

## Background on MTP Amendment 2:

REIMAGINED MOVE 2040, WAMPO's long-range transportation plan, includes procedures for amending the plan to address changes after the plan is adopted. The original plan was adopted in June 2020. Amendment 1 was approved in December 2021.

Any member of the WAMPO Transportation Policy Body (TPB) may request an amendment. Amendments are required to follow the public participation procedures laid out in the WAMPO Public Participation Plan.<sup>1</sup> After the public comment period, the amendment will be presented to the Technical Advisory Committee (TAC) and the TPB for final approval. Visit the MTP webpage for more information.<sup>2</sup>

## Why MTP Amendment 2 is Occurring:

During the FFY2023-FFY2026 Transportation Improvement Program (TIP) Call for Projects, member jurisdictions requested to submit projects for funding that would not normally be eligible for WAMPO-suballocated funding, because either they were not listed in the MTP or insufficient funds were made available to them in the MTP Funding Menu. The jurisdictions argued that conditions have changed since MTP projects were last selected in 2018-2019 and approved in 2020. The WAMPO region's transportation system has seen significant disruptions and opportunities resulting from the ongoing pandemic, the recently enacted Bipartisan Infrastructure Law, and new developments specific to the WAMPO region.

In light of the above, for the FFY2023-FFY2026 TIP only, the TAC and TPB agreed to alter the process for selecting projects. At their March 8, 2022 meeting, the TPB voted to direct WAMPO staff to score all projects submitted for the TIP Call for Projects regardless of whether or not they are in the MTP or its Funding Menu. All of these projects were eligible to be recommended for funding in the TIP by the Project Selection Committee (PSC).

If (1) a project that is not in the MTP (but meets MTP goals) were selected to be included in the TIP, (2) a project that is not in the MTP Funding Menu were selected to receive WAMPO-suballocated funds, or (3) a project that is in the MTP Funding Menu were selected to receive more WAMPO suballocated funds than are listed for it in the Funding Menu, then an MTP amendment was to be developed concurrently with the FFY2023-FFY2026 TIP.

All of the projects ultimately recommended for WAMPO-suballocated funding in the FFY2023-FFY2026 TIP by the PSC and approved by the TAC and TPB are already in the MTP and its Funding Menu, but some had insufficient amounts listed for them in the Funding Menu to match the funding levels the PSC, TAC, and TPB decided on. Thus, an MTP amendment is necessary to increase the Funding Menu amounts for those projects.

## The Impact of MTP Amendment 2:

This amendment will alter the contents of the Regional Project List (Appendix 8), and require changes to the analyses in the Regional Finance Appendix (Appendix 9) and Environmental Justice Appendix (Appendix 11). In the following copies of those appendices, the affected text/numbers/figures are highlighted: Yellow in the current, approved version and green in the proposed, amended versions.

---

<sup>1</sup> [www.wampo.org/public-participation](http://www.wampo.org/public-participation)

<sup>2</sup> [www.wampo.org/metropolitan-transportation-plan](http://www.wampo.org/metropolitan-transportation-plan)

The proposed changes to the Environmental Justice Appendix also include updating the analysis to use American Community Survey (ACS) 5-year estimates from 2020, rather than the 2017 ACS 5-year estimates that were used in the original MTP adoption.

## Changes to Regional Project List Appendix (Appendix 8):

### Pages 2-8

To ensure all projects planned to have WAMPO-suballocated funds programmed to them in the FFY2023-2026 TIP have appropriate cost estimates, Funding Menu maximums for WAMPO-suballocated funding, and anticipated time bands, the following MTP project records are proposed to be amended:

#### Current

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
R-19-06	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	City of Park City	Road	Rehabilitation	\$3,153,700	\$2,712,160	\$2,712,160	2020-2024
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	Technology		\$100,000		\$80,000	2020-2024
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	City of Valley Center	Road	Rehabilitation	\$3,849,283	\$2,731,731	\$2,731,731	2020-2024
R-19-07	Meridian, from Ford (77th St. N.) to Seward (69th St. N.)	City of Valley Center	Road	Rehabilitation	\$4,694,200	\$3,418,131	\$3,418,131	2020-2024
40-541	Nelson Drive Realignment	City of Derby	Road	Rehabilitation	\$7,183,799	\$5,039,276	\$5,039,276	2020-2024
INT-19-01	Oliver and Kechi Rd. Intersection	City of Kechi	Road	Modernization	\$2,353,360	\$1,524,224	\$1,524,224	2020-2024
INT-17-01	Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Road	Modernization	\$739,950	\$253,920	\$253,920	2020-2024
R-19-16	West St, Harry to Pawnee	City of Wichita	Road	Modernization	\$17,431,953	\$7,864,039	\$7,864,039	2020-2024
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	KDOT	Technology		\$500,000		\$400,000	2020-2024
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	Rehabilitation	\$1,769,409	\$1,258,246	\$1,258,246	2020-2024
40-510	17th St N, I-135 to Hillside	City of Wichita	Road	Modernization	\$2,162,611	\$1,572,808		2025-2030
40-015	45th St N, N Oliver Ave to N Woodlawn St	City of Bel Aire	Road	Rehabilitation	\$9,265,149	\$6,710,647		2025-2030
40-517	Douglas, Seneca to Meridian	City of Wichita	Road	Modernization	\$6,160,164	\$4,403,862		2025-2030
40-532	Major Regional Priority Planning	WAMPO	Planning		\$1,310,674	\$1,048,539		2025-2030
40-511	Maple Street Pathway	Sedgwick County	Bike/Ped		\$2,064,310	\$1,310,673		2025-2030
40-538	Multi-Use Path along Seneca and 63rd Sts	City of Haysville	Bike/Ped		\$1,709,937	\$1,252,610		2025-2030
40-546	Oliver Ave and 45th St N Intersection Improvements	City of Bel Aire	Road	Rehabilitation	\$2,644,939	\$1,654,594		2025-2030
40-522	Redbud Path, Woodlawn to Rock Rd	City of Wichita	Bike/Ped		\$786,404	\$524,269		2025-2030
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	City of Derby	Road	Modernization	\$6,262,396	\$4,433,221		2025-2030
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	Road	Rehabilitation	\$14,299,445	\$10,275,678		2025-2030
40-056	Wichita Intelligent Transportation System program	City of Wichita	Technology		\$2,883,481	\$2,097,077		2025-2030
BP-21-00	Bicycle/Pedestrian/Trail/Safety Projects	Any	Bike/Ped		\$10,000,000	\$1,000,000		2020-2040

#### Revised

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
R-19-06	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	City of Park City	Road	Rehabilitation	\$3,375,712	\$3,776,600	\$2,712,160	2020-2024
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	Technology		\$100,000	\$80,000	\$80,000	2020-2024
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	City of Valley Center	Road	Rehabilitation	\$3,375,300	\$3,960,551	\$2,731,731	2020-2024
R-19-07	Meridian, from Ford (77th St. N.) to Seward (69th St. N.)	City of Valley Center	Road	Rehabilitation	\$6,555,127	\$4,955,716	\$3,418,131	2020-2024
40-541	Nelson Drive Realignment	City of Derby	Road	Rehabilitation	\$10,274,251	\$7,389,338	\$5,039,276	2020-2024
INT-19-01	Oliver and Kechi Rd. Intersection	City of Kechi	Road	Modernization	\$4,733,227	\$2,645,127	\$1,524,224	2020-2024
INT-17-01	Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Road	Modernization	\$961,233	\$703,501	\$253,920	2020-2024
R-19-16	West St, Harry to Pawnee	City of Wichita	Road	Modernization	\$19,180,993	\$13,051,299	\$7,864,039	2020-2024
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	KDOT	Technology		\$522,500	\$418,000	\$400,000	2020-2024
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	Rehabilitation	\$3,190,030	\$2,468,840	\$1,258,246	2020-2024
40-510	17th St N, I-135 to Hillside	City of Wichita	Road	Modernization	\$3,738,885	\$2,719,189		2025-2030
40-015	45th St N, N Oliver Ave to N Woodlawn St	City of Bel Aire	Road	Rehabilitation	\$13,814,817	\$10,339,381		2025-2030
40-517	Douglas, Seneca to Meridian	City of Wichita	Road	Modernization	\$6,276,306	\$4,403,862		2025-2030
40-532	Major Regional Priority Planning	WAMPO	Planning		\$1,310,674	\$1,048,539		2025-2030
40-511	Maple Street Pathway	Sedgwick County	Bike/Ped		\$2,332,767	\$1,559,115		2025-2030
40-538	Multi-Use Path along Seneca and 63rd Sts	City of Haysville	Bike/Ped		\$1,709,937	\$1,252,610		2025-2030
40-546	Oliver Ave and 45th St N Intersection Improvements	City of Bel Aire	Road	Rehabilitation	\$3,943,741	\$2,549,304		2025-2030
40-522	Redbud Path, Woodlawn to Rock Rd	City of Wichita	Bike/Ped		\$2,834,755	\$1,795,345		2025-2030
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	City of Derby	Road	Modernization	\$6,437,256	\$4,620,650		2025-2030
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	Road	Rehabilitation	\$14,782,192	\$10,590,154		2025-2030
40-056	Wichita Intelligent Transportation System program	City of Wichita	Technology		\$6,231,424	\$4,758,581		2025-2030
BP-21-00	Bicycle/Pedestrian/Trail/Safety Projects	Any	Bike/Ped		\$10,000,000	\$3,146,607		2020-2040

**Changes to Regional Finance Appendix (Appendix 9):**

To reflect the above changes to project costs/Funding Menu maximums/time bands, various tables and calculations in the Regional Finance Appendix need to be updated. Following these updates, the MTP remains fiscally constrained.

**Page 11 (Table 7)**

Expenditure Type	Dollar Amount
Operations and Maintenance (O & M) Current System	\$977 million
Debt Service	\$1.2 billion
New Projects (Local Governments, KDOT, WAMPO)	\$3.5 billion
Total Expenditures	\$5.73 billion

Table 7: Anticipated Costs (2020 - 40)

Expenditure Type	Dollar Amount
Operations and Maintenance (O & M) Current System	\$977 million
Debt Service	\$1.2 billion
New Projects (Local Governments, KDOT, WAMPO)	\$3.58 billion
Total Expenditures	\$5.76 billion

Table 7: Anticipated Costs (2020 - 40)

Pages 13-14 (Table 11)

Project Type	# of Projects /Programs	Total Costs	% of Total Costs
Bike/Ped	20	\$49.4 million	1.4%
Bridge Modernization	1	\$6.4 million	0.2%
Bridge Rehabilitation	18	\$29.2 million	0.8%
Highway Expansion	6	\$1.6 billion	45.0%
Highway Modernization	17	\$1.0 billion	28.6%
Highway Rehabilitation	12	\$167 million	4.7%
Planning	6	\$4.6 million	0.1%
Road Expansion	1	\$88 million	2.5%
Road Modernization	37	\$205 million	5.8%
Road Rehabilitation	22	\$127 million	3.6%
Safety	1	\$6 million	0.2%
Technology	9	\$65.7 million	1.9%
Transit	12	\$192 million	5.4%
Total	162	\$3.5 billion	100.0%

Table 1: New Projects by Type

Project Type	# of Projects /Programs	Total Costs	% of Total Costs
Bike/Ped	20	\$51.7 million	1.4%
Bridge Modernization	1	\$6.4 million	0.2%
Bridge Rehabilitation	18	\$30.7 million	0.9%
Highway Expansion	6	\$1.6 billion	44.6%
Highway Modernization	17	\$1.0 billion	28.3%
Highway Rehabilitation	12	\$167 million	4.7%
Planning	6	\$4.6 million	0.1%
Road Expansion	1	\$88.3 million	2.5%
Road Modernization	37	\$211 million	5.9%
Road Rehabilitation	22	\$142 million	4.0%
Safety	1	\$6 million	0.2%
Technology	9	\$69 million	1.9%
Transit	12	\$192 million	5.4%
Total	162	\$3.6 billion	100.0%

Table 2: New Projects by Type

**Page 14**

Grammar correction:

From “REIMAGINED MOVE 2040 assumes an annual inflation rates...”

To “REIMAGINED MOVE 2040 assumes annual inflation rates...”

**Page 15 (Table 12)**

Project Type	# of Projects/Programs	Total Costs	% of Total Costs
WAMPO Funding Menu	61	\$339.5 million	10%
State & Local Governments	101	\$3.2 billion	90%
Total	162	\$3.5 billion	100%

Table 3: New Projects by Planned “Awarding Source”

Project Type	# of Projects/Programs	Total Costs	% of Total Costs
WAMPO Funding Menu	63	\$368.5 million	10%
State & Local Governments	99	\$3.2 billion	90%
Total	162	\$3.6 billion	100%

Table 4: New Projects by Planned “Awarding Source”

Page 15 (Table 13)

Project Type	Total Costs	WAMPO Funding Menu*	State and Local Government
Bike/Ped	\$49.4 million	50.8%	49.2%
Bridge Modernization	\$6.4 million	100.0%	0.0%
Bridge Rehabilitation	\$29.2 million	6.1%	93.9%
Highway Expansion	\$1.6 billion	0.0%	100.0%
Highway Modernization	\$1.0 billion	2.5%	97.5%
Highway Rehabilitation	\$167 million	0.0%	100.0%
Planning	\$4.6 million	100.0%	0.0%
Road Expansion	\$88 million	0.0%	100.0%
Road Modernization	\$205 million	53.7%	46.3%
Road Rehabilitation	\$127 million	79.0%	21.0%
Safety	\$6 million	0.0%	100.0%
Technology	\$65.7 million	96.7%	3.3%
Transit	\$192 million	1.4%	98.6%
Total	\$3.5 billion	9.6%	90.4%

Table 5: New Projects by Type and Planned “Awarding Source”

\* Project sponsors (state and local governments) will pay the pre-construction costs and the local match portion of construction costs for projects selected from the WAMPO Funding Menu.

Project Type	Total Costs	WAMPO Funding Menu*	State and Local Government
Bike/Ped	\$51.7 million	53.0%	47.0%
Bridge Modernization	\$6.4 million	100.0%	0.0%
Bridge Rehabilitation	\$30.7 million	10.4%	89.6%
Highway Expansion	\$1.6 billion	0.0%	100.0%
Highway Modernization	\$1.0 billion	2.5%	97.5%
Highway Rehabilitation	\$167 million	0.0%	100.0%
Planning	\$4.6 million	100.0%	0.0%
Road Expansion	\$88.3 million	0.0%	100.0%
Road Modernization	\$211 million	55.1%	44.9%
Road Rehabilitation	\$142 million	81.2%	18.8%
Safety	\$6 million	0.0%	100.0%

Project Type	Total Costs	WAMPO Funding Menu*	State and Local Government
Technology	\$69 million	97.7%	2.3%
Transit	\$192 million	1.4%	98.6%
Total	\$3.6 billion	10.3%	89.7%

Table 6: New Projects by Type and Planned “Awarding Source”

\* Project sponsors (state and local governments) will pay the pre-construction costs and the local match portion of construction costs for projects selected from the WAMPO Funding Menu.

Page 16 (Table 14)

Timeband	Total Costs	Percentage of Total
2020-2024	\$1.0 billion	28.2%
2020-2030	\$295 million	8.3%
2025-2030	\$449 million	12.7%
2025-2040	\$172 million	4.8%
2031-2040	\$1.2 billion	35.1%
2020-2040	\$385 million	10.8%
Total	\$3.5 billion	100.0%

Table 7: New Projects by Timeband

Timeband	Total Costs	Percentage of Total
2020-2024	\$1.0 billion	28.4%
2020-2030	\$305 million	8.5%
2025-2030	\$454 million	12.7%
2025-2040	\$172 million	4.8%
2031-2040	\$1.2 billion	34.8%
2020-2040	\$385 million	10.8%
Total	\$3.6 billion	100.0%

Table 8: New Projects by Timeband



**Page 17**

Updated text from:

“The REIMAGINED MOVE 2040 plan is fiscally constrained. After accounting for:

- the total projected revenues reasonably expected to be available for spending on the regional transportation system between 2020 and 2040 (\$5.78 billion),
- the amount estimated to be spent to adequately operate and maintain the system (\$977 million),
- the estimated debt service (\$1.2 billion), and
- the estimated cost of MTP projects (\$3.5 billion),

the remaining balance is \$42 million.”

To:

“The REIMAGINED MOVE 2040 plan is fiscally constrained. After accounting for:

- the total projected revenues reasonably expected to be available for spending on the regional transportation system between 2020 and 2040 (\$5.78 billion),
- the amount estimated to be spent to adequately operate and maintain the system (\$977 million),
- the estimated debt service (\$1.2 billion), and
- the estimated cost of MTP projects (\$3.6 billion),

the remaining balance is \$13.7 million.”

**Page 17 (Table 15)**

Anticipated Funding and Financing	
Federal Funding	\$571,723,141
State Funding*	\$1,583,560,460
Local Funding	\$2,601,678,261
Total Funding	\$4,756,961,863
Debt Financing	\$1,018,053,727
Total	\$5,775,015,589
Anticipated Costs	
Maintenance and Operations	\$977,464,902
Debt Service	\$1,206,609,394
MTP Projects	\$3,548,842,748
Total	\$5,732,917,044

Table 9: Fiscal Constraint Summary Table

(All dollars are in Year of Expenditure (YOE) dollars.)

\* State funding projections are mix of state and federal sources, and also include KTA funding.

Anticipated Funding and Financing	
Federal Funding	\$571,723,141
State Funding*	\$1,583,560,460
Local Funding	\$2,601,678,261
Total Funding	\$4,756,961,863
Debt Financing	\$1,018,053,727
Total	\$5,775,015,589
Anticipated Costs	
Maintenance and Operations	\$977,464,902
Debt Service	\$1,206,609,394
MTP Projects	\$3,577,198,887
Total	\$5,761,273,183

Table 10: Fiscal Constraint Summary Table  
(All dollars are in Year of Expenditure (YOE) dollars.)

\* State funding projections are mix of state and federal sources, and also include KTA funding.

**Page 17**

Updated summary of fiscal-constraint analysis from:

Total Anticipated Funding and Financing	-	Total Anticipated Costs	=	Balance
\$5,775,015,589	-	\$5,732,917,044	=	\$42,098,545

To:

Total Anticipated Funding and Financing	-	Total Anticipated Costs	=	Balance
\$5,775,015,589	-	\$5,761,273,183	=	\$13,742,406

Page 19 (Table 16)

Transportation System Component	Annual Average Spending (2013-2017)	2021-2024 TIP (Funding Committed)	Balance of MTP 2020-2024 Timeband	Balance of MTP Plan (2025-2040)
State Highway System	47%	58.7%	78.0%	82%
Local Road System	41%	28.0%	5.7%	11%
Public Transit System	11%	7.8%	14.6%	3%
Bike/Ped Network	1%	1.7%*	1.8%	1%
Other	n/a	3.8%	0%	3%
Total	100%	100%	100%	100%

Table 11: Balance of Investments over Time

\* After accounting for the bike/ped components in the local-road-system projects, the bike/ped proportion doubles.

Transportation System Component	Annual Average Spending (2013-2017)	2021-2024 TIP (Funding Committed)	Balance of MTP 2020-2024 Timeband	Balance of MTP Plan (2025-2040)
State Highway System	47%	73.4%	35.7%	82%
Local Road System	41%	18.1%	21.7%	11%
Public Transit System	11%	5.0%	38.0%	3%
Bike/Ped Network	1%	1.1%*	4.6%	1%
Other	n/a	2.4%	0%	3%
Total	100%	100%	100%	100%

Table 12: Balance of Investments over Time

\* After accounting for the bike/ped components in the local-road-system projects, the bike/ped proportion doubles.

### Changes to Environmental Justice Appendix (Appendix 11):

- Census data from 2013-2017 American Community Survey (ACS) Five-Year Estimates were updated to 2016-2020 ACS Five-Year Estimates:
  - Race: ACS Table B02001
  - Hispanic or Latino Origin: ACS Table B03003
  - Poverty Status in the Past 12 Months: ACS Table S1701
- LEP section was removed from the Environmental Justice analysis, because it is not federally required.
- Table 1 (Minority and Low-Income Populations): Total population in the WAMPO region now based on data from 2016-2020 ACS Table “Race” (B02001).
- Created minority and low-income population-density maps.
- Adjusted the number of projects not identifiable by location from 44 to 46. The projects did not change, but two of them are now not counted as mappable.
- Figure 6 (previously Figure 5): Census Tract minority populations were updated using 2016-2020 ACS data, changing the regional average percent-minority threshold from 28% to 33.4%.
- Table 4 (Project Distribution in Minority Areas): Number of total mappable projects and numbers of mappable projects by project category in minority areas changed because of changes in which Census Tracts are identified as EJ Census Tracts.
- Figure 7 (previously Figure 6): Census Tract low-income populations were updated using 2016-2020 ACS data, changing the regional average percent low-income threshold from 23% to 23.1%.
- Table 5 (Project Distribution in Low-Income Areas): number of total mappable projects and numbers of mappable projects by project category in low-income areas changed because of changes in which Census Tracts are identified as EJ Census Tracts.
- Table 6 (Traditionally Underserved Outreach Procedures): LEP factor was removed. More about LEP outreach procedures can be found in the WAMPO [Public Participation Plan](#) and [LEP Plan](#).
- The Evaluation section was updated using 2016-2020 ACS data.