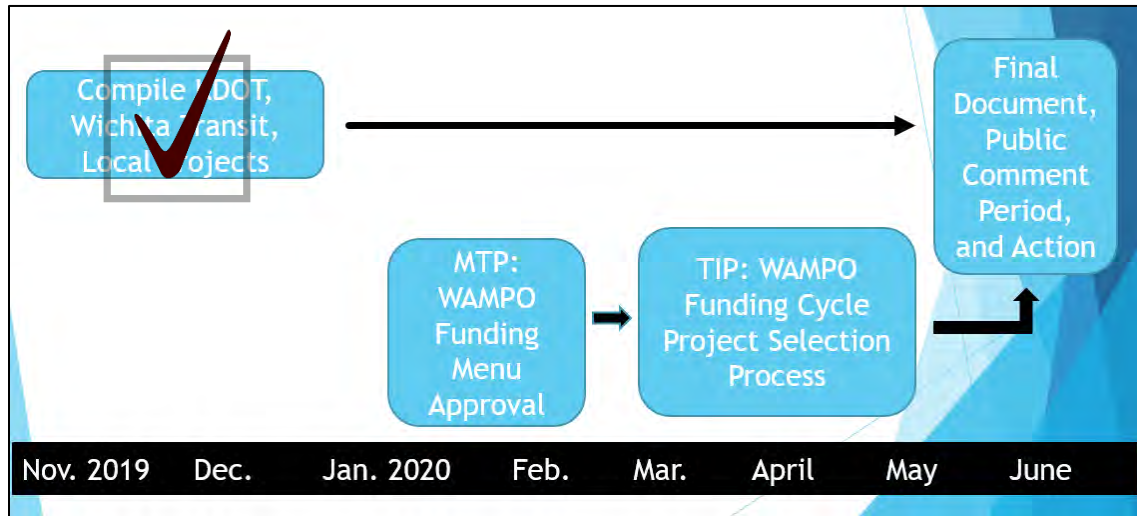
5. Committee and Partnership Status Reports and Updates – None.

6. Other Business – T. Tabor asked the board to reflect on whether or not they think the TAC committee is being effective in the way its set up and managed today? L. Mangus commented that the board and their responsibilities have evolved over time and is functional today. D. Squires mentioned that the TPB hasn't gotten the full benefit of the TAC because of confusion in the past regarding how items are brought to each board, presented, and recommended. Troy asked Chad to look into continuing to improve the flow of information from the TAC to the TPB.

7. Meeting was adjourned at 10:46 AM

Next Meeting will be held March 23, 2020 at 10:00 AM.

New TIP: 2021 - 2024 TIP



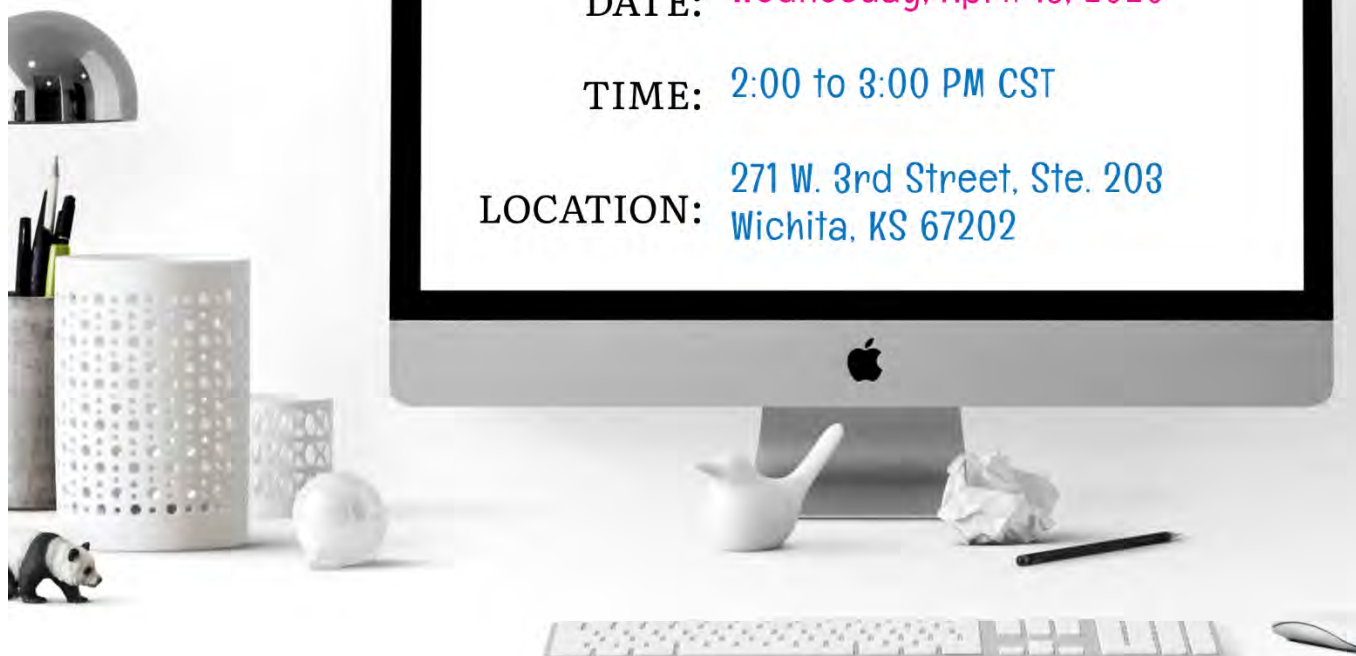
- The TAC and TPB are tentatively scheduled for an update on the final document at their April and May meetings, respectively. The TAC and TPB are tentatively scheduled for action on the final document at their May and June meetings, respectively.

WAMPO Funding Cycle for 2023/2024 Funding Awards (\$29 million)

- WAMPO MTP Funding Menu Project Selection Committee met on March 5 to screen candidate projects on urgency, readiness, and MTP Best Score to develop a recommended list of projects for WAMPO Funding for 2023/2024.
- The TAC is tentatively scheduled to vote on the Committee's recommendation for WAMPO Funding Awards 2023/2024 at its March meeting, and the TPB is tentatively scheduled to vote on the recommendation at its April meeting.



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



TOPIC: Planning Physical and Digital Infrastructure for Micromobility

DATE: Wednesday, April 15, 2020

TIME: 2:00 to 3:00 PM CST

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

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

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

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

Upcoming Webinar Topics...

- **May 20 - 2020 Vision: Through the Lens of Equity**
- **June 17 - Measuring the Pedestrian Environment**
- **July 15 - Victim Blaming in Crash Reporting**
- **August 19 - Transit Station Connectivity**
- **September 16 - Pedestrian Crossing Guidance**

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

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



Background

We are approaching the culmination of MOVE 2040 Reimagined, the update of our Metropolitan Transportation Plan (MTP) that we've been working on for the past two years. WAMPO staff, with support from various consultants, are producing the plan document. We will have various portions of the draft document for you to review over the next few months. We are asking for your feedback.

Layout of the MTP Document

Our goal is for the plan itself to be short, readable, and highly graphical. Much of the technical information and boilerplate required to meet federal requirements is being incorporated into an extensive series of appendices, rather than cluttering up the core document.

Core MTP Document

1. WAMPO
2. Plan Vision
3. Regional Snapshot
4. Existing Transportation System
5. Future Trends and Transportation System Needs
6. Projects
7. Financial Summary
8. Wrap Up
9. Appendices

MTP Document Appendices

1. Projects
2. Public Engagement
3. System Performance
4. Environment
5. Environmental Justice
6. Finance
7. Planning Factors
8. Safety
9. Freight
10. Transit/Paratransit
11. Bike/Ped
12. Technology
13. Transportation Systems Management & Operations
14. Travel Demand Model
15. Amending the Plan

TAC Review

Staff will make appendices available for the TAC to review as they become available. The first batch of appendices is part of the meeting packet for the March TAC meeting, but in the future we will be sending appendices out to the TAC mailing list in separate emails rather than holding them for the next TAC packet.



Agenda Item 4A
MTP Document and Appendices
Chris Upchurch, Principal Planner, WAMPO

We anticipate that a draft of the core MTP document will be available for your review before the April TAC meeting.

Starting with the March TAC meeting, we will be soliciting your feedback at the meetings, but you can also provide feedback on the document at any time by emailing WAMPO staff.

Attachments

Below are six of the appendices available for review. Most of them are too large to attach to an email, so they are hyperlinked below.

- [Environment](#)
- [Planning Factors](#)
- [Safety](#)
- [Freight](#)
- [Transit/Paratransit](#)
- [Bike/Ped](#)



MTP Project List

Earlier this month the WAMPO Transportation Policy Body (TPB) adopted a list of projects for inclusion in MOVE 2040 Reimagined, our new Metropolitan Transportation Plan (MTP). Federal regulations require our MTP to list all regionally significant projects in our region, regardless of funding source. The project list included projects rolled over from the 2019-2022 TIP, projects eligible for WAMPO funding, projects funded by local governments, and KDOT's non-capital projects.

Due to the dynamics associated with FORWARD Kansas, the state's new 10-year transportation bill KDOT required some additional time to compile a list of their largest capital projects in our region. These were not included in the list adopted by the TPB. Now, KDOT has provided a list of their major capital projects in our region.

KDOT Revenue Assumptions

When the TPB adopted revenue assumptions for the new MTP it envisioned that KDOT spending in our region would remain flat over the next 20-years. As part of discussions with KDOT about the project list, they suggested that WAMPO modify this assumption. Rather than remaining flat, KDOT indicates it would be realistic to expect their spending in our region to increase at a rate of 1.5% per year. This represents approximately \$141 million in additional funding over the flatline scenario. Other MPOs in Kansas are using this 1.5% assumption in their MTPs.

The Fiscally Constrained Project List and the Illustrative List

The main project list in an MTP must be fiscally constrained. Essentially, we have to be able to show that we can afford all of the projects on the list. We do this by totaling up all of the projected federal, state, and local transportation funding in our region and subtracting all of the projected spending for operations, maintenance, and other costs. The remaining funding is available for capital projects.

The project list the TPB adopted at their last meeting was fiscally constrained. KDOT has asked that we include twelve additional projects on the fiscally constrained list. With the change to the KDOT revenue assumption described above, we have enough revenue to include these twelve projects on the list.

We also have the option to include a second list of projects, which are not subject to this fiscal constraint requirement. This illustrative list includes projects that we would like to build in our region, but do not currently have a way of paying for. WAMPO has not previously used an illustrative list, but KDOT has asked that we include several additional projects that cannot be accommodated on the fiscally constrained project list.

Options

- Recommend the TPB add the KDOT capital projects to the fiscally constrained project list, adopt the illustrative list, and modify the KDOT revenue assumptions as presented.
- Recommend the TPB add the KDOT capital projects to the fiscally constrained project list adopt the illustrative list, and modify the KDOT revenue assumptions with specific changes.
- Do not recommend the TPB add the KDOT capital projects to the fiscally constrained project list, adopt the illustrative list, and modify the KDOT revenue assumptions.



Staff Recommended Option

- Recommend the TPB add the KDOT capital projects to the fiscally constrained project list and adopt the illustrative list as presented.

Attachments

- [KDOT Projects to be added to the Fiscally Constrained Project List](#)
- [Illustrative List](#)

KDOT Capital, Non-Routine Projects on the Fiscally Constrained Project List

WAMPOID	Project	Sponsor	Type	RoadBridgeType	Total Cost	MTP: WAMPO Funding Menu Amount	TIP: WAMPO Funding Award Amount	Time Band
40-123	Northwest Bypass ROW	KDOT	Highway	Expansion	\$83,834,236			2025-2040
40-125	I-235 Expansion (US-54 to Zoo)	KDOT	Highway	Expansion	\$274,507,499			2031-2040
40-127	US-54/400 Expansion - West	KDOT	Highway	Expansion	\$592,557,568			2031-2040
40-128	Gold Phase 2A -- North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$49,353,324			2021-2024
40-128	Gold Phase 2B -- North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$129,045,055			2021-2024
40-128	Purple Phase -- .North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$274,507,495			2031-2040
40-129	US-54 and Washington St.	KDOT	Highway	Modernization	\$104,514,825			2031-2040
40-158	Blue Phase 2 -- I-235/Kellogg	KDOT	Highway	Modernization	\$152,760,290			2021-2024
40-158	Green Phase Phase 4 -- I-235/Kellogg	KDOT	Highway	Modernization	\$65,230,685			2025-2030
40-158	Yellow Phase 3 -- 1-235/Kellogg	KDOT	Highway	Modernization	\$55,912,015			2025-2030
40-575	US-54/400 Expansion - East	KDOT	Highway	Expansion	\$374,926,190			2025-2040
40-576	I-135 & US 54 NB & SB lanes	KDOT	Highway	Modernization	\$19,228,568			2021-2024

Illustrative List

WAMPOID	Project	Sponsor	Type	RoadBridge Type	Total Cost	MTP: WAMPO Funding Menu Amount	TIP: WAMPO Funding Award Amount	Time Band
40-123	Northwest Bypass Utilities Relocation	KDOT	Highway	Expansion	\$37,863,103			2031-2040
40-123	Northwest Bypass Construction	KDOT	Highway	Expansion	\$761,048,378			2031-2040
40-125	I-235 Expansion (Zoo to Seneca)	KDOT	Highway	Expansion	\$329,408,999			2031-2040
40-123	Northwest Bypass PE/Final Design	KDOT	Highway	Expansion	\$12,979,576			2025-2030



Background

Every two years, in parallel with the update to the WAMPO Transportation Improvement Program (TIP), WAMPO carries out a funding cycle to award WAMPO funding to candidate transportation projects. During each cycle, \$25 million to \$30 million is made available to currently funded projects requesting additional funding and to new projects.

MTP Funding Menu and 2020 Funding Cycle Timeline

Because the timing of the 2020 Funding Cycle aligned with the timing of WAMPO's Metropolitan Transportation Plan (MTP) update, the Funding Cycle's decision-making processes were carried out in parallel with the decision-making processes for the MTP Funding Menu. Both processes were rigorous, and consisted of a thorough planning process and a series of decisions by the Transportation Policy Body, with input from the public, the Transportation Advisory Committee, and the MTP Plan Advisory Committee.

Along with other considerations, the Funding Cycle proposal is composed of those projects from the Funding Menu that best align with the MTP, and, ultimately, when taken all together, represent a slate of projects that has the best chance of accomplishing the MTP outcomes.

The timeline below summarizes the key decisions points in both processes; each subsequent activity was dependent on the decisions made previously. For example, the candidate projects for the WAMPO Funding Cycle were all on the approved MTP Funding Menu.

- 4/9/19: MTP Vision and Outcomes approved by Transportation Policy Body (TPB)
- 5/14/19: MTP WAMPO Funding Menu Project Selection Criteria approved by TPB
- June 2019: Project Selection Committee (PSC) appointed
- mid June – mid August 2019: MTP WAMPO Funding Menu Application Period
- October – December 2019: PSC Meetings: MTP WAMPO Funding Menu
- 3/10/20: MTP WAMPO Funding Menu approved by TPB
- March 2020: PSC Meeting: WAMPO Funding Cycle
- 3/23/20: WAMPO Funding Cycle – TAC Recommendation
- 4/14/20: WAMPO Funding Cycle – TPB Action

2020 WAMPO Funding Cycle Specifics

Out of the 47 projects on the MTP WAMPO Funding Menu, applicants requested that 36 be included for consideration in this Funding Cycle. Approximately \$30 million was available for award, and applications totaled \$90 million. Project summaries are attached; they ran the gamut from intersection improvements to arterial preservation projects to bridge replacements to paratransit replacement vehicles to a rails to trails bicycle/pedestrian project.

Over the last month, the Project Selection Committee (PSC) met to review the applications, screened the projects on MTP Alignment, Readiness, and Urgency, and developed a funding recommendation for consideration. The PSC discussed the screening criteria, geographic equity, impact on the region, and the need for balance, among other considerations, in their discussion and assessment.



Agenda Item 4C: Action
2020 WAMPO Funding Cycle – Funding Recommendation
Kristen Zimmerman, Senior Planner

Options:

- Recommend the TPB approve the 2020 WAMPO Funding Cycle Proposal, as proposed
- Recommend the TPB not approve the 2020 WAMPO Funding Cycle Proposal
- Recommend the TPB approve the 2020 WAMPO Funding Cycle Proposal, with specific changes.

Project Selection Committee Recommendation:

- *Recommend approval of the 2020 WAMPO Funding Cycle Proposal, as proposed, to the Transportation Policy Body.*

Next Steps:

- The TAC recommendation will be presented at Transportation Policy Body meeting on April 14, 2020 for their final action.
- The TPB-approved WAMPO funding list will be included in the updated TIP document, which is scheduled for review by the TAC on April 27, 2018, and by the TPB on May 12, 2020.

Attachments:

- [2020 WAMPO Funding Cycle Proposal](#)
- [Candidate Project Summaries](#)

2020 WAMPO Funding Cycle Proposal

Sorted in alphabetical order, on Project Name
last updated: 3/5/20

Applicant	Project Name	Project Type	Funding Request Type	Screening (max is 100 pts)	Federal Fiscal Years	MTP Funding Menu Amount	Award Recommendation
Park City	61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Road Rehabilitation	Additional	62	2021	\$469,200	\$469,200
Maize	Academy Avenue Improvements from Maize Road to 119th Street	Road Rehabilitation	New	72	2024, 2025	\$7,440,390	\$2,500,000
KDOT	Fiber Optics Installations: WAMPO Regional Fiber Plan	Technology	New	72	2023	\$80,000	\$80,000
Valley Center	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	Road Rehabilitation	New	78	2024	\$2,731,731	\$2,731,731
Derby	Nelson Drive Realignment	Road Rehabilitation	New	82	2023, 2024	\$5,039,276	\$5,039,276
Andover	North Andover Road Improvements, from Redbud Trail to Ira Court	Road Rehabilitation	Additional	83	2022	\$1,775,206	\$1,775,206
Sedgwick County	Sedg. Co. Paratransit Service Activities - Comprehensive Operations and Technology Feasibility Study and Implementation	Transit	New	73	2023	\$178,252	\$178,252
WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	Planning	New	n/a	2023	\$524,269	\$200,000
Andover	US-54/400 Bicycle/Pedestrian Bridge in Andover	Bike/Ped	New	64	2023, 2024, 2025	\$2,279,212	\$2,279,212
WAMPO	WAMPO Travel Demand Model Update	Planning	New	n/a	2022	\$1,363,100	\$1,363,100
Wichita	West St, Harry to Pawnee	Road Modernization	New	89	2023, 2024	\$7,864,039	\$7,864,039
Wichita	West St, I-235 to MacArthur	Road Modernization	New	83	2024, 2025	\$4,194,154	\$4,194,154
Wichita Transit	Wichita Bicycle Master Plan Update	Planning	New	84	2022	\$366,988	\$366,988
Wichita Transit	Wichita Transit Network Redesign Plan	Transit	New	82	2023	\$262,135	\$262,135
KDOT	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	Technology	New	68	2023	\$400,000	\$400,000
Bel Aire	Woodlawn: 45th St to 37th St N	Road Rehabilitation	Additional	80	2020	\$1,359,230	\$1,359,230
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Bridge Rehabilitation	New	63	2023	\$1,258,246	\$1,258,246

Project (1): 17th St N, I-135 to Hillside

Project Type: Road Modernization

Total Cost: \$2,162,611

WAMPO Funding Request: \$1,572,808

Sponsor Funding: \$589,803

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	29	27.5	90

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	22	1	23	29
Explanation		17th, I-135 to Broadway		



Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						

Project (2): West St, Harry to Pawnee

Project Type: Road Modernization

Total Cost: \$17,431,953

WAMPO Funding Request: \$7,864,039

Sponsor Funding: \$9,567,914

Scope: Improve West Street from Harry to Pawnee.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	28	27.5	89

Readiness

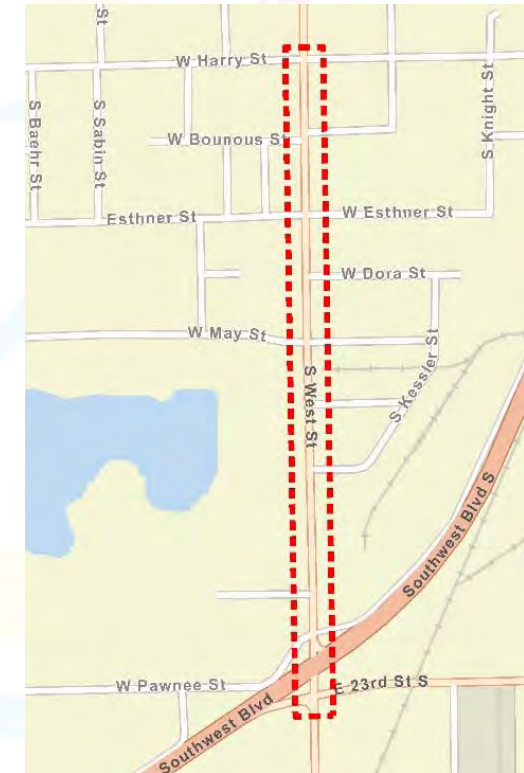
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	21	1	22	28
Explanation		west, kellogg to harry		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						



Project (3): Downtown Wichita Intelligent Transportation System

Project Type: Technology

Total Cost: \$3,604,351

WAMPO Funding Request: \$2,621,346

Sponsor Funding: \$983,005

Scope: Along Douglas, Central, Broadway (top priorities), and Kellogg, Market, Main, 1st, and 2nd Streets (secondary priorities), upgrade traffic signals with pedestrian push buttons, new controllers, signal head backplates, server software license, and traffic detection where needed. Communication back to the central server and fiber network may also be included depending on available funding. Project also includes analyzing corridors and remaining downtown signals to see if they still meet warrants. If they don't, signals will be removed where feasible. The City of Wichita plans to start on this work in 2020, and will focus on the three priority corridors of Douglas, Central, and Broadway thru downtown Wichita and will continue to build on this work along the secondary corridors.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	25	27.5	86

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	19	1	20	25
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						

Project (4): Redbud Path, Woodlawn to Rock Rd

Project Type: Bike/Ped

Total Cost: \$786,404

WAMPO Funding Request: \$524,269

Sponsor Funding: \$262,135

Scope: Construct Redbud Path multiuse path between Woodlawn and Rock Rd

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	19	33	85

Readiness

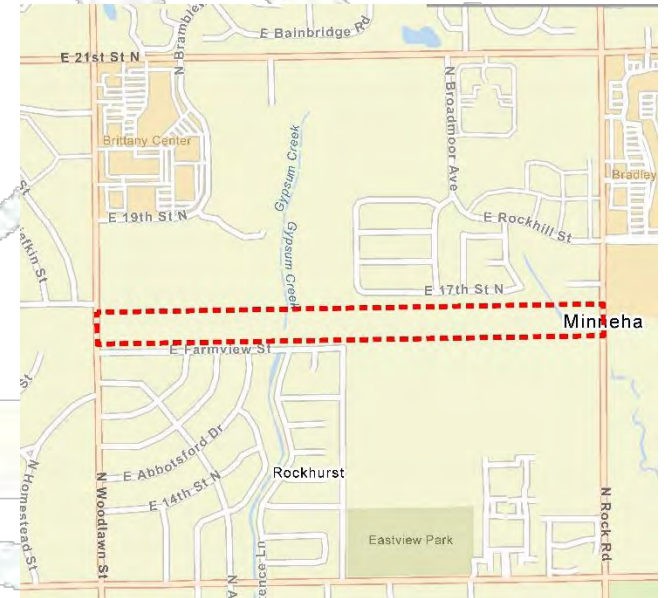
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	14	1	15	19
Explanation		redbud path		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	1	6	33
Explanation				Wichita bicycle master plan		



WICHITA TRANSIT

Project (5): Wichita Bicycle Master Plan Update

Project Type: Planning

Total Cost: \$458,735

WAMPO Funding Request: \$366,988

Sponsor Funding: \$91,747

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	28	84

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		Wichita bike projects		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	1	5	28
Explanation						



Project (6): North Andover Road Improvements, from Redbud Trail to Ira Court

Project Type: Road Rehabilitation

Total Cost: \$3,348,068

WAMPO Funding Request: \$2,390,374

Sponsor Funding: \$957,694

(Note: This is a current WAMPO-funded project for bicycle/pedestrian facility; current funding is \$615,168. Sponsor is requesting additional \$1,775,206 for scope expansion.)

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	28	22	83

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	21	1	22	28
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	0	4	22
Explanation						



Project (7): West St, I-235 to MacArthur

Project Type: Road Modernization

Total Cost: \$5,963,562

WAMPO Funding Request: \$4,194,154

Sponsor Funding: \$1,769,408

Scope: Improve West Street from I-235 to MacArthur

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	22	27.5	83

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	16	1	17	22
Explanation		west, 47th of mcarthur		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	0	5	27.5
Explanation						





Project (8): Nelson Drive Realignment

Project Type: Road Rehabilitation

Total Cost: \$7,183,799

WAMPO Funding Request: \$5,039,276

Sponsor Funding: \$2,144,523

Scope: Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. Improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	32	33	82

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		functional classification		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	25	0	25	32
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	3	1	1	6	33
Explanation				K-15 Area Plan		



WICHITA TRANSIT

Project (9): Wichita Transit Network Redesign Plan

Project Type: Transit

Total Cost: \$327,669

WAMPO Funding Request: \$262,135

Sponsor Funding: \$65,534

Scope: Develop a Transit Network Redesign plan

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	27	22	82

Readiness

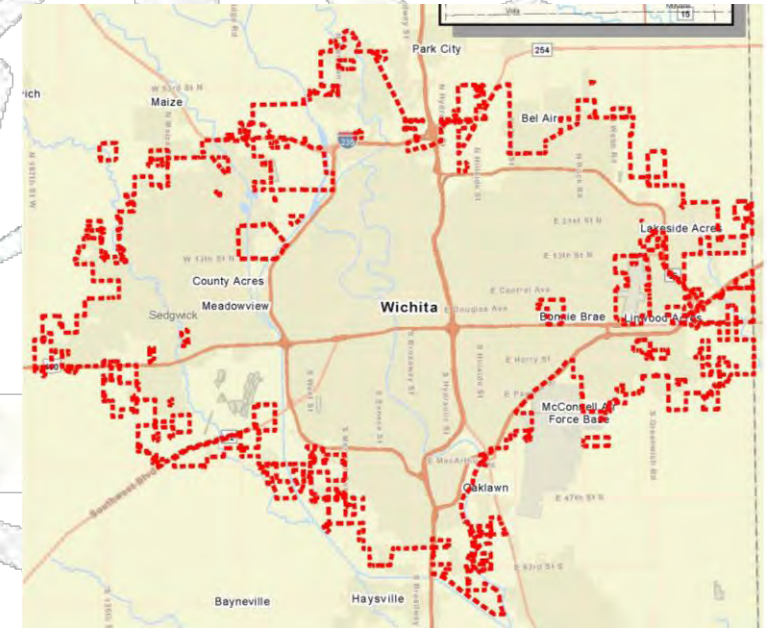
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	20	1	21	27
Explanation		Paratransit reassessment		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						



Project (10): Woodlawn: 45th St to 37th St N

Project Type: Road Rehabilitation

Total Cost: \$8,490,343

WAMPO Funding Request: \$5,579,150

Sponsor Funding: \$2,911,193

(Note: This is a current WAMPO-funded project; current funding award is \$4,219,920; sponsor is requesting additional \$1,359,230 to meet the full 80% available.)

Scope: This project reconstructs Woodlawn from the north edge of 37th Street through and including the intersection with 45th Street. The reconstruction of this portion of Woodlawn will reduce bottlenecks that form at the intersection of 45th and Woodlawn during peak hours. It will provide connectivity and extend the network of existing bike/ped facilities on 37th Street and provide for safer passage for bicyclists, pedestrians and the traveling public. This project is critical for the economic vitality of the area by providing easier access to employers and freight movement through the region as Woodlawn provides the only full-access, grade separated interchange with K-254 east of Hillside.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	25	22	80

Readiness

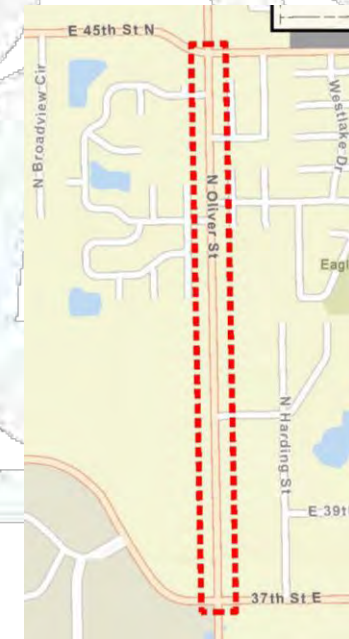
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation		railroad crossing, but currently programmed		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	19	1	20	25
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						



BUTLER COUNTY

Project (11): SW Butler Road Improvements from SW 155th Street to SW 170th Street

Project Type: Road Rehabilitation

Total Cost: \$14,299,445

WAMPO Funding Request: \$10,275,678

Sponsor Funding: \$4,023,767

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	19	27.5	80

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	14	1	15	19
Explanation		sw 150th, butler rd intersection		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	1	5	27.5
Explanation				Butler Rd Corridor Plan		



CITY OF VALLEY CENTER

Project (12): Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)

Project Type: Road Rehabilitation

Total Cost: \$3,849,283

WAMPO Funding Request: \$2,731,731

Sponsor Funding: \$1,117,552

Scope: Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	22	78

Readiness

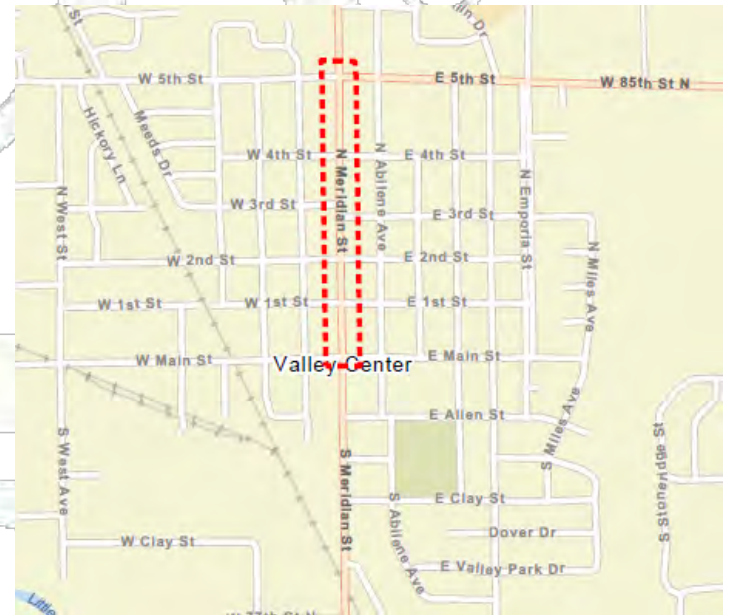
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		meridian, 69th to 77		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						





Project (13): 143rd Kellogg-Harry

Project Type: Road Modernization

Total Cost: \$6,618,900

WAMPO Funding Request: \$4,718,423

Sponsor Funding: \$1,900,477

Scope: Improve 143rd Street East from Kellogg to Harry

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	20	22	75

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	15	1	16	20
Explanation		143rd, harry to pawnee		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	0	4	22
Explanation						





**Project (14): Cross-jurisdictional Corridor Management:
Rock Rd Signal Coordination and Fiber Install, US-54/400 to Mulvane**

Project Type: Technology

Total Cost: \$4,500,000

WAMPO Funding Request: \$3,600,000

Sponsor Funding: \$900,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	17	73

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

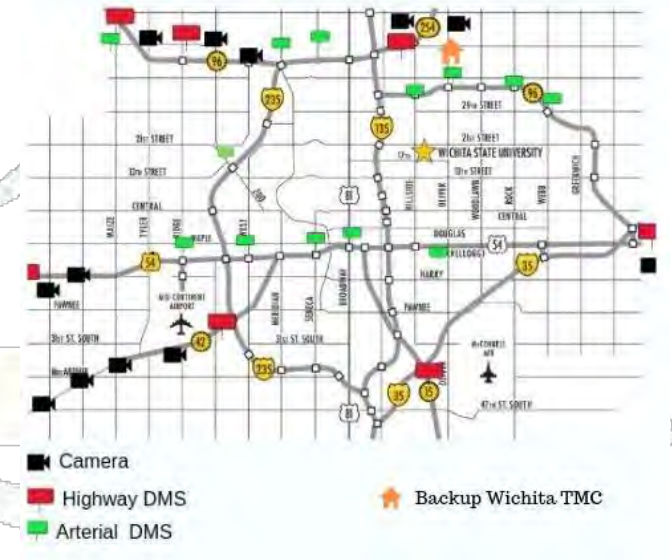
MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Wichita Deployments



CITY OF MAIZE

Project (15): 119th Street Improvements from 45th Street to 53th Street

Project Type: Road Modernization

Total Cost: \$7,595,351

WAMPO Funding Request: \$5,420,944

Sponsor Funding: \$2,174,407

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	16.5	73

Readiness

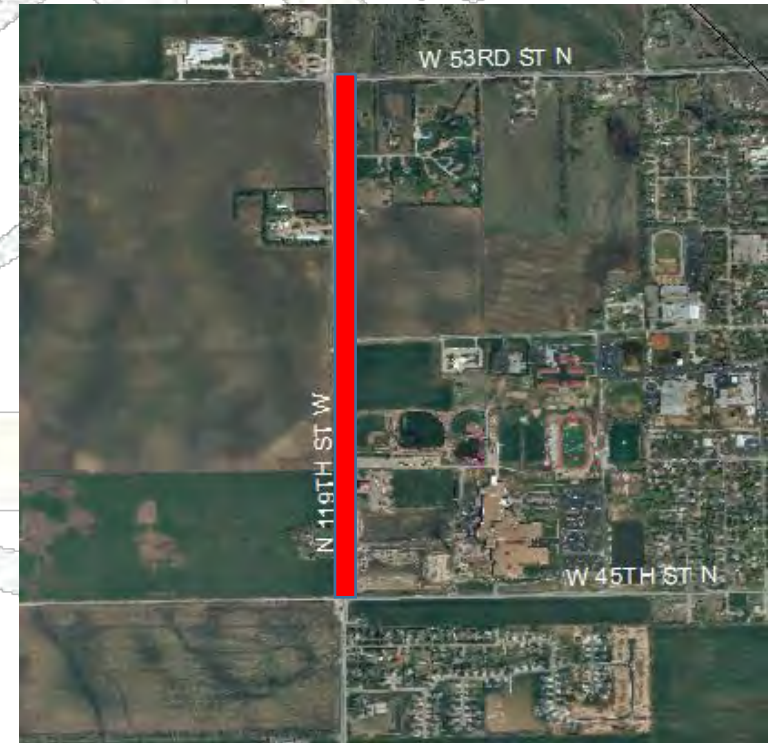
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation		academy avenue		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	0	0	3	16.5
Explanation						



Project (16): Sedgwick Co. Paratransit Service Activities: Replacement Vehicles

Project Type: Transit

Total Cost: \$104,976

WAMPO Funding Request: \$83,981

Sponsor Funding: \$20,995

Scope: Purchase two (2) modified minivans

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	34	22	73

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		grant administratin		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	26	1	27	34
Explanation		WT Redesign		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						



**Project (17): Sedgwick Co. Paratransit Service Activities:
Comprehensive Operations and Technology Feasibility Study and Implementation**

Project Type: Transit

Total Cost: \$222,815

WAMPO Funding Request: \$178,252

Sponsor Funding: \$44,563

Scope: The proposed study and subsequent implementation will be comprehensive, including improvements to the current service delivery model and operational structure to improve access, quality of service and productivity. As the system grows, the agency needs to determine whether the current mix of in-house and contracted service is the most efficient way to provide service. The purpose of this study is to direct future investments and to explore new technologies and operational concepts, and the implementation phase will implement the recommended investments.

Background: Sedgwick County is responsible for operating rural and urban Public Transit in the County. Total annual ridership is approximately 22,544 one-way rides in its service area. Sedgwick County Transit (SCT) provides transportation service to older adults, persons with disabilities, and the general public. The program currently has four (4) full-time driver positions, two (2) part-time driver positions, and seven (7) vehicles; to provide transportation as a direct service. Additionally, SCT contracts with four (4) outside transportation providers to build service capacity during peak hours and times when SCT is not open for business.

Accessibility and collaboration are the two major focus areas of the recently updated WAMPO Coordinated Plan for Public Transit Human Service, which provide recommendations and strategies for providers in our region to support older adults, people with disabilities and low income populations.

Accessibility:

As SCT faces the certainty of increased demand for transit services in the coming years, the agency is interested in conducting a study of its current business model to ensure that it employs the most beneficial operational concepts (including any relevant technological advances), in order to improve accessibility and remove barriers that make transportation prohibitive for the people we serve.

Collaboration:

The study will include an evaluation of the current options for upgrading or replacing current software and communication technologies, and potential collaboration with ride hailing or other transportation services to improve mobility and better meet the future needs of SCT customers.

Project (17) continued: Sedgwick Co. Paratransit Service Activities:

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	34	22	73

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		grant administratin		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	26	1	27	34
Explanation		WT Redesign		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						





**Project (18): KDOT Fiber Optics Installations:
WAMPO Regional Fiber Plan**

Project Type: Technology

Total Cost: \$100,000
WAMPO Funding Request: \$80,000
Sponsor Funding: \$20,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	17	22	72

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	12	1	13	17
Explanation		WichWay network		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	1	4	22
Explanation						



Project (19): Academy Avenue Improvements from Maize Road to 119th Street

Project Type: Road Rehabilitation

Total Cost: \$10,283,493

WAMPO Funding Request: \$7,440,390

Sponsor Funding: \$2,843,103

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

Note: Scope is being revised to reflect the funding award recommendation.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	28	27.5	72

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		autonomous vehicle features		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	21	1	22	28
Explanation		45th st improvements		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	1	5	27.5
Explanation				Maize PWP		





**Project (20): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
WICHway Video Wall**

Project Type: Technology

Total Cost: \$500,000

WAMPO Funding Request: \$400,000

Sponsor Funding: \$100,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						





**Project (21): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
Expansion on US-54, K-96, I-235**

Project Type: Technology

Total Cost: \$4,000,000

WAMPO Funding Request: \$3,200,000

Sponsor Funding: \$800,000

Scope: West US 54 to Goddard; K-96 from Central to US 54; K-96 from I-235/Ark River to Maize

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

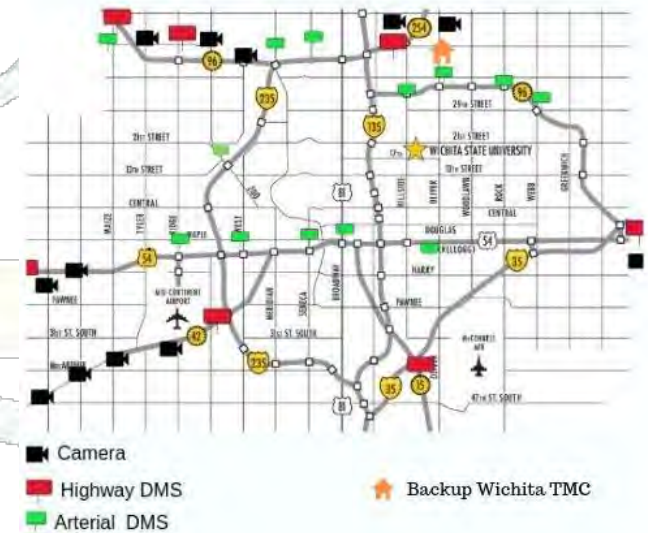
MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Wichita Deployments





**Project (22): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
Dynamic Message Signs on Arterial Roads**

Project Type: Technology

Total Cost: \$1,800,000
WAMPO Funding Request: \$1,440,000
Sponsor Funding: \$360,000

Scope: Arterial Dynamic Message Signs, at K-42, Zoo, 37th, 1st/2nd, Washington, Downtown, Seneca, West, Sycamore, Maize, Tyler

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						





**Project (23): WICHway Traffic Management Center Deployments, Upgrades and Expansions:
Connected Vehicle Pilot Project**

Project Type: Technology

Total Cost: \$1,500,000
WAMPO Funding Request: \$1,200,000
Sponsor Funding: \$300,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	17	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Project (24): Maple Street Pathway

Project Type: Bike/Ped

Total Cost: \$2,064,310

WAMPO Funding Request: \$1,310,673

Sponsor Funding: \$753,637

Scope: Add pathway on Maple from 135th Street to 167th Street and another half mile south to Eisenhower Schools on 167th Street to meet the needs of residents for alternate mode of transportation, safe travel to school, and physical activity. The pathway will connect the cities of Wichita and Goddard and provide a link to the Prairie Sunset Trail.

Screening Criteria

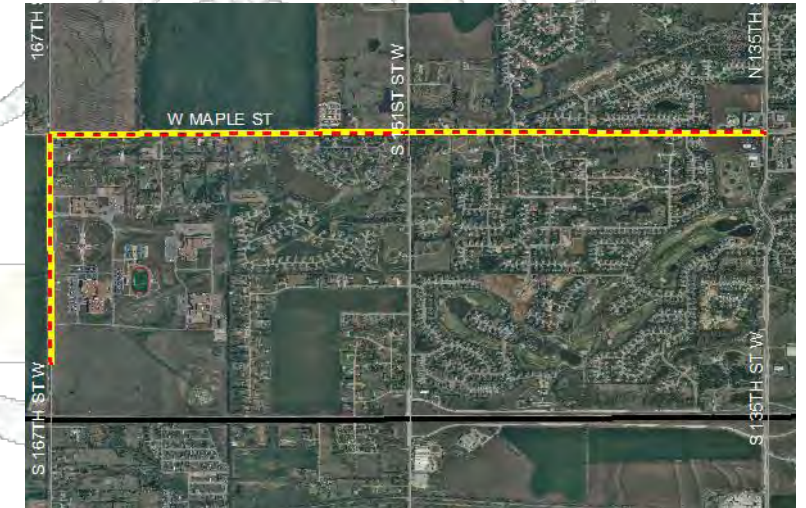
Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	18	16.5	68

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	1	14	18
Explanation		maple, 151st to 167		



Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	16.5
Explanation						



**Project (25): KDOT Fiber Optics Installations:
Expand/connect fiber on US 54/400 from West to Sycamore, and I-135 to Greenwich**

Project Type: Technology

Total Cost: \$1,000,000

WAMPO Funding Request: \$800,000

Sponsor Funding: \$200,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	17	17	67

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

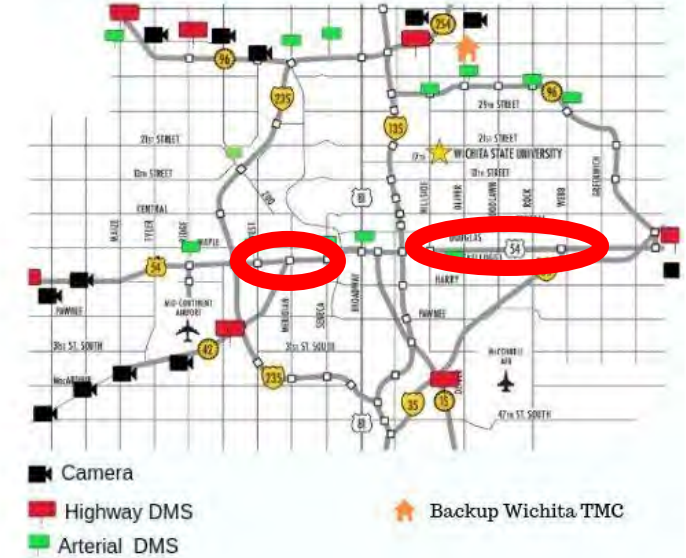
MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	12	1	13	17
Explanation		WichWay network		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

Wichita Deployments





**Project (26): KDOT Fiber Optics Installations:
K-15 Fiber Install thru Derby**

Project Type: Technology

Total Cost: \$500,000
WAMPO Funding Request: \$400,000
Sponsor Funding: \$100,000

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	17	17	67

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	12	1	13	17
Explanation		technology		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						



Project (27): US-54/400 Bicycle/Pedestrian Bridge in Andover

Project Type: Bike/Ped

Total Cost: \$3,635,418

WAMPO Funding Request: \$2,279,212

Sponsor Funding: \$1,356,206

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	20	27.5	64

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		crossing state highway		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	15	1	16	20
Explanation		Andover bike ped network		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	1	1	5	27.5
Explanation				Andover's US-54/400 corridor plan		



Project (28): Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway

Project Type: Bridge Rehabilitation

Total Cost: \$1,769,409

WAMPO Funding Request: \$1,258,246

Sponsor Funding: \$511,163

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	8	22	63

Readiness

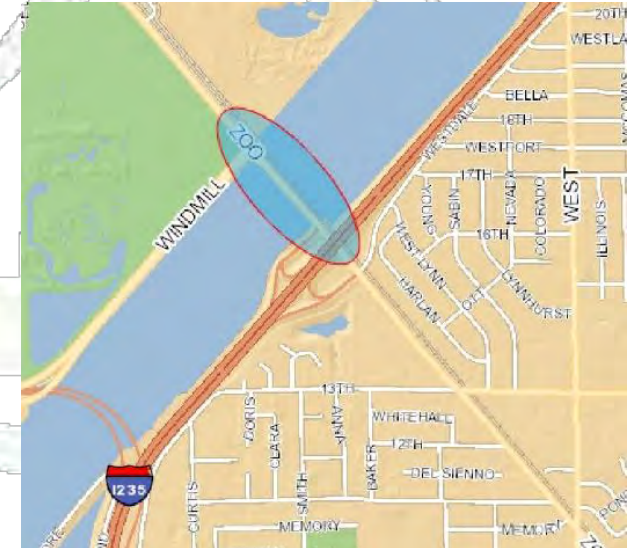
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	6	0	6	8
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						





Project (29): 61st St North, Broadway to the Wichita Valley Center Floodway Bridge

Project Type: Road Rehabilitation

Total Cost: \$3,153,700

WAMPO Funding Request: \$2,712,160

Sponsor Funding: \$441,540

(Note: This is a current WAMPO-funded project; current funding is \$2,242,960. Sponsor is requesting additional \$469,200 funding to accommodate alternative design options.)

Scope: Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bicycle features.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	23	5.5	62

Readiness

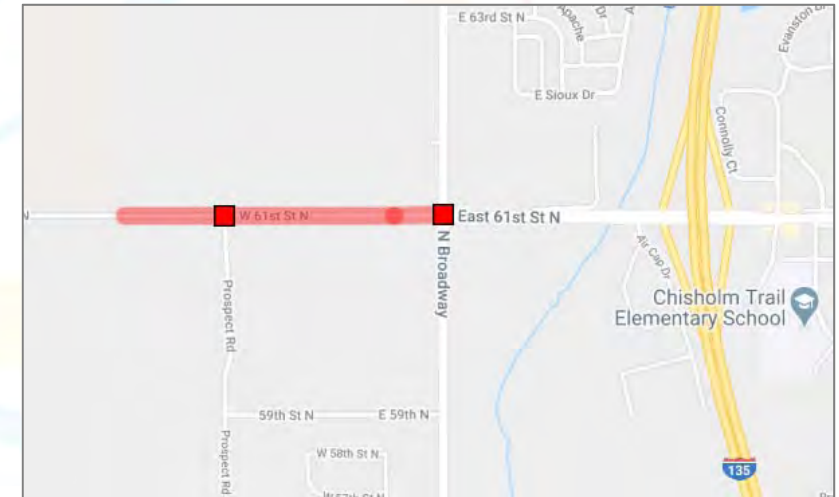
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	17	1	18	23
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50- 69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	0	1	0	1	5.5
Explanation						



CITY OF ANDOVER

Project (30): Prairie Creek Rd bridge over I-35 (Kansas Turnpike)

Project Type: Bridge Modernization

Total Cost: \$6,440,009

WAMPO Funding Request: \$4,549,098

Sponsor Funding: \$1,890,911

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	11	16.5	61

Readiness

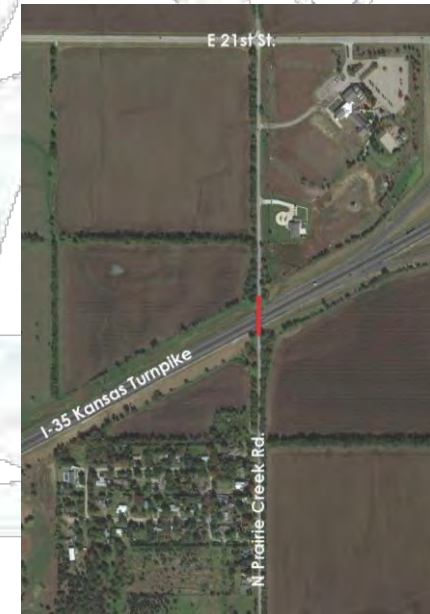
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	8	1	9	11
Explanation		159th st bridge upgrade		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	1	2	0	0	3	16.5
Explanation						



Project (31): Multi-Use Path along Seneca and 63rd Sts

Project Type: Bike/Ped

Total Cost: \$1,709,937

WAMPO Funding Request: \$1,252,610

Sponsor Funding: \$457,327

Scope: Construct a multi-use path along Seneca Street and 63rd Street to provide a safe, accessible path for bicyclists and pedestrians to connect to the Plagens-Carpenter Park and the existing multimodal network near Downtown Haysville.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	14	27.5	58

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		railroad crossing, jurisdictional ownership		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	10	1	11	14
Explanation		north main st project		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	1	5	27.5
Explanation				Haysville PWP		



Project (32): Santa Fe Street: Main Street to 391st Street West

Project Type: Road Rehabilitation

Total Cost: \$2,883,481

WAMPO Funding Request: \$1,518,448

Sponsor Funding: \$1,365,033

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	17	22	56

Readiness

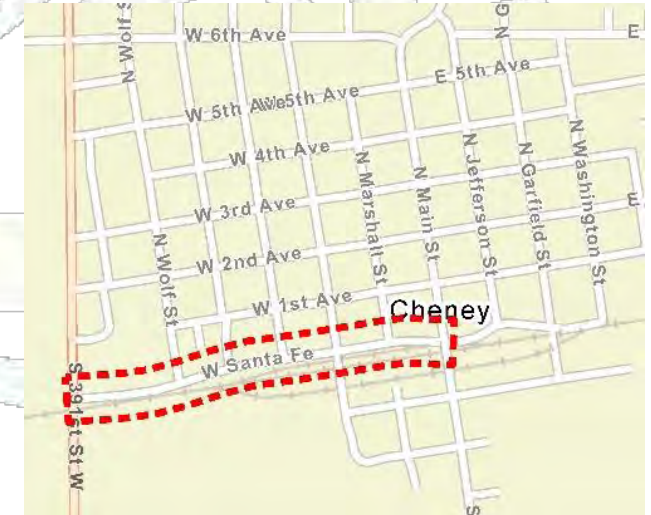
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		functional classification		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	13	0	13	17
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	3	1	0	4	22
Explanation						



Project (33): 183rd Street Corridor Improvements from Maple Street to US-54/400

Project Type: Road Modernization

Total Cost: \$9,242,081

WAMPO Funding Request: \$6,816,969

Sponsor Funding: \$2,425,112

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

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
16.5	15	16.5	48

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		intersect with kdot facility		

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	11	1	12	15
Explanation		183rd, kellogg project in goddard		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	16.5
Explanation						





Project (34): Training, Best Practices, and Model Policies for Member Jurisdictions

Project Type: Planning

Total Cost: \$655,336

WAMPO Funding Request: \$524,269

Sponsor Funding: \$131,067

Scope: Provide training for staff of WAMPO’s member jurisdictions and draft model policies and best practices to help those jurisdictions implement the vision and goals of the MTP.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	n/a	17	n/a

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu “Score” (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	n/a	1	n/a	n/a
Explanation		implementing outcomes		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	1	1	1	3	17
Explanation						

WAMPO

Project (35): WAMPO Travel Demand Model Update

Project Type: Planning

Total Cost: \$1,703,875

WAMPO Funding Request: \$1,363,100

Sponsor Funding: \$340,775

Scope: Update WAMPO's Travel Demand Model.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	n/a	17	n/a

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	n/a	1	n/a	n/a
Explanation		required		

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	1	0	3	17
Explanation						

WAMPO

Project (36): Major Regional Priority Planning

Project Type: Planning

Total Cost: \$1,310,674

WAMPO Funding Request: \$1,048,539

Sponsor Funding: \$262,135

Scope: Conduct planning studies to advance major regional priorities in the WAMPO region.

Screening Criteria

Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	n/a	16.5	n/a

Readiness

	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

	MTP Funding Menu "Score" (max is 25 pts)	Alignment with Other MTP and TIP Projects (Y/N) 1 pt for Y, 0 pts for N	MTP Alignment Total (max is 26 pts)	MTP Alignment Total (normalized to 33)
Screening	n/a	1	n/a	n/a
Explanation				

Urgency

	In Adopted Local Plan (Y/N) 1 pt for Y, 0 pts for N	Public Level of Support (3 pts for 90-100% support, 2 pts for 70-89% support, 1 pt for 50-69% support)	Serves Currently Developed Area (Y/N) 1 pt for Y, 0 pts for N	Includes Study or Plan (Y/N) 1 pt for Y, 0 pts for N	Urgency Total (max is 6 pts)	Urgency Total (normalized to 33)
Screening	0	2	n/a	1	3	16.5
Explanation						



2019 - 2022 Transportation Improvement Program (TIP), Amendment #5.5
Kristen Zimmerman, Senior Planner

Agenda Item 4D: Action

Amendment #5.5 to the WAMPO Transportation Improvement Program (TIP) is an unscheduled, “special” Amendment to accommodate the schedule of several routine highway preservation projects. The attached Amendment Summary provides additional explanation and details.

Action Options:

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

Recommendation:

- Recommend approval of 2019 - 2022 Transportation Improvement Program (TIP) Amendment #5.5, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on April 14, 2020.
- The approved Amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP Amendment is expected in early May 2020.

Attachment:

- [2019 – 2022 TIP Amendment #5.5 Summary](#)

TRANSPORTATION IMPROVEMENT PLAN

Special Amendment #5.5



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

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	Wednesday, March 4 thru Friday, April 3	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: kristen.zimmerman@wampo.org
Transportation Advisory Committee (TAC) Meeting	Monday, March 23 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, April 14 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

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

Background

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

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFY) 2019 thru 2022; it includes 110 projects, totaling \$908 million in estimated cost. The complete project list and additional project information can be found on WAMPO's website at, <http://www.wampo.org/Work/Pages/TIP.aspx>.

Amendment #5.5 Summary

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

Amendment #5.5 is a “Special Amendment” that is being processed in addition to the scheduled Amendments. This Amendment is being included in order to add three routine KDOT preservation programs to the TIP. Requested projects changes are listed below. Additional detailed information may be in the attached report by clicking on the project name below.

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

Formal Action Required

New Projects (3)

- KDOT 1R Resurfacing Preservation Projects – 2020, 2021, 2022
 - Various projects across the region’s state highway system, consisting of resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding
 - \$21 million (\$7 million / year) of KDOT State and Federal funding programs
- KDOT Bridge Set Aside Projects – 2020, 2021, 2022
 - Various projects across the region’s state highway system, consisting of bridge surface preservation, including, patching, overlay, re-decking, and bridge maintenance
 - \$18 million (\$6 million / year) of KDOT State and Federal funding programs
- KDOT K-96 Overlay Project - 2020
 - 3” overlay, from I-135 to between Webb Rd and Greenwich Rd interchanges
 - \$4.4 million of KDOT State and Federal funding programs

Total Financial Impact: \$43.4 million KDOT State and Federal funding

Significant Modifications – None Submitted

Administrative Changes (do not require formal action)

Completed Projects – None Submitted

Removed Projects – None Submitted

Administrative Changes -- None Submitted

Partner and Stakeholder Consultation

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

Public Comments

WAMPO is holding a 30-day public comment period between March 4 and April 3, 2020.

MTP Consistency

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

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

Fiscal Constraint Analysis

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

	2019 - 2022		
PROGRAM	ANTICIPATED REVENUES	PROGRAMMED COSTS	BALANCE
EARMARK	\$759,161	\$759,161	\$0
FTA 5307	\$11,200,000	\$11,200,000	\$0
FTA 5310	\$791,563	\$791,563	\$0
FTA 5339	\$3,690,000	\$3,690,000	\$0
HIF	\$10,603,708	\$10,603,708	\$0
HSIP	\$3,414,751	\$3,414,751	\$0
KDOT-STP	\$393,181	\$393,181	\$0
MPO-CMAQ	\$8,108,132	\$7,661,917	\$446,215
MPO-STP	\$43,428,689	\$37,543,898	\$5,884,791
MPO-TA	\$3,376,215	\$2,943,075	\$433,140
NHPP	\$147,897,882	\$147,897,882	\$0
FEDERAL SUBTOTAL	\$233,663,282	\$226,899,136	\$6,764,146
Local	\$68,665,298	\$68,665,298	\$0
LOCAL SUBTOTAL	\$68,665,298	\$68,665,298	\$0
State	\$28,050,705	\$28,050,705	\$0
STATE SUBTOTAL	\$28,050,705	\$28,050,705	\$0
TOTAL	\$330,379,285	\$323,615,139	\$6,764,146

WAMPO Funded Programs

There were no changes made to any WAMPO funding amounts.

<i>State TIP ID</i>	40-577	<i>TIP</i>	WAMPO 19-05.5	<i>Total Cost</i>	\$7,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593	<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>Construction</i>	2020 start
<i>Project Name</i>	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2020				
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region				
<i>Description</i>	Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding				

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	NHPP	-	-	\$5,985,000	-	-	-	-	\$5,985,000
CON	State	-	-	\$665,000	-	-	-	-	\$665,000
	<i>Total Construction</i>	-	-	\$6,650,000	-	-	-	-	\$6,650,000
CE	NHPP	-	-	\$315,000	-	-	-	-	\$315,000
CE	State	-	-	\$35,000	-	-	-	-	\$35,000
	<i>Total Construction Engineering</i>	-	-	\$350,000	-	-	-	-	\$350,000
	<i>Total Programmed</i>	-	-	\$7,000,000	-	-	-	-	\$7,000,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

**WAMPO Transportation Improvement Program, 19-05.5 Amendment
2019-2023**

7 Projects Listed

<i>State TIP ID</i>	40-572	<i>TIP</i>	WAMPO 19-05.5	<i>Total Cost</i>	\$7,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593	<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>Construction</i>	2021 start
<i>Project Name</i>	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2021				
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region				
<i>Description</i>	Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding.				

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	NHPP	-	-	-	\$5,985,000	-	-	-	\$5,985,000
CON	State	-	-	-	\$665,000	-	-	-	\$665,000
	<i>Total Construction</i>	-	-	-	\$6,650,000	-	-	-	\$6,650,000
CE	NHPP	-	-	-	\$315,000	-	-	-	\$315,000
CE	State	-	-	-	\$35,000	-	-	-	\$35,000
	<i>Total Construction Engineering</i>	-	-	-	\$350,000	-	-	-	\$350,000
	<i>Total Programmed</i>	-	-	-	\$7,000,000	-	-	-	\$7,000,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	40-578	<i>TIP</i>	WAMPO 19-05.5	<i>Total Cost</i>	\$7,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593	<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>Construction</i>	2022 start
<i>Project Name</i>	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022				
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region				
<i>Description</i>	Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding.				

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	NHPP	-	-	-	-	\$5,985,000	-	-	\$5,985,000
CON	State	-	-	-	-	\$665,000	-	-	\$665,000
	<i>Total Construction</i>	-	-	-	-	\$6,650,000	-	-	\$6,650,000
CE	NHPP	-	-	-	-	\$315,000	-	-	\$315,000
CE	State	-	-	-	-	\$35,000	-	-	\$35,000
	<i>Total Construction Engineering</i>	-	-	-	-	\$350,000	-	-	\$350,000
	<i>Total Programmed</i>	-	-	-	-	\$7,000,000	-	-	\$7,000,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	40-573	<i>TIP</i>	WAMPO 19-05.5		<i>Total Cost</i>	\$6,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593		<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>		TCM	<i>Construction</i>	2020 start
<i>Project Name</i>	KDOT Bridge Set Aside projects in the WAMPO Region 2020					
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region 2020					
<i>Description</i>	Surface preservation, including, patching, overlay, re-decking, and bridge maintenance					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	-	\$300,000	-	-	-	-	\$300,000
	<i>Total Preliminary Engineering</i>	-	-	\$300,000	-	-	-	-	\$300,000
CON	NHPP	-	-	\$4,860,000	-	-	-	-	\$4,860,000
CON	State	-	-	\$540,000	-	-	-	-	\$540,000
	<i>Total Construction</i>	-	-	\$5,400,000	-	-	-	-	\$5,400,000
CE	NHPP	-	-	\$270,000	-	-	-	-	\$270,000
CE	State	-	-	\$30,000	-	-	-	-	\$30,000
	<i>Total Construction Engineering</i>	-	-	\$300,000	-	-	-	-	\$300,000
	<i>Total Programmed</i>	-	-	\$6,000,000	-	-	-	-	\$6,000,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	40-575	<i>TIP</i>	WAMPO 19-05.5		<i>Total Cost</i>	\$6,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593		<i>County</i>	Sedgwick County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>		TCM	<i>Construction</i>	2021 start
<i>Project Name</i>	KDOT Bridge Set Aside projects in the WAMPO Region 2021					
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region					
<i>Description</i>	Surface preservation, including, patching, overlay, re-decking, and bridge maintenance					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	-	-	\$300,000	-	-	-	\$300,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$300,000	-	-	-	\$300,000
CON	NHPP	-	-	-	\$4,860,000	-	-	-	\$4,860,000
CON	State	-	-	-	\$540,000	-	-	-	\$540,000
	<i>Total Construction</i>	-	-	-	\$5,400,000	-	-	-	\$5,400,000
CE	NHPP	-	-	-	\$270,000	-	-	-	\$270,000
CE	State	-	-	-	\$30,000	-	-	-	\$30,000
	<i>Total Construction Engineering</i>	-	-	-	\$300,000	-	-	-	\$300,000
	<i>Total Programmed</i>	-	-	-	\$6,000,000	-	-	-	\$6,000,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	40-576	<i>TIP</i>	WAMPO 19-05.5	<i>Total Cost</i>	\$6,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593	<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>	TCM	<i>Construction</i>	2022 start
<i>Project Name</i>	KDOT Bridge Set Aside projects in the WAMPO Region 2022				
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region				
<i>Description</i>	Surface preservation, including, patching, overlay, re-decking, and bridge maintenance				

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	State	-	-	-	-	\$300,000	-	-	\$300,000
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$300,000	-	-	\$300,000
CON	NHPP	-	-	-	-	\$4,860,000	-	-	\$4,860,000
CON	State	-	-	-	-	\$540,000	-	-	\$540,000
	<i>Total Construction</i>	-	-	-	-	\$5,400,000	-	-	\$5,400,000
CE	NHPP	-	-	-	-	\$270,000	-	-	\$270,000
CE	State	-	-	-	-	\$30,000	-	-	\$30,000
	<i>Total Construction Engineering</i>	-	-	-	-	\$300,000	-	-	\$300,000
	<i>Total Programmed</i>	-	-	-	-	\$6,000,000	-	-	\$6,000,000

*Map Has Not Been Marked

Version History

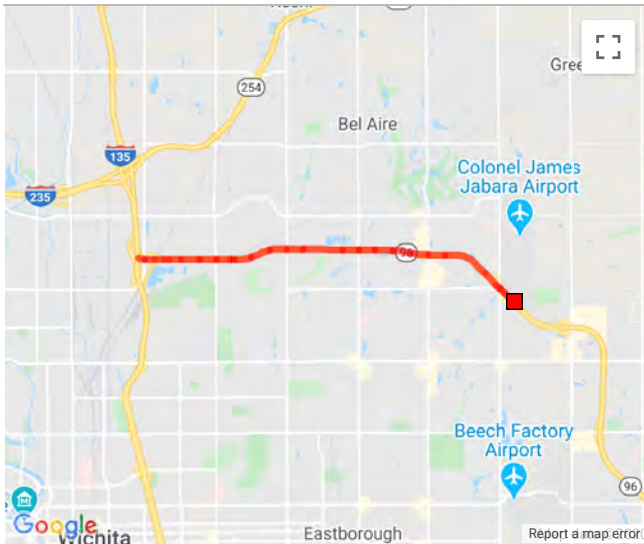
<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	40-577	TIP	WAMPO 19-05.5	087 KA5606-01	Total Cost	\$4,381,163
Lead Agency	KDOT	Contact	Rene hart (785)296-8593		County	Sedgwick County
Project Type	Road - Highway	Air Quality	TCM		Construction	2020 start
Project Name	Overlay in Sedgwick County on K-96					
Project Limits	K-96: Beginning at Junction I-135/K-96 thence East to the end of the Hot Mix Asphalt East of Webb Road					
Description	3 inch Overlay					

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	NHPP (AC)	-	-	\$3,260,400	-	-	-	-	\$3,260,400
CON	NHPP (ACCP)	-	-	-	\$3,260,400	-	-	-	\$3,260,400
CON	NHPP (ACCP OFFSET)	-	-	-	-\$3,260,400	-	-	-	-\$3,260,400
CON	State	-	-	\$815,100	-	-	-	-	\$815,100
	<i>Total Construction</i>	-	-	\$4,075,500	-	-	-	-	\$4,075,500
CE	NHPP (AC)	-	-	\$244,530	-	-	-	-	\$244,530
CE	NHPP (ACCP)	-	-	-	\$244,530	-	-	-	\$244,530
CE	NHPP (ACCP OFFSET)	-	-	-	-\$244,530	-	-	-	-\$244,530
CE	State	-	-	\$61,133	-	-	-	-	\$61,133
	<i>Total Construction Engineering</i>	-	-	\$305,663	-	-	-	-	\$305,663
	<i>Total Programmed</i>	-	-	\$4,381,163	-	-	-	-	\$4,381,163



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-05.5 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project