# Transportation Improvement Program

## Federal Fiscal Years (FFY) 2019-2022

*Adopted by the WAMPO Transportation Policy Body on October 9, 2018*

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# Introduction

## What is a TIP?

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Wichita Area Metropolitan Planning Organization (WAMPO) region. This TIP covers the next four years Federal Fiscal (FFY) years 2019 through 2022. The FFY starts October 1st and ends September 30th of each year.

The TIP is a federal requirement for a metropolitan area to receive federal transportation funds. It documents the regional transportation priorities and the financial resources available for the various transportation needs of the region. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

- Capital construction projects
- Compliance activities
- Operations and maintenance
- Equipment purchases
- Intelligent Transportation Systems (ITS)

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

The 2019 TIP is one of many tools used to consistently implement the vision and goals of the long-range Metropolitan Transportation Plan (MTP). The current MTP, called MOVE 2040, was approved in July of 2015. All projects listed in the 2019 TIP come from the MOVE 2040 list of projects. The TIP document includes:

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

The **TIP Project List** chapter contains a listing of programmed projects for the 2019 TIP. The project listing provides information about the projects, including a description of the proposed work, location, costs and funding breakdowns. The listing also includes the names of the agencies responsible for the project and the FFY the project is proposed to begin. In addition, The WAMPO project tracker website at, https://projecttracker.wampo.org/, is the most up to date source to view and learn about the current TIP projects. It shows current project scopes, locations, cost estimates, and maps, as well as includes which governmental entity is implementing the project.

**Metropolitan Planning Organization (MPO)**

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

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

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

## Who develops the TIP?

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

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

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

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

**Project Sponsors:** are responsible for submitting projects to be included in the TIP. Projects sponsors also coordinate with WAMPO, KDOT, resource protection agencies and others. Ultimately, project sponsors are responsible for the completion of their projects once

included in the TIP. Project sponsors are typically a governmental entity that is responsible for the local share of a project's cost. Paratransit providers may also be a project sponsor if their project is funded with federal dollars.

**The Public:** provides project sponsors, elected officials, and WAMPO with input on projects in the WAMPO region. There are a variety of opportunities for the public to provide input on TIP projects, detailed in Chapter 8 of this document and in WAMPO's Public Participation Plan (PPP), which can be found electronically at www.wampo.org under the "Get Involved" tab.

Once adopted, the TIP is sent to the Kansas Department of Transportation (KDOT) for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The processes for TIP development and amendments is identified in the WAMPO TIP Policy. This policy can be found electronically at www.wampo.org under the "Our Work" tab.

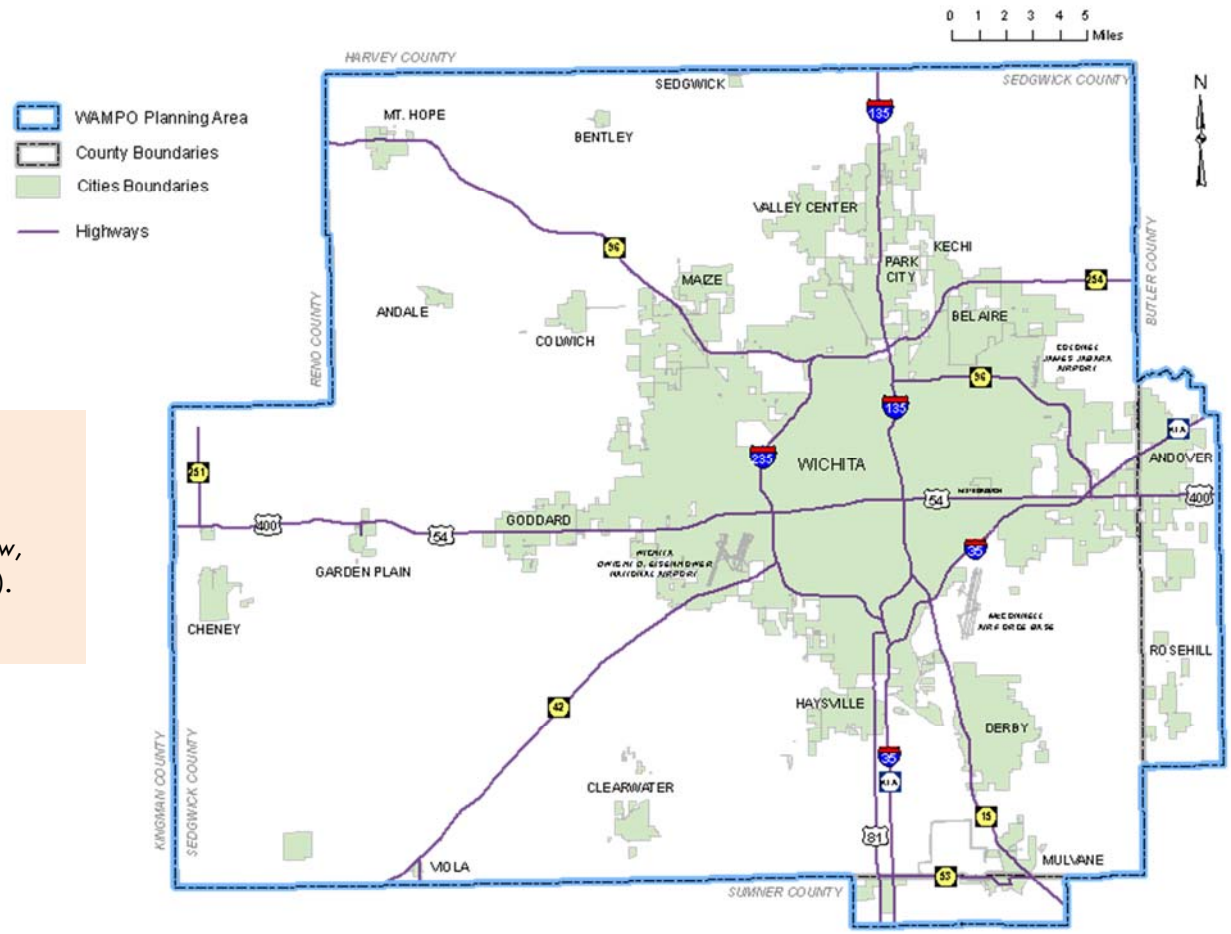
# The WAMPO Region

## Regional Profile

The WAMPO region contains 21 jurisdictions, including all of Sedgwick County and portions of Butler County and Sumner County. A map of the region, along with each community's 2010 Census population is shown here. The WAMPO boundary is reviewed after each decennial Census.

**2010 Census Population**

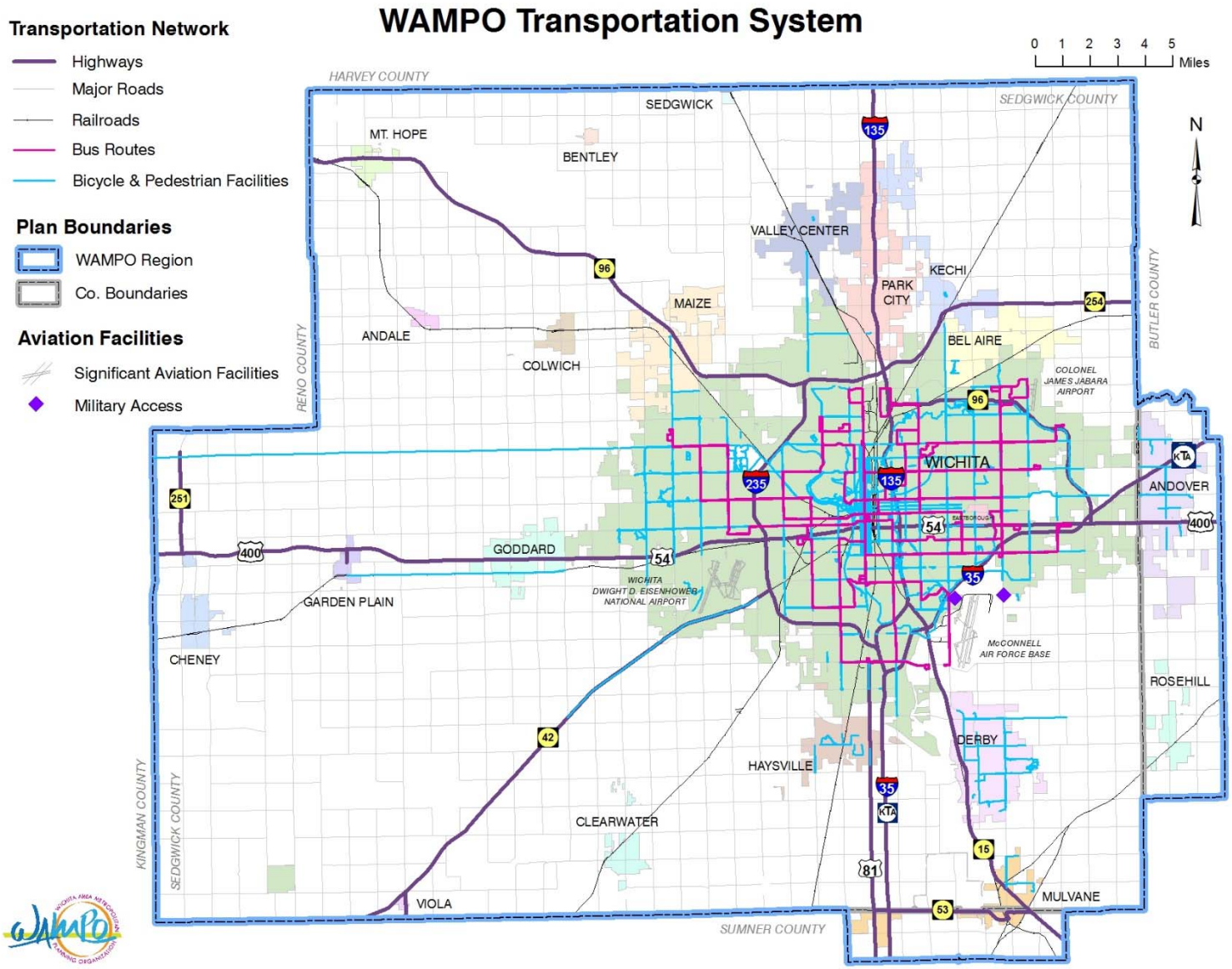
*Approximately 520,000 people live in the WAMPO region today. Since 2000, the population growth rate has experienced a slow, steady increase (approximately 1% per year). Projections suggest this trend will continue.*




An extensive exploration of the WAMPO region's relevant characteristics was conducted as part of the long range planning process. Of the many areas and trends examined, a few

conditions and anticipated changes are especially significant for the 2019 TIP, these are:

- In general, the regional transportation system is in good condition.
- Except for a few bottlenecks, the public can travel freely and reliably on the region's roads, with no meaningful delay under normal conditions.
- Slow growth in jobs and population is expected.
- Over the next 30 years, the population is expected to age, household size to shrink, and generational preferences to shift in favor of greater transportation mode choice.
- A dramatic increase in freight shipping activity is expected, including multimodal activity.
- There is a growing awareness of the health benefits and other values of active transportation methods such as walking and bicycling.
- Safety remains an ongoing concern.
- Transit should be stabilized in the short term and expanded in the long term.


WAMPO Transportation System
Transportation Network
Highways
Major Roads
Railroads
Bus Routes
Bicycle & Pedestrian Facilities
Plan Boundaries
WAMPO Region
Co. Boundaries
Aviation Facilities
Significant Aviation Facilities
Military Access
0 1 2 3 4 5 Miles
N
HARVEY COUNTY
SEDGWICK COUNTY
RENO COUNTY
BUTLER COUNTY
KINGMAN COUNTY
SEDGWICK COUNTY
SUMNER COUNTY
SEDGWICK
MT. HOPE
BENTLEY
VALLEY CENTER
KECHI
PARK CITY
MAIZE
ANDALE
COLWICH
BEL AIRE
COLONEL JAMES JABARA AIRPORT
WICHITA
ANDOVER
GODDARD
WICHITA DWIGHT D. EISENHOWER NATIONAL AIRPORT
GARDEN PLAIN
CHENEY
McCONNELL AIR FORCE BASE
ROSEHILL
DERBY
HAYSVILLE
CLEARWATER
MULVANE
VIOLA
135
96
254
235
54
400
251
42
35
KTA
81
15
53

# Metropolitan Transportation Plan

## MOVE 2040

MOVE 2040 is WAMPOs Metropolitan Transportation Plan (MTP). This plan lays out long-range strategies for the next twenty-five years. These strategies are intended to lead to the development of an integrated, intermodal transportation system that moves people and goods in the WAMPO region. Ultimately, all transportation planning efforts and activities are meant to arise from and be consistent with the MTP.

MOVE 2040
MAKING STRATEGIC INVESTMENTS IN OUR REGIONAL TRANSPORTATION SYSTEM

*To provide a regional multimodal transportation system that is safe, permits equitable opportunity for its use, and advances the region's ongoing vitality through cost conscious strategic investments.*

The MTP process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. The plan document lists projects, strategies, and recommendations that would be used to fulfill the vision and meet the identified goals.

Projects in the MOVE 2040 MTP were selected for their consistency with the vision and goals, and are therefore eligible for inclusion in the TIP.

### Investment Strategy

The MOVE 2040 investment strategy is to "Preserve and maintain the current system and conditions. This will include functionality of infrastructure, stabilization of transit service and fleet condition, use of technology to reduce delays and improve safety, and compliance with federal, state, and local laws." The primary focus areas are to:

- Maintain good condition of current highways, roads, and streets. Improvements should address both the condition and the purpose of the infrastructure.
- Stabilize transit service in the near term; increase transit service in the mid-term by providing for service between urban centers.
- Address air quality, bottlenecks, choice, connectivity, functionality, and user safety.

# MOVE 2040 Goals & Performance Targets

### Choice and Connectivity

- Support the connection of all modes of transportation for people and goods, including equitable access to alternate modes of transportation.

### Economic Vitality

- Support and encourage the region's economic prosperity and economic competitiveness.

### Freight Movement

- Improve the national and international freight network within the region through targeted investments and strengthen access to domestic and international markets.

### Imrpoving Air Quality

- Improve air quality and compliance with federal and state regulations.

### Infrastructure Condition

- Ensure that the significant transportation infrastructure assets of the WAMPO region remain in good repair and/or operation.

### Quality of Life

- Enhance the quality of life through transportation investments that provide convenient access to employment, residential development, commercial activity, medical care
- Encourage healthy transportation choices
- Respond to the growing diversity of household compositions.

### Safety

- Maintain and improve the safety of the transportation system component networks.

### Reliability and Bottlenecks

- Maintain system performance and make targeted investments to provide for predictable travel time.
- Reduce time delays and improve safety at regional bottlenecks.

**MTP Vision & Goals** → **Performance Targets** → **Evaluation Criteria** (WAMPO Funded) → **TIP**

## MOVE 2040 - TIP Connections

The TIP is one of several tools for implementing the MTP. MOVE 2040 and the TIP are connected in four essential ways:

1. Any project proposed or included in the TIP must come from the fiscally constrained list of projects in MOVE 2040.

2. Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure they are consistently aligned with the MTP. Those projects that have significant differences are determined to be ineligible or require an MTP amendment request.

3. Sub-allocated funds: WAMPO is awarded approximately $12 million per year in funding for transportation projects through several federal funding programs, including the Surface Transportation Program (STP) block grant, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) programs. These projects address a wide variety of bicycle and pedestrian, road, transit, and paratransit needs. Selection criteria applied to these projects are derived from the goals found in the MTP.

Projects may be proposed for the MTP by any of WAMPO's member jurisdictions, the Kansas Department of Transportation (KDOT), or WAMPO itself. These projects may be funded with a variety of federal, state, and/or local sources of funds, or they maybe be proposed as prospects for reasonably anticipated WAMPO sub-allocated funds.

MOVE 2040

MAKING STRATEGIC INVESTMENTS IN OUR REGIONAL TRANSPORTATION SYSTEM

**Needs Assessment:** Overall, the Wichita area transportation system has a dependable, reliable, uncongested, and predictable highway and arterial system that is in good condition, and it is well positioned to accommodate new people and jobs that locate here in the future.

**Issues to Address:** bottlenecks, delays due to traffic incidents and bad weather (i.e., non-recurring delay), the condition of some lower volume streets and bridges, and safety issues at at-grade rail and road crossings.

**People in the region support**: preserving and maintaining the current system, continuing to improve safety, addressing bottlenecks on highway interchanges.
Alternative transportation options should be improved. Quality of local roads, bridges, and buses needs to be addressed. Technology investments are a top priority.

MOVE 2040
MAKING STRATEGIC INVESTMENTS IN OUR REGIONAL TRANSPORTATION SYSTEM

## Goal Statements

- **Maintain** the condition of the region's existing infrastructure (preserve and maintain).
- Invest in transportation that improves **choice** and **connectivity**.
- Focus on investments that eliminate existing and future **bottlenecks**.
- Invest in transportation improvements that maintain and enhance **economic vitality**.
- Allow for the consistent and effective movement of **freight** throughout the region.
- Invest in transportation improvements that encourage **safe travel**.
- Invest in a transportation system whose **air quality** complies with federal and state requirements.
- Invest in a transportation system that encourages reliability in **travel time**.
- Invest in a transportation system that maintains the **quality of life** of the WAMPO region.

## Project Selection

In order to be eligible for federal funding, a project must be listed in the MTP. MOVE 2040 included an extensive plan-based screening process for selecting projects for inclusion in its project list. Six steps led to the development of the final project list in MOVE 2040:

1. The Plan Advisory Committee and Transportation Advisory Committee developed goal statements (see panel).
2. WAMPO staff developed project evaluation criteria for each of the goal statements.
3. Member jurisdictions proposed projects.
4. Projects were scored against the evaluation criteria.
5. Using information from the evaluation process, fiscally constrained projects were reviewed by the Plan Advisory Committee and TAC before being finalized and approved by the TPB.

## The TIP Process Overview

The 2019-2022 TIP is WAMPO's second TIP developed under the guidance of MOVE 2040. MOVE 2040 creates a much closer connection between the TIP and the MTP. For instance, the project selection process for WAMPO funded projects leverages the MOVE 2040 investment strategy and goal statements for project selection criteria. The 2019-2022 TIP also adheres much more strictly to the MOVE 2040 project list than TIPs under the previous MTP.

## Process Step Highlights

| Process Step | Funding Type | To | Purpose | Method |
|---|---|---|---|---|
| Project Solicitation | WAMPO Funded & Non-WAMPO Funded | Project Sponsors | Informs project sponsors of the availability of funds and the new TIP process. | Electronic communication |
| Project Submission | WAMPO Funded & Non-WAMPO Funded | WAMPO | Project sponsors submit potentially eligible projects and required information to WAMPO for consideration | Electronic submission |
| Project Screening | WAMPO Funded & Non-WAMPO Funded | WAMPO Staff | WAMPO staff administers a quality check of project submissions to ensure that the relevant requirements are met | WAMPO internal process |
| Project Scoring | WAMPO Funded | WAMPO Staff | WAMPO funded projects that have passed the quality review are assigned descriptive ratings by WAMPO staff | WAMPO Internal process |
| Project Selection | WAMPO Funded | Project Selection Committee | Project scores and supporting information are submitted to the selection committee to aid in decision making | Committee process |
| Project Listing | WAMPO Funded & Non-WAMPO Funded | Public (review & comment) | Recommended projects are combined into a single list for consideration by the members, stakeholders and the general public | Electronic, print, in-person presentation |
| Endorsement & Final Decision-making | WAMPO Funded & Non-WAMPO Funded | TAC & TPB | The TAC and TPB review documentation from each step of the TIP process before making an official endorsement (TAC) and final decision (TPB) | Public meeting |
| Approved TIP Processing | WAMPO Funded & Non-WAMPO Funded | KDOT | The approved TIP is submitted to KDOT for inclusion in the Statewide Transportation Improvement Program (STIP), which is then forwarded to FHWA and FTA for final approval | Electronic communication |

## Project Eligibility

As mentioned previously, only projects listed in MOVE 2040 are eligible for inclusion in the 2019-2022 TIP. The MOVE 2040 plan incorporates two project lists:

1. WAMPO funded projects submitted by project sponsors and selected by the MOVE 2040 Project Selection Committee
2. Non-WAMPO funded projects submitted by the project sponsors

   Please Note: All projects that were included the 2015-2018 TIP at the time MOVE 2040 was adopted were incorporated into the appropriate project list. The WAMPO funded project list was divided into three time bands: 2015-2018 (based on the 2015-2018 TIP), 2019-2025, and 2026-2040 (the non-WAMPO funded project list does not use uniform time bands, instead listing the year or range of years submitted by the project sponsor).

As described below, projects' eligibility criteria for the 2019-2022 TIP were slightly different depending on which of three categories a project was in: existing TIP projects, new WAMPO funded projects, and new non-WAMPO funded projects.

## Existing TIP Projects

To provide stability and emphasize the nature of the TIP as an ongoing program, all of the existing projects falling into fiscal years 2019 and 2020 were automatically rolled over into the 2019 TIP.

## New WAMPO Funded Projects

To be considered for WAMPO funding in the 2019-2022 TIP, a new project had to be listed on the WAMPO funded project list in MOVE 2040 in the 2019-2025 time band. This provided a "universe" of 29 projects (totaling approximately $59 million) that could be submitted to receive WAMPO funding in fiscal years 2021 and 2022.

## New non-WAMPO Funded Projects

In order to be listed in the 2019 TIP, a new project must be listed in MOVE 2040 and the initiation year of the project must be consistent with the year listed in the MTP.

# 2019 TIP Process Summary

## Project Solicitation

WAMPO funded projects in the 2019 TIP for FY 2019 and 2020 were included automatically in the 2019 TIP, unless the project sponsor wanted to remove the project or to change the year. Projects in the current TIP which were funded over multiple years and not projected to be fully paid for by FY 2020 were automatically be included in FY 2021.

Projects eligible for WAMPO funding included anything in the 2017-2020 TIP and the projects listed in the 2019-2025 time band in MOVE 2040. If a project sponsor wanted to nominate a project not listed in the 2017-2020 TIP or the 2019-2025 time band, it had to be amended into MOVE 2040 before it could be included in the final adopted TIP. The project solicitation period for the 2017-2020 TIP ran from April 16, 2018 through May 18, 2018.

In addition to basic information about the project, the project solicitation material also asked sponsors for information on funding, project readiness, and, for WAMPO funded projects, information related to the project selection criteria (see below). If a project sponsor nominated more than one project for WAMPO funding they were asked to rank their projects based on their priority. Project sponsors were also required to certify that they will have funds available to meet the local match requirement.

*Project sponsors submitted a total of 91 projects for the 2019-2022 TIP.*
*15 of these projects were submitted for WAMPO funding, which totaled approximately $24 million.*

## Project Screening

After the close of the project solicitation period WAMPO staff worked extensively with project sponsors to ensure the completeness and correctness of their application materials. Project development cycles can cause fluctuations in costs and even project scopes, and it is necessary to ensure that projects being programmed are sufficiently similar to projects approved in WAMPO's MTP. Projects with changes in capacity (number of lanes) were flagged for later resolution, as were projects with total cost escalations in excess of 25%. Some flexibility in costs is desirable because fluctuations in the cost of materials and small obstacles encountered during the process of early project development make it inevitable. Where significant inconsistencies were discovered, WAMPO inquired into the reasons and worked with project sponsors to determine the appropriate course of action, which could include TIP and MTP amendments. WAMPO also coordinated additional consistency checks with KDOT Local Projects and solicited their feedback on any potential issues with project readiness.

### TIP Development Timeline

| TIP Development Phase | Timeline |
|---|---|
| Project Solicitation for WAMPO Funding | April - May |
| Project Screening for Potential WAMPO Funded Projects | May - June |
| Project Rating for Potential WAMPO Funded Projects | June |
| Public Comment | July |
| Project Selection for WAMPO Funded Projects | July - August |
| Non-WAMPO Funded Project Submission | August |
| Non-WAMPO Funded Project Assessment | August |
| Project Slate Evaluation | August |
| Prepare TIP Document | August - September |
| TIP Recommendation | September |
| Public Comment | September |

| | |
|---|---|
| TPB Approval | October |
| Include in STIP | November |
| STIP Approval | November |

## Non-WAMPO Funded Project Submission

Project sponsors submitted information on non-WAMPO funded transportation projects. All federally funded transportation projects in the WAMPO region and all regionally significant projects must be included in the TIP, regardless of funding source. Making sure we include all of these projects takes on an added importance in the event that the Wichita region becomes an air quality non-attainment area. This would prevent any federally funded or regionally significant projects from proceeding if they are not included in the TIP.

While non-WAMPO funded projects were not required to go through the project selection process, project sponsors were required to submit information required for WAMPO to comply with federal requirements and to conduct the project slate evaluation (see below). Sponsors were also be asked to certify that the project has funding available and meets all applicable eligibility requirements.

# Project Selection: WAMPO Funded Projects

## Project Selection Group

The Project Selection Group (PSG) for the 2019-2022 TIP was formed to evaluate and prioritize WAMPO-funded projects and to recommend a project slate to the TAC and TPB. It was composed of five individuals appointed by the Chair of the Transportation Policy Body (TPB). Membership includes representatives from the TPB, local member jurisdiction engineering and/or planning staff, and one Community representative focused on equity considerations. The PSG met three times in July and August of 2018. At these meetings the PSG rated the projects on their regional significance, on the technical project selection criteria, and on their consistency with the MOVE 2040 Investment Strategy, heard presentations from project sponsors, and selected the recommended list of projects. At the conclusion of the project selection process the total amount of funding available to be allocated to WAMPO projects in 2021 and 2022 was $23,029,000.

WAMPO awards a total of approximately $12 million in federal funding each year. This funding is made available through three FHWA programs – Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) in the amounts listed in the table below. Federal legislation directs the STP and the TA programs to all large MPOs (e.g., over 200,000 population), and KDOT also shares a portion of its own state CMAQ and STP dollars with WAMPO for WAMPO to award. KDOT projects future annual funding amounts, and then provides this information to WAMPO to use in its programming process. In addition to the annual allocation amount, the total available to program also includes any projected carryover from the previous year.
Some of the funding that WAMPO anticipates being available in fiscal year 2021 is already allocated towards completing the reimbursement of advance construction projects from fiscal year 2019 and 2020.

The table below shows the distribution of the funds available for new WAMPO funded projects between federal fiscal years 2021and 2022, and among the various federal funding programs.

| FFY | STP | CMAQ | TA | Total |
|---|---|---|---|---|
| 2021 | $8,570,000 | $1,900,000 | $725,000 | **$11,195,000** |
| 2022 | $9,170,000 | $2,000,000 | $725,000 | **$11,895,000** |
| **Total** | $17,740,000 | $3,900,000 | $1,450,000 | **$23,029,000** |

## Project Selection Criteria

The project selection criteria for the 2019-2022 TIP were divided into four "Tiers". All of the criteria tie back to MOVE 2040. For each criteria, every project was rated on a scale of Excellent, Good, Acceptable, Unacceptable, and Not Applicable. Detailed descriptions of the criteria and the grading rubric used to assign the ratings can be found in Appendix D.

Two new components were added to the rating process.

- Equity profiles were developed using data and maps generated from the EPAs web-based EJSCREEN tool. The equity profiles were designed to be used by the PSC to support decision making for the WAMPO Tier III project scoring criteria that reflect the goals of MOVE 2040.
- A new category of assessment was added to the Project Selection Criteria – Tier IV. This category was added to assess how well the candidate projects are meeting the issues posed by the socio-demographic trends taking place in the region.

The sole Tier I project selection criteria was consistency with the MOVE 2040 Investment Strategy. The ratings for each project's consistency with the MOVE 2040 investment strategy are given in the following table.

| MOVE 2040 Project Name | Project Sponsor | Type of Project | Investment Strategy |
|---|---|---|---|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Excellent |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Acceptable |
| North Main Street Reconstruction | Haysville | Road - Other Road | Good |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Acceptable |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Excellent |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Good |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Acceptable |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Good |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Good |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Good |

| | | | |
|---|---|---|---|
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Acceptable |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Good |
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Excellent |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Good |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Good |

The Tier II criteria is the regional significance of the project. The project selection group was provided with both the definition of regional significance in MOVE 2040 and supplemental guidance on regional significance that went out to the project sponsors. The ratings on the regional significance for each project are in the table below.

| MOVE 2040 Project Name | Project Sponsor | Type of Project | Regional Significance |
|---|---|---|---|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Good |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Acceptable |
| North Main Street Reconstruction | Haysville | Road - Other Road | Good |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Excellent |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Excellent |

| | | | |
|---|---|---|---|
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Good |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Acceptable |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Excellent |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Excellent |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Good |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Good |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Excellent |
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Excellent |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Acceptable |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Excellent |

The Tier III project selection criteria are based on the MOVE 2040 Goal Statements.

## Tier III Project Selection Criteria:

- **Choice and connectivity** – does the project provide more options for non-auto modes of transportation (bicycle/pedestrian and transit)?
- **Economic vitality** – Does the project improve connectivity to centers of employment or freight movement?

- **Freight movement** – Does the project improve the WAMPO freight network (as defined in the WAMPO Freight Plan)?
- **Infrastructure condition** – Does the project address a roadway, bridge, or transit vehicles that are in poor condition?
- **Quality of life** – Does the project provide new bicycle/pedestrian or transit service to destinations such as employment centers, health care, or recreational facilities?
- **Safety** – Does the project incorporate safety improvements, particularly at locations with a history of serious crashes?
- **System reliability and bottlenecks** – Is the project intended to increase system reliability?

More detailed explanations of the criteria and the grading rubric that was used to develop the ratings for each project are included in the Appendix. The ratings for each project are in the table below:

| MOVE 2040 Project Name | Project Sponsor | Type of Project | Choice & Connectivity | Economic Vitality & Quality of Life | Freight Movement | Infrastructure Condition | Safety | System Reliability & Bottlenecks |
|---|---|---|---|---|---|---|---|---|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Acceptable | Acceptable | Not Applicable | Good | Good | Not Applicable |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Good | Excellent | Not Applicable | Not Applicable | Good | Not Applicable |
| North Main Street Reconstruction | Haysville | Road - Other Road | Acceptable | Good | Not Applicable | Acceptable | Good | Not Applicable |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Acceptable | Good | Not Appliable | Acceptable | Acceptable | Not Applicable |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Acceptable | Good | Excellent | Good | Excellent | Not Applicable |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Acceptable | Not Applicable | Good | Acceptable | Acceptable | Not Applicable |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Excellent | Excellent | Not Applicable | Acceptable | Good | Acceptable |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Good | Excellent | Not Applicable | Not Applicable | Good | Not Applicable |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Not Applicable | Not Applicable | Not Applicable | Not Applicable | Not Applicable | Not Applicable |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Not Applicable | Not Applicable | Not Applicable | Acceptable | Acceptable | Not Applicable |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Acceptable | Acceptable | Acceptable | Acceptable | Good | Not Applicable |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Acceptable | Not Applicable | Not Applicable | Acceptable | Excellent | Good |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Excellent | Excellent | Good | Excellent | Excellent | Acceptable |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Good | Excellent | Not Applicable | Acceptable | Excellent | Acceptable |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Excellent | Excellent | Not Applicable | Not Applicable | Acceptable | Not Applicable |

The Tier IV criteria is Addressing Trends. The project selection group was provided with the applicant's response on how well the project would address the sociodemographic trends. The ratings on the regional significance for each project are in the table below.

| MOVE 2040 Project Name | Project Sponsor | Type of Project | Addressing Trends |
|---|---|---|---|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Good |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Good |
| North Main Street Reconstruction | Haysville | Road - Other Road | Acceptable |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Good |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Not Applicable |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Acceptable |

| | | | |
|---|---|---|---|
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Good |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Good |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Excellent |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Good |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Acceptable |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Not Applicable |
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Not Applicable |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Not Applicable |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Good |

## Selected Projects

The project selection group ultimately selected fourteen projects to recommend for WAMPO funding in the 2019-2022 TIP. These projects were recommended to receive a total of $23,195,400 in WAMPO funding in federal fiscal years 2019, 2020, 2021, or 2022. All of these projects received the full amount of WAMPO funding that they requested. The recommended projects are listed below.

| MOVE 2040 Project Name | Project Sponsor | Type of Project | WAMPO Funding Recommendation |
|---|---|---|---|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | $4,485,000 |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | $588,211 |
| North Main Street Reconstruction | Haysville | Road - Other Road | $1,743,664 |
| Oliver and Kechi Road Intersection | Kechi | Intersection | $1,524,224 |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | $2,242,960 |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | $3,418,131 |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | $3,593,000 |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | $120,000 |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | $1,493,472 |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | $395,874 |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | $778,342 |

| | | | |
|---|---|---|---|
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | $907,618 |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | $747,291 |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | $1,157,613 |

## Performance Based Planning

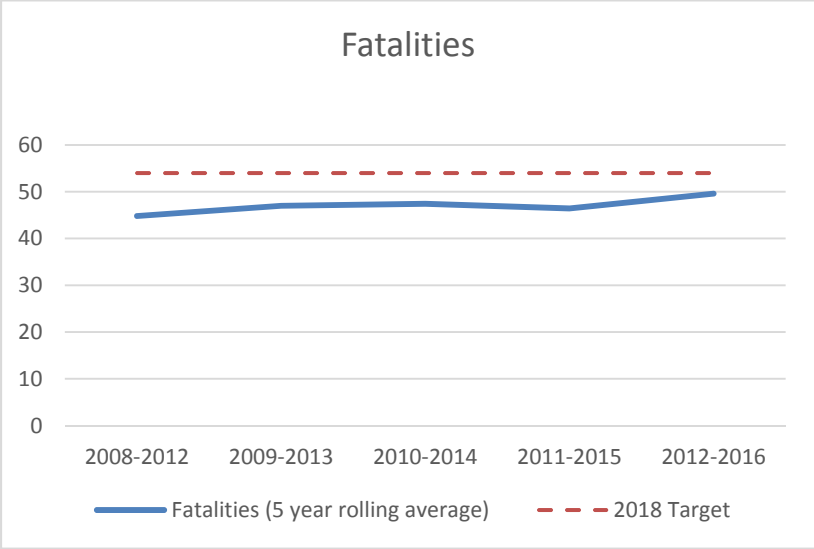
The Moving Ahead for Progress in the 21st Century Act (MAP-21) placed a large emphasis on performance based planning, an emphasis which has been carried over into the Fixing America's Surface Transportation Act (FAST Act). The United States Department of Transportation released final regulations implementing this aspect of the act in May 2016 and new Transportation Improvement Plans adopted after May 27, 2018 are required to comply with the updated rule.

WAMPO has adopted targets for the federally mandated safety performance measures and transit asset management. We will be required to adopt targets for the system performance and pavement and bridge performance measures by November 14, 2018.

In addition to the federally mandated performance measures, WAMPO has independently been implementing elements of performance based planning in our planning and programming processes. MOVE 2040 contains a set of performance measures. WAMPO has adopted targets for many of these measures, including measures related to safety, congestion, freight, and bridge condition. The MOVE 2040 performance measures influenced the development of the project selection criteria used in selecting WAMPO-funded projects for the 2019-2022 TIP.

## Federal Safety Performance Measures

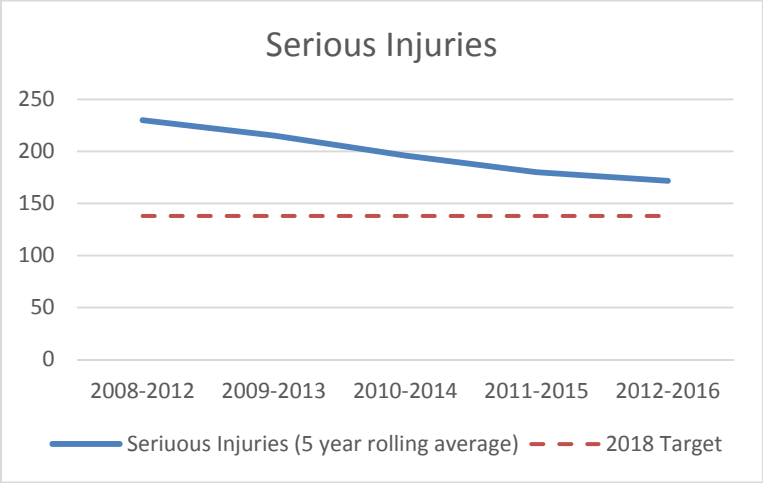
The Federal Highway Administration has established five safety performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. Each of these performance measures are tracked using a five-year rolling average. Based on safety trends in our region, the WAMPO Transportation Policy Body has adopted targets for these five measures for the five-year period from 2014-2018.




### Fatalities and Fatality Rate

The number of fatalities in the WAMPO region has been climbing, from a low of 45.2 fatalities per year for the 2008-2012 period up to 49.6 fatalities per year for 2012-2016 (the most recent period for which data are available). The WAMPO target for the 2014-2018 period is no more than 54 fatalities per year.

The fatality rate per 100 million vehicle miles traveled has also been on the rise, though the increase has been less consistent. From 2012 to 2016 there were 1.07 fatalities per 100 million VMT per year. The WAMPO target for the 2014-2018 period is no more than 1.13 fatalities per 100 million VMT per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.

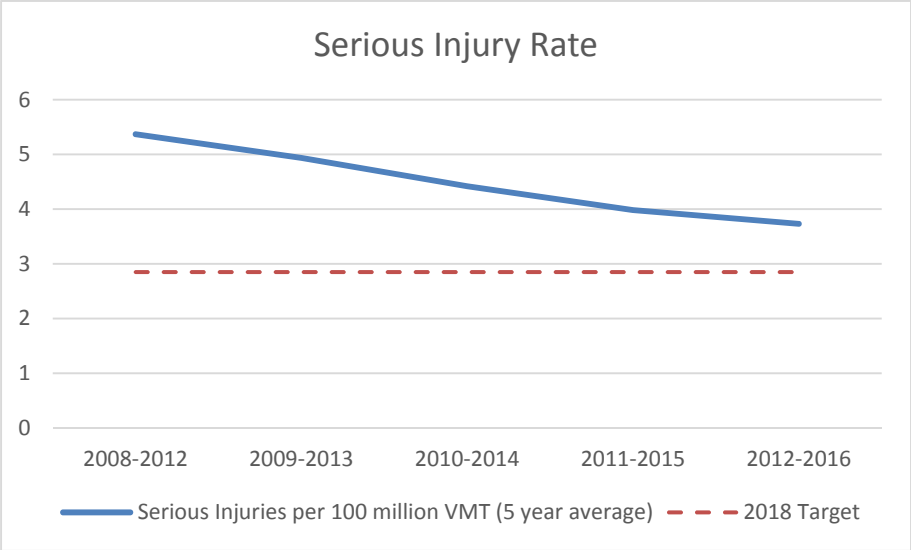


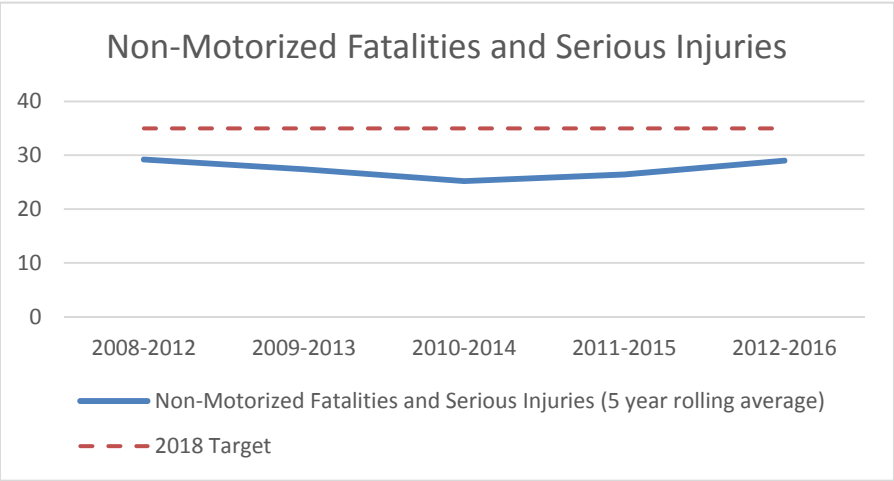

### Serious Injuries

In contrast to fatalities, the number of serious injuries in the WAMPO region has been consistently declining in recent years, dropping from 230 per year in the 2008-2012 period to 171.8 per year for 2012-2016. The WAMPO target for the 2014-2018 period is no more than 138 serious injuries per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.

### Serious Injury Rate

The serious injury rate per 100 million VMT has declined as well, dropping from 5.37 per 100 million VMT per year in the 2008-2012 period to 3.73 per 100 million VMT per year for 2012-2016. The WAMPO target for the 2014-2018 period is no more than 2.85 serious injuries per 100 million VMT per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.






### Non-Motorized Fatalities and Serious Injuries

Non-motorized (bicycle and pedestrian) fatalities and serious injuries declined over the 2008-2012, 2009-2013, and 2010-2014 periods, but began to climb in 2011-2015, reaching 29 per year in 2012-2016. The WAMPO target for the 2014-2018 period is no more than 35 non-motorized fatalities and serious injuries per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.

## The Effect of the TIP on Performance Measures

The TIP supports the achievement of WAMPO's safety performance measure targets through projects that provide safety benefits. These projects, and the benefits they provide, can be grouped into several broad categories. Projects marked with a single asterisk (*) received "Good" rating on our safety project selection criteria during the 2019-2022 TIP project selection process. Projects marked with a double asterisk (**) received an "Excellent" rating, which mean these projects will incorporate meaningful safety improvements at locations where accidents have happened.

### Safety Projects

We have one dedicated safety project in the current TIP:

- Railroad Safety Crossing Improvements

### Intersection Reconstructions

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

- SW Butler Rd/SW 150th St Intersection (conversion to roundabout)**
- Oliver and Kechi Road Intersection*
- 45th St and Hillside

### Bicycle Facilities

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

- Andover Rd Bicycle Pedestrian Path 13th St - 21st St.
- Aviation Pathway Phase 2
- Bicycle & Pedestrian Path (Andover Road from Central to US-54 in Andover)*
- Meridian Pedestrian Bridge*
- Redbud Path, K96 to 159th St E
- 17th and 18th St Bikeway
- Derby to Mulvane Pathway

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

- KTA Bridge -159th St. East*
- Woodlawn: 45th St to 37th St. N
- Bridge over Chisholm Creek on 61st St North
- Mt. Vernon, Broadway to S.E. Blvd**
- 17th Street, I-135 to Broadway**
- 143rd St. E.: Kellogg to Central
- 17th St., Hillside to Oliver
- 13th, 119th-135th
- 159th St East (US54/400 to Central Ave in Andover)*
- North Main Street Reconstruction*
- 61st St North (Broadway to the Wichita-Valley Center Floodway)**
- Meridian, from Ford to Seward in Valley Center
- Pawnee, Webb to Greenwich*
- Andover Road.: Four Mile Creek Bridge to SW 120th St.
- Pawnee: Hydraulic to I-135
- 127th St. E.: 13th St. N. to 21st St. N.
- Greenwich: Pawnee to Harry

### Technology / Intelligent Transportation System (ITS) Projects

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

- US-54 Fiber to Traffic Management Center and Downtown Wichita Signal Upgrades
- K15 Corridor ITS Deployment
- Wichita TMC Phase 4

### Interchange Reconstruction

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

1. I-235/US-54 & I-235 & Central - Phase I

# TIP Project List

## R-13-001 (Ver 4) 19-00 FEDERAL

**Title:** 127th St. E.:13th St. N. to 21st St. N. (2016, 2017, 2018)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov

**Scope:** Construct a 3-lane facility including appropriate right turn decel lanes. Drainage improvements, including bridge extension at 127th & Edgewood to accomodate on-street bike lanes and sidewalk, will be included. 6' sidewalk will be constructed on each side of the road where space is available. Space is limited on the east side of 127th Street north of 13th Street.

**Infaltion Assumptions:** Recent cost estimate provided by design consultant

**Explain Funding Source:** 60% federal funding, 40% city-issued General Obligation bonds

**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0615-01)

**County:** Sedgwick County **Limits:** 127th St. E.: 13th St. N. to 21st St. N

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $260,000 | $50,000 | $5,200,000 | $500,000 | $0 | $6,010,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$260,000** | **$50,000** | **$5,200,000** | **$500,000** | **$0** | **$6,010,000** |

## R-19-14 (Ver 2) 19-00 LOCAL

**Title:** 143rd St. E., Kellogg-Harry (2022, 2023)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** Construct 5-lane roadway with sidewalk, ped/bike and drainage improvements

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018

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

**County:** Sedgwick County **Limits:** 143rd St E from Kellogg to Harry

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2022 | Local | $0 | $300,000 | $0 | $0 | $0 | $0 | $300,000 |
| >2022 | Future | $0 | $0 | $0 | $4,050,000 | $450,000 | $0 | $4,500,000 |
| | **2019-2022 TOTAL** | **$0** | **$300,000** | **$0** | **$0** | **$0** | **$0** | **$300,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$300,000** | **$0** | **$4,050,000** | **$450,000** | **$0** | **$4,800,000** |

## R-19-05 (Ver 2) 19-00 FEDERAL

**Title:** 159th St. East, from US-54/400 to Central Ave. (2021, 2022)

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

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

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Butler County, Sedgwic **Limits:** 159th St East from US-54/400 to Central Ave

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $180,000 | $487,500 | $333,000 | $0 | $0 | $0 | $1,000,500 |
| 2022 | Local | $0 | $0 | $0 | $975,000 | $146,250 | $0 | $1,121,250 |
| 2022 | MPO-STP | $0 | $0 | $0 | $3,900,000 | $585,000 | $0 | $4,485,000 |
| | **2019-2022 TOTAL** | **$180,000** | **$487,500** | **$333,000** | **$4,875,000** | **$731,250** | **$0** | **$6,606,750** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$180,000** | **$487,500** | **$333,000** | **$4,875,000** | **$731,250** | **$0** | **$6,606,750** |

## R-19-04 (Ver 2) 19-00 LOCAL

**Title:** 159th St. East - KTA to Central

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

**Scope:** Construct a three-lane concrete pavement section beginning at the south end of the 159th St. KTA Bridge Project 8 N-0655-01 with a 10-foot bicycle pedestrian path on the east side and a 5-foot pedestrian sidewalk on the west side of the street. The 10-foot bicycle pedestrian path on the east side of the street will be extended north from the north end of the bridge project to 13th St.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Butler County, Sedgwic **Limits:** 159th Street East from Central to KTA Bridge (Central to 13th Street for 10 foot multiuse path)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $50,000 | $140,000 | $50,000 | $2,175,000 | $250,000 | $0 | $2,665,000 |
| | **2019-2022 TOTAL** | **$50,000** | **$140,000** | **$50,000** | **$2,175,000** | **$250,000** | **$0** | **$2,665,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$50,000** | **$140,000** | **$50,000** | **$2,175,000** | **$250,000** | **$0** | **$2,665,000** |

## R-17-03 (Ver 4) 19-00 FEDERAL

**Title:** 17th Street, I-135 to Broadway (2018, 2019, 2020, 2021, 2022)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov

**Scope:** The project will re-construct the existing 2-lane asphalt mat street to provide a 3-lane curb and gutter section to facilitate truck traffic. Drainage improvements will be made. In addition, bicycle improvements will be made to connect the Midtown Multi-use path (near 15th & Broadway) to the McAdams Multi-use path (at McAdams Park). Sidewalk improvements will also be made.

**Infaltion Assumptions:** Based on recent bids received on previous projects and 2% inflation per year

**Explain Funding Source:** The project is funded with $4,800,000 of local GO $s from 2019-2021 in the 2015 - 2024 Capital Improvement Program.

**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0662-01)

**County:** Sedgwick County **Limits:** 17th Street, I-135 to Broadway

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $3,237,382 | $250,000 | $0 | $3,487,382 |
| 2019 | Local AC | $0 | $0 | $0 | $2,613,716 | $0 | $0 | $2,613,716 |
| 2019 | MPO-STP | $0 | $0 | $0 | $1,668,902 | $0 | $0 | $1,668,902 |
| 2020 | MPO-CMAQ ACCP | $0 | $0 | $0 | $793,665 | $0 | $0 | $793,665 |
| 2020 | MPO-STP ACCP | $0 | $0 | $0 | $765,886 | $0 | $0 | $765,886 |
| 2021 | MPO-CMAQ ACCP | $0 | $0 | $0 | $414,165 | $0 | $0 | $414,165 |
| 2021 | MPO-STP ACCP | $0 | $0 | $0 | $380,000 | $0 | $0 | $380,000 |
| 2022 | MPO-STP ACCP | $0 | $0 | $0 | $260,000 | $0 | $0 | $260,000 |
| <2019 | Prior | $0 | $525,000 | $200,000 | $0 | $0 | $0 | $725,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$7,520,000** | **$250,000** | **$0** | **$7,770,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$525,000** | **$200,000** | **$7,520,000** | **$250,000** | **$0** | **$8,495,000** |

*ACCP is not part of Total

## R-19-10 (Ver 2) 19-00 LOCAL

**Title:** 2nd St., Main to Washington (2018, 2022, 2023)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 PGunzelman@wichita.gov
**Scope:** Preservation project - curb extensions, streetscaping improvements
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** 2nd St., Main to Washington

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2022 | Local | $0 | $350,000 | $0 | $0 | $0 | $0 | $350,000 |
| <2019 | Prior | $0 | $0 | $0 | $2,250,000 | $250,000 | $0 | $2,500,000 |
| >2022 | Future | $0 | $0 | $0 | $3,200,000 | $375,000 | $0 | $3,575,000 |
| | **2019-2022 TOTAL** | **$0** | **$350,000** | **$0** | **$0** | **$0** | **$0** | **$350,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$350,000** | **$0** | **$5,450,000** | **$625,000** | **$0** | **$6,425,000** |

## B-19-04 (Ver 2) 19-00 LOCAL

**Title:** 2nd Street N at Brookside bridge (2018, 2019)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 PGunzelman@wichita.gov
**Scope:** Replace/Rehabilitate bridge
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** 2nd Street from Brookside St to Brookside St

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $675,000 | $75,000 | $0 | $750,000 |
| <2019 | Prior | $0 | $100,000 | $0 | $0 | $0 | $0 | $100,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$675,000** | **$75,000** | **$0** | **$750,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$100,000** | **$0** | **$675,000** | **$75,000** | **$0** | **$850,000** |

## R-19-12 (Ver 2) 19-00 LOCAL

**Title:** 37th St N., Hydraulic to Hillside (2022, 2023)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** Construct 30lane roadway with right turn decal lanes, improve drainage, sidewalk

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018

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

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2022 | Local | $0 | $300,000 | $0 | $0 | $0 | $0 | $300,000 |
| >2022 | Future | $0 | $0 | $500,000 | $0 | $0 | $0 | $500,000 |
| | **2019-2022 TOTAL** | **$0** | **$300,000** | **$0** | **$0** | **$0** | **$0** | **$300,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$300,000** | **$500,000** | **$0** | **$0** | **$0** | **$800,000** |

## INT-14-001 (Ver 3) 19-00 FEDERAL

**Title:** 45th St. & Hillside (2016, 2017)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman 3162684393 pgunzelman@wichita.gov

**Scope:** Improve the intersection to include left turn lanes and traffic signalization. The project limits will include the railroad crossing on the east and south legs of the intersection. The west leg will include the 254 & Hillside off ramp.

**Infaltion Assumptions:** Recent cost estimate provided by design consultant

**Explain Funding Source:** 50% federal funding, 50% City-issued General Obligation bonds.

**Primary Mode:** Intersection **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 N0616-01)

**County:** Sedgwick County **Limits:** 45th & Hillside - improvements on the east and south legs will include the railroad crossings

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $300,000 | $50,000 | $5,250,000 | $350,000 | $0 | $5,950,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$300,000** | **$50,000** | **$5,250,000** | **$350,000** | **$0** | **$5,950,000** |

## T-17-04 (Ver 3) 19-00 FEDERAL

**Title:** 5310 Capital (2017)
**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot WichitaTransit (316)352-4808 mstroot@wichita.gov
**Scope:** Capital and Project Administration projects for 5310 program
**Infaltion Assumptions:**
**Explain Funding Source:**
**Primary Mode:** Transit **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)
**County:** Butler County, Sedgwic **Limits:** WAMPO Area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $0 | $771,400 | $0 | $771,400 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$771,400** | **$0** | **$771,400** |

## T-17-03 (Ver 3) 19-00 FEDERAL

**Title:** 5310 Operating (2017)
**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
**Scope:** Operating activities for 5310
**Infaltion Assumptions:**
**Explain Funding Source:** 5310 funding is apportioned
**Primary Mode:** Transit **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Butler County, Sedgwic **Limits:** WAMPO Area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $0 | $0 | $241,146 | $241,146 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$0** | **$241,146** | **$241,146** |

## R-13-005 (Ver 3) 19-00 FEDERAL

**Title:** 5th St.: Bridge over Floodway to Fiddler's Creek (2017, 2018)

**Lead Agency:** City of Valley Center **Contact(s):** Scott Hildebrand City of Valley Center (316)755-7310 SHildebrand@valleycenterks

**Scope:** Improvements to the road base, repaving the road, sidewalk, addition of turn lanes at Seneca intersection, and improvements to sight distance.

**Infaltion Assumptions:** Inflation assumptions used are those applied to MOVE 2040 for this project in order to remain consistent.

**Explain Funding Source:** Debt financing, general fund/CIP.

**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** **KDOT ID:** (087 N0650-01)

**County:** Sedgwick County **Limits:** Wichita-Valley Center Floodway Bridge to Fiddler's Creek on 5th St. (85th St.).

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $200,000 | $100,000 | $2,035,000 | $200,000 | $0 | $2,535,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$200,000** | **$100,000** | **$2,035,000** | **$200,000** | **$0** | **$2,535,000** |

## R-19-06 (Ver 2) 19-00 FEDERAL

**Title:** 61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)

**Lead Agency:** City of Park City **Contact(s):** Jack Whitson City of Park City (316)744-2026 jwhitson@parkcityks.com

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

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Sedgwick County **Limits:** 61st St N, from Broadway west 1/2 mile to the WVCF bridge

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | Local | $100,000 | $150,000 | $100,000 | $0 | $0 | $0 | $350,000 |
| 2021 | Local | $0 | $0 | $0 | $487,600 | $73,140 | $0 | $560,740 |
| 2021 | MPO-STP | $0 | $0 | $0 | $1,950,400 | $292,560 | $0 | $2,242,960 |
| | **2019-2022 TOTAL** | **$100,000** | **$150,000** | **$100,000** | **$2,438,000** | **$365,700** | **$0** | **$3,153,700** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$100,000** | **$150,000** | **$100,000** | **$2,438,000** | **$365,700** | **$0** | **$3,153,700** |

## BP-19-03 (Ver 2) 19-00 LOCAL

**Title:** Academy Sidewalk (2019)

**Lead Agency:** City of Maize **Contact(s):** Jolene Graham City of Maize (316)722-7561 jgraham@cityofmaize.org

**Scope:** The project would construct a 8 foot sidewalk along Academy (formerly Central Ave) from Khedive St. to King Street to complete sidewalk previously constructed. The City of Maize will look at including this as part of the Academy Street repaving project in 2019.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Sedgwick County **Limits:** Academy from Khedive St to King St

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $130,000 | $0 | $0 | $130,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$130,000** | **$0** | **$0** | **$130,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$130,000** | **$0** | **$0** | **$130,000** |

## R-11-014 (Ver 2) 19-00 FEDERAL

**Title:** Andover Rd.: Four Mile Creek Bridge to SW 120th St. (2016, 2017)

**Lead Agency:** City of Andover **Contact(s):** Leslie E. Mangus City of Andover 3167331303 lmangus @andoverks.com

**Scope:** Improve to 4-lanes with curb and gutter, median, dedicated turn lanes, and 10 ft. bicycle/pedestrian sidewalk from the south end of the Butler County Four Mile Creek Bridge project through the SW 120th St. intersection.

**Infaltion Assumptions:** 4% annual

**Explain Funding Source:** The project is programmed for funding the the adopted City CIP. The CIP is funded by a local 1% retailer's sales tax dedicated to street improvements.

**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (008 N0635-01)

**County:** Butler County **Limits:** Andover Rd.: Four Mile Creek Bridge to SW 120th St.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $208,826 | $182,228 | $5,558,773 | $495,882 | $0 | $6,445,709 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$208,826** | **$182,228** | **$5,558,773** | **$495,882** | **$0** | **$6,445,709** |

## BP-19-02 (Ver 2) 19-00 FEDERAL

**Title:** Andover Rd. Bicycle/Pedestrian Path, from Central to US-54 (2019, 2020)

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

**Scope:** Remove existing 5' sidewalk and replace with 10' bicycle/pedestrian path to complete the north/south connection between Central Ave. and US-54

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Butler County **Limits:** Andover Road from Central to US-54

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $63,936 | $172,800 | $0 | $0 | $0 | $236,736 |
| 2020 | Local | $0 | $0 | $0 | $127,872 | $19,181 | $0 | $147,053 |
| 2020 | MPO-CMAQ | $0 | $0 | $0 | $102,655 | $76,723 | $0 | $179,378 |
| 2020 | MPO-TA | $0 | $0 | $0 | $408,833 | $0 | $0 | $408,833 |
| | **2019-2022 TOTAL** | **$0** | **$63,936** | **$172,800** | **$639,360** | **$95,904** | **$0** | **$972,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$63,936** | **$172,800** | **$639,360** | **$95,904** | **$0** | **$972,000** |

## TA-17-01 (Ver 2) 19-00 FEDERAL

**Title:** Andover Rd. Bicycle Pedestrian Path, from 13th St. - 21st St. (2020, 2022)

**Lead Agency:** City of Andover **Contact(s):** Leslie E. Mangus City of Andover 3167331303 lmangus @andoverks.com

**Scope:** Remove existing 5' sidewalk and replace with 10' bicycle /pedestrian path to complete the North- South bike /ped connection between existing 10' bike/ped facilities at 21st St. and the Redbud Trail

**Infaltion Assumptions:** 4% annual

**Explain Funding Source:** The project is included in the adopted local CIP and the PE, R/W acquisition, utility relocation, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements.

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

**County:** Butler County **Limits:** Andover Rd. - From approximately 750' south of 21st St. to north end of KTA Bridge north of 13th St.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | Local | $0 | $69,120 | $144,000 | $0 | $0 | $0 | $213,120 |
| 2022 | Local | $0 | $0 | $0 | $138,240 | $41,472 | $0 | $179,712 |
| 2022 | MPO-CMAQ | $0 | $0 | $0 | $552,960 | $62,208 | $0 | $615,168 |
| | **2019-2022 TOTAL** | **$0** | **$69,120** | **$144,000** | **$691,200** | **$103,680** | **$0** | **$1,008,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$69,120** | **$144,000** | **$691,200** | **$103,680** | **$0** | **$1,008,000** |

## P-18-01 (Ver 2) 19-00 FEDERAL

**Title:** Asset Management Phase 2

**Lead Agency:** WAMPO **Contact(s):** Phil Nelson WAMPO (316)268-4408 pnelson@wichita.gov

**Scope:** Building on the Regional Asset Inventory, WAMPO will develop an approach to managing regionally significant transportation assets. The approach will be developed cooperatively with our planning partners and member jurisdictions; it may include a WAMPO program to conduct standardized condition assessments of regionally significant assets, making asset management software available to member jurisdictions to who are interested in using it to for their own decision making, and incorporating asset management practices into the WAMPO planning process.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

**Primary Mode:** Planning & Outreach **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

**County:** Butler County, Sedgwic **Limits:** WAMPO region

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $55,000 | $0 | $0 | $0 | $0 | $0 | $55,000 |
| 2021 | MPO-STP | $220,000 | $0 | $0 | $0 | $0 | $0 | $220,000 |
| | **2019-2022 TOTAL** | **$275,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$275,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$275,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$275,000** |

## TA-14-017 (Ver 5) 19-00 FEDERAL

**Title:** Aviation Pathway Phase 2 (2016, 2017, 2018)

**Lead Agency:** Sedgwick County - Public Works **Contact(s):** James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov

**Scope:** Construction of a 10 foot wide multi-use pathway, street crossings, railroad crossings, drainage structures and amenities. Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th St. South to Clifton, north along Clifton to the intersection of Clifton and Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School.

**Infaltion Assumptions:** Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.

**Explain Funding Source:** The local share of the project cost will be split by Sedgwick County and Derby. The local funds will come from local sales tax or general funds of each community.

**Primary Mode:** Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 TE0433-01)

**County:** Sedgwick County **Limits:** Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton to Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $40,000 | $40,000 | $1,250,000 | $125,000 | $0 | $1,455,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$40,000** | **$40,000** | **$1,250,000** | **$125,000** | **$0** | **$1,455,000** |

## BP-19-01 (Ver 2) 19-00 LOCAL

**Title:** Bike Enhancement Projects (2019, 2021, 2023)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Various bicycle improvements including those recommended by the Wichita Bicycle and pedestrian Advisory board.
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $200,000 | $0 | $1,400,000 | $200,000 | $0 | $1,800,000 |
| 2021 | Local | $0 | $200,000 | $0 | $1,800,000 | $200,000 | $0 | $2,200,000 |
| >2022 | Future | $0 | $200,000 | $0 | $1,800,000 | $200,000 | $0 | $2,200,000 |
| | **2019-2022 TOTAL** | **$0** | **$400,000** | **$0** | **$3,200,000** | **$400,000** | **$0** | **$4,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$600,000** | **$0** | **$5,000,000** | **$600,000** | **$0** | **$6,200,000** |

## B-19-03 (Ver 1) 19-00 FEDERAL

**Title:** Bridge #012 on I-135 in Sedgwick County (2019)
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** Bridge Repair: Replace strip seals, concrete surface repair, substrate waterproofing at hinges, patch deck. concrete surface repair and barrier repair
**Infaltion Assumptions:** 4.5%
**Explain Funding Source:** NHPP and State
**Primary Mode:** Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-5043-01)
**County:** Sedgwick County **Limits:** I-135: Bridge #012 located 0.02 miles North of K-15 (Northbound)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $517,500 | $45,000 | $0 | $562,500 |
| 2019 | State | $0 | $60,000 | $0 | $57,500 | $5,000 | $0 | $122,500 |
| | **2019-2022 TOTAL** | **$0** | **$60,000** | **$0** | **$575,000** | **$50,000** | **$0** | **$685,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$60,000** | **$0** | **$575,000** | **$50,000** | **$0** | **$685,000** |

## B-19-02 (Ver 1) 19-00 FEDERAL

**Title:** Bridge #290 on I-135 in Sedgwick County (2019, 2020)

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

**Scope:** Bridge Repair- Polymer Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearing and full TMP

**Infaltion Assumptions:** 4.5%

**Explain Funding Source:** ACNHPP and State Funds

**Primary Mode:** Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-4910-02)

**County:** Sedgwick County **Limits:** Located at 19th St. North and I-135

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | State | $0 | $450,000 | $0 | $0 | $0 | $0 | $450,000 |
| 2019 | State AC | $0 | $0 | $0 | $4,100,000 | $450,000 | $0 | $4,550,000 |
| 2020 | NHPP ACCP | $0 | $0 | $0 | $3,280,000 | $360,000 | $0 | $3,640,000 |
| | **2019-2022 TOTAL** | **$0** | **$450,000** | **$0** | **$4,100,000** | **$450,000** | **$0** | **$5,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$450,000** | **$0** | **$4,100,000** | **$450,000** | **$0** | **$5,000,000** |

*ACCP is not part of Total

## B-17-04 (Ver 2) 19-00 FEDERAL

**Title:** Bridge #321 & #323 Repair on K-96 in Sedgwick County (2018, 2019)

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

**Scope:** Bridge Repair- Reset and paint bearings (#321), replace abutment bearings (#323), paint girder ends, replace the first segment of each approach slab, install abutment aggregate drains, patch deck and replace expansion joints.

**Infaltion Assumptions:** 0%

**Explain Funding Source:** Federal NHPP and State funds

**Primary Mode:** Bridge **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA-4868-01)

**County:** Sedgwick County **Limits:** Bridge #321 (K-96 EB exit ramp) on K-96 located 0.89 miles east of North West St, Bridge #323 on K-96 located 0.94 miles East of North West St.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP ACCP | $0 | $0 | $0 | $589,600 | $59,200 | $0 | $648,800 |
| <2019 | Prior | $0 | $148,000 | $0 | $737,000 | $74,000 | $0 | $959,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$148,000** | **$0** | **$737,000** | **$74,000** | **$0** | **$959,000** |

*ACCP is not part of Total

## B-19-01 (Ver 1) 19-00 FEDERAL

**Title:** Bridge #496 on US-54 in Sedgwick County (2019)
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** Bridge Repair- Strip seal replacements, relief slot joint replacements and deck patching as needed
**Infaltion Assumptions:** 4.5%
**Explain Funding Source:** NHPP and State
**Primary Mode:** Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-5044-01)
**County:** Sedgwick County **Limits:** 2.362 miles west of junction US-54/I-235 over Tyler Rd in Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $180,000 | $16,000 | $0 | $196,000 |
| 2019 | State | $0 | $35,000 | $0 | $45,000 | $4,000 | $0 | $84,000 |
| | **2019-2022 TOTAL** | **$0** | **$35,000** | **$0** | **$225,000** | **$20,000** | **$0** | **$280,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$35,000** | **$0** | **$225,000** | **$20,000** | **$0** | **$280,000** |

## B-19-08 (Ver 2) 19-00 LOCAL

**Title:** Bridge Inspections - Wichita (2019, 2021, 2023)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Inspect bridges in Wichita.
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $150,000 | $0 | $0 | $0 | $0 | $150,000 |
| 2021 | Local | $0 | $150,000 | $0 | $0 | $0 | $0 | $150,000 |
| >2022 | Future | $0 | $150,000 | $0 | $0 | $0 | $0 | $150,000 |
| | **2019-2022 TOTAL** | **$0** | **$300,000** | **$0** | **$0** | **$0** | **$0** | **$300,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$450,000** | **$0** | **$0** | **$0** | **$0** | **$450,000** |

## B-19-06 (Ver 2) 19-00 LOCAL

**Title:** Bridge Rehabilitation/Repair - Wichita (2021, 2022, 2023)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

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

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:** Wichita 2018-2027 CIP, adopted August 2018

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

**County:** Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $0 | $50,000 | $0 | $700,000 | $50,000 | $0 | $800,000 |
| 2022 | Local | $0 | $100,000 | $0 | $900,000 | $100,000 | $0 | $1,100,000 |
| >2022 | Future | $0 | $100,000 | $0 | $900,000 | $100,000 | $0 | $1,100,000 |
| | **2019-2022 TOTAL** | **$0** | **$150,000** | **$0** | **$1,600,000** | **$150,000** | **$0** | **$1,900,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$250,000** | **$0** | **$2,500,000** | **$250,000** | **$0** | **$3,000,000** |

## B-18-01 (Ver 2) 19-00 FEDERAL

**Title:** Bridge Repair (#291) on I-135 in Sedgwick County (2018, 2020, 2021)

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

**Scope:** Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearings, replace bearings and full TMP

**Infaltion Assumptions:** 4.5%

**Explain Funding Source:** ACNHP and State

**Primary Mode:** Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-4910-03)

**County:** Sedgwick County **Limits:** Bridge #291 on I-135 in SG County located at 19th St N and I-135

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | State | $0 | $0 | $0 | $1,200,000 | $120,000 | $0 | $1,320,000 |
| 2020 | State AC | $0 | $0 | $0 | $4,480,000 | $480,000 | $0 | $4,960,000 |
| 2021 | NHPP ACCP | $0 | $0 | $0 | $4,480,000 | $480,000 | $0 | $4,960,000 |
| <2019 | Prior | $0 | $400,000 | $0 | $0 | $0 | $0 | $400,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$5,680,000** | **$600,000** | **$0** | **$6,280,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$400,000** | **$0** | **$5,680,000** | **$600,000** | **$0** | **$6,680,000** |

*ACCP is not part of Total

## B-17-03 (Ver 4) 19-00 FEDERAL

**Title:** Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** Bridge Replacement
**Infaltion Assumptions:** 4.8% 2014 Base Year Cost
**Explain Funding Source:** NHPP and State Funds
**Primary Mode:** Bridge - Highway **Project Type:** **Bike/Ped:** **KDOT ID:** (087 KA3895-01)
**County:** Sedgwick County **Limits:** I-235: Bridge #079 (South Bound) Located 0.26 Miles North West of West Street. Bridge #080 (North Bound) Located 0.25 Miles North West of West Street (Mopac RailRoad)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $7,912,615 | $593,446 | $0 | $8,506,061 |
| 2019 | State | $90,000 | $0 | $0 | $879,179 | $65,938 | $0 | $1,035,117 |
| <2019 | Prior | $0 | $902,000 | $180,000 | $0 | $0 | $0 | $1,082,000 |
| | **2019-2022 TOTAL** | **$90,000** | **$0** | **$0** | **$8,791,794** | **$659,384** | **$0** | **$9,541,178** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$90,000** | **$902,000** | **$180,000** | **$8,791,794** | **$659,384** | **$0** | **$10,623,178** |

## B-17-01 (Ver 3) 19-00 FEDERAL

**Title:** Bridge on 159th St. E. over the Kansas Turnpike (I-35) (2017, 2018, 2019)
**Lead Agency:** City of Andover **Contact(s):** Leslie E. Mangus 3167331303 lmangus @andoverks.com
**Scope:** Reconstruct bridge and approaches to four-lane width with 10' bicycle/pedestrian path to meet current functional and structural requirements.
**Infaltion Assumptions:** 4% annual
**Explain Funding Source:** The project is included in the adopted local CIP and the PE, R/W acquisition, utility relocation, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements. The preliminary engineering, righ
**Primary Mode:** Bridge - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (008 N0655-01)
**County:** Butler County **Limits:** 159th St. East approximately 1/2 mile south of 13th St. North

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | EARMARK | $0 | $0 | $0 | $759,161 | $0 | $0 | $759,161 |
| 2019 | Local | $0 | $0 | $0 | $884,573 | $67,320 | $0 | $951,893 |
| 2019 | MPO-STP | $0 | $0 | $0 | $1,741,281 | $269,280 | $0 | $2,010,561 |
| <2019 | Prior | $50,000 | $220,839 | $50,000 | $0 | $0 | $0 | $320,839 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$3,385,015** | **$336,600** | **$0** | **$3,721,615** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$50,000** | **$220,839** | **$50,000** | **$3,385,015** | **$336,600** | **$0** | **$4,042,454** |

## B-17-02 (Ver 2) 19-00 FEDERAL

**Title:** Bridge over Chisholm Creek on 61st Street North (2017, 2018, 2019)
**Lead Agency:** City of Park City **Contact(s):** Daniela Rivas 3167442026 cityclerk@parkcityks.com
**Scope:** Replace a deficient bridge, construct a new 300 foot bridge meeting all current standards. The bridge will have 10 foot sidewalks on both sides of the bridge.
**Infaltion Assumptions:** 3yrs @ 1.5%/Yr.=4.5%
**Explain Funding Source:** State/Federal 80%, Local 20%.
**Primary Mode:** Bridge - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0654-01)
**County:** Sedgwick County **Limits:** 555 feet west of the centerline of I-135.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $1,000,000 | $150,000 | $0 | $1,150,000 |
| 2019 | MPO-STP | $0 | $0 | $0 | $4,000,000 | $600,000 | $0 | $4,600,000 |
| <2019 | Prior | $50,000 | $150,000 | $50,000 | $0 | $0 | $0 | $250,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$5,000,000** | **$750,000** | **$0** | **$5,750,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$50,000** | **$150,000** | **$50,000** | **$5,000,000** | **$750,000** | **$0** | **$6,000,000** |

## B-19-05 (Ver 2) 19-00 LOCAL

**Title:** Delano @ Westlink Bridge (2019, 2020)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Replace/Rehabilitate Bridge
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** Delano and Westlink

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $100,000 | $0 | $0 | $0 | $0 | $100,000 |
| 2020 | Local | $0 | $0 | $0 | $751,500 | $83,500 | $0 | $835,000 |
| | **2019-2022 TOTAL** | **$0** | **$100,000** | **$0** | **$751,500** | **$83,500** | **$0** | **$935,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$100,000** | **$0** | **$751,500** | **$83,500** | **$0** | **$935,000** |

## TA-15-002 (Ver 5) 19-00 FEDERAL

**Title:** Derby to Mulvane Pathway (2017, 2018, 2019, 2020, 2021)

**Lead Agency:** Sedgwick County - Public Works **Contact(s):** James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov

**Scope:** Construction of a 10 foot wide multi-use pathway and amenities along the west side of Rock Road from the existing pathway at Woodbrook and Rock in Derby to the existing pathways at 103rd St. S. and Rock Road in Mulvane.

**Infaltion Assumptions:** Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.

**Explain Funding Source:** The local share will be split by Derby, Mulvane and Sedgwick County. The local funds will come from local sales tax or general funds of each community.

**Primary Mode:** Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 TE0434-01)

**County:** Sedgwick County **Limits:** Running south along Rock Road from the intersection of Rock Road and Woodbrook in Derby to the intersection of Rock Road and 103rd St. S. in Mulvane.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $190,962 | $19,096 | $0 | $210,058 |
| 2019 | MPO-TA | $0 | $0 | $0 | $286,115 | $76,385 | $0 | $362,500 |
| 2020 | MPO-TA ACCP | $0 | $0 | $0 | $16,167 | $0 | $0 | $16,167 |
| 2021 | MPO-TA ACCP | $0 | $0 | $0 | $461,566 | $0 | $0 | $461,566 |
| <2019 | Prior | $60,000 | $40,000 | $60,000 | $477,733 | $0 | $0 | $637,733 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$477,077** | **$95,481** | **$0** | **$572,558** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$60,000** | **$40,000** | **$60,000** | **$954,810** | **$95,481** | **$0** | **$1,210,291** |

*ACCP is not part of Total

## R-19-13 (Ver 2) 19-00 LOCAL

**Title:** Douglas, Washington to Grove (2022, 2023)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** Preservation project - curb extensions, streetscaping improvements

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018

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

**County:** Sedgwick County **Limits:** Douglas from Washington to Grove

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2022 | Local | $0 | $300,000 | $0 | $2,400,000 | $300,000 | $0 | $3,000,000 |
| >2022 | Future | $0 | $0 | $0 | $3,000,000 | $0 | $0 | $3,000,000 |
| | **2019-2022 TOTAL** | **$0** | **$300,000** | **$0** | **$2,400,000** | **$300,000** | **$0** | **$3,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$300,000** | **$0** | **$5,400,000** | **$300,000** | **$0** | **$6,000,000** |

## B-19-07 (Ver 2) 19-00 LOCAL

**Title:** Douglas at Brookside bridge (2018, 2019)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Replace/Rehabilitate Bridge
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Bridge - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** Douglas and Brookside

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $675,000 | $75,000 | $0 | $750,000 |
| <2019 | Prior | $0 | $100,000 | $0 | $0 | $0 | $0 | $100,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$675,000** | **$75,000** | **$0** | **$750,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$100,000** | **$0** | **$675,000** | **$75,000** | **$0** | **$850,000** |

## ITS-18-04 (Ver 2) 19-00 STATE

**Title:** East Side DMS
**Lead Agency:** KDOT **Contact(s):** Tom Hein KDOT (316)660-4990 tom.hein@ks.gov
**Scope:** Install dual Dynamic Message Signs (DMS) at K96 and the Redbud Trail and on US-54 east of 143rd St E.

MTP IDs: 40-113, 40-120
**Infaltion Assumptions:** 4% per year.
**Explain Funding Source:**
**Primary Mode:** Technology **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** K96 and the Redbud Trail and US-54 east of 143rd St E

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $673,400 | $0 | $0 | $673,400 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$673,400** | **$0** | **$0** | **$673,400** |

## T-19-01 (Ver 1) 19-00 FEDERAL

**Title:** FTA 5310 (FFY17 and FFY18) (2019)

**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov

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

**Infaltion Assumptions:**

**Explain Funding Source:** 5310 funds are apportioned to the urbanized area annually

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

**County:** Butler County, Sedgwic **Limits:** Urbanized area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | FTA 5310 | $0 | $0 | $0 | $0 | $514,516 | $277,047 | $791,563 |
| 2019 | Local | $0 | $0 | $0 | $0 | $128,629 | $277,047 | $405,676 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$0** | **$643,145** | **$554,094** | **$1,197,239** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$643,145** | **$554,094** | **$1,197,239** |

## R-15-003 (Ver 7) 19-00 FEDERAL

**Title:** Greenwich, Pawnee to Harry (2017, 2018, 2019)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman Wichita Public Works 3162684393 pgunzelman@wichita.gov

**Scope:** Reconstruct current 2-lane roadway to a 3-lane roadway w/drainage improvements, sidewalk, and multi-use path. Right turn decel lanes will be constructed at appropriate side streets. The intersection of Pawnee & Greenwich will be improved to include left turn lanes and traffic signalization.

**Infaltion Assumptions:** Estimate is based on most recent similar projects and 2% inflation per year.

**Explain Funding Source:** 70% federal funding, 30% city-issued general obligation bonds

**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0663-01)

**County:** Sedgwick County **Limits:** Greenwich, Pawnee to Harry

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | MPO-CMAQ ACCP | $0 | $0 | $0 | $100,000 | $0 | $0 | $100,000 |
| 2019 | MPO-STP ACCP | $0 | $0 | $0 | $380,416 | $0 | $0 | $380,416 |
| <2019 | Prior | $0 | $150,000 | $250,000 | $4,821,742 | $281,700 | $0 | $5,503,442 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$150,000** | **$250,000** | **$4,821,742** | **$281,700** | **$0** | **$5,503,442** |

*ACCP is not part of Total

## B-13-008 (Ver 4) 19-00 FEDERAL

**Title:** I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)
(2013, 2016, 2017, 2019, 2021)

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

**Scope:** Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.

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

**Explain Funding Source:**

**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA3110-01)

**County:** Sedgwick County **Limits:** I-235, from east of Meridian Avenue to west of I-135

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $66,681,450 | $4,785,750 | $0 | $71,467,200 |
| 2019 | State | $0 | $0 | $0 | $7,409,050 | $531,750 | $0 | $7,940,800 |
| 2021 | NHPP ACCP | $3,600,000 | $2,520,000 | $0 | $0 | $0 | $0 | $6,120,000 |
| <2019 | Prior | $4,000,000 | $2,800,000 | $7,600,000 | $0 | $0 | $0 | $14,400,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$74,090,500** | **$5,317,500** | **$0** | **$79,408,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$4,000,000** | **$2,800,000** | **$7,600,000** | **$74,090,500** | **$5,317,500** | **$0** | **$93,808,000** |

*ACCP is not part of Total

## ICH-12-008 (Ver 6) 19-00 FEDERAL

**Title:** I-235/US-54 & I-235/Central - Phase I (KA-0161-04) (2011, 2013, 2014, 2015, 2016, 2017, 2018)

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

**Scope:** Phase 1 reconstruction of the I-235/US-54 interchange includes construction of flyover ramps to replace the existing loop ramps for the NB I-235 to WB US-54 and SB I-235 to EB US-54 movements, construction of auxiliary lanes on I-235 from US-54 to the Central interchange, and reconstruction of the West Street interchange.

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

**Explain Funding Source:** Federal funds used by KDOT, state KDOT funds, and Sedgwick County

**Primary Mode:** Interchange **Project Type:** **Bike/Ped:** **KDOT ID:** (087 KA0161-04)

**County:** Sedgwick County **Limits:** I-235 and the interchanges at I-235/US-54 (Kellogg)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $5,481,442 | $8,850,795 | $15,800,991 | $104,448,147 | $8,715,682 | $0 | $143,297,057 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$5,481,442** | **$8,850,795** | **$15,800,991** | **$104,448,147** | **$8,715,682** | **$0** | **$143,297,057** |

## ITS-19-01 (Ver 2) 19-00 LOCAL

**Title:** Intelligent Transportation System (2019, 2020, 2021, 2022)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Updating traffic signals and install other related ITS equipment along selected corridors.
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** Wichita 2018 - 2027 CIP, adopted Aug 2018
**Primary Mode:** Technology **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $750,000 | $0 | $0 | $750,000 |
| 2020 | Local | $0 | $0 | $0 | $500,000 | $0 | $0 | $500,000 |
| 2021 | Local | $0 | $0 | $0 | $500,000 | $0 | $0 | $500,000 |
| 2022 | Local | $0 | $0 | $0 | $500,000 | $0 | $0 | $500,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$2,250,000** | **$0** | **$0** | **$2,250,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$2,250,000** | **$0** | **$0** | **$2,250,000** |

## INT-17-002 (Ver 5) 19-00 STATE

**Title:** Intersection Improvements at US-54 and Barber Dr. (2020)
**Lead Agency:** KDOT **Contact(s):** Nelda Buckley KDOT (785) 368-7099 nelda.buckley@ks.gov
**Scope:** Intersection Improvements in Goddard
**Infaltion Assumptions:** 4%
**Explain Funding Source:** State Corridor Management Funds
**Primary Mode:** Intersection **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA-4362-01)
**County:** Sedgwick County **Limits:** US-54 and Barber Dr. in Goddard

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | State | $0 | $0 | $0 | $1,400,000 | $0 | $0 | $1,400,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$1,400,000** | **$0** | **$0** | **$1,400,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$1,400,000** | **$0** | **$0** | **$1,400,000** |

## S-18-02 (Ver 2) 19-00 FEDERAL

**Title:** K-96 in Sedgwick County Guardrail Upgrade (2018, 2019)

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

**Scope:** Guardrail Upgrade

**Infaltion Assumptions:** 4.5%

**Explain Funding Source:** NHPP

**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-4685-02)

**County:** Sedgwick County **Limits:** From the East End of the Arkansas River Bridge East to K-96/I-235

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $261,250 | $13,063 | $0 | $274,313 |
| <2019 | Prior | $0 | $13,063 | $0 | $0 | $0 | $0 | $13,063 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$261,250** | **$13,063** | **$0** | **$274,313** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$13,063** | **$0** | **$261,250** | **$13,063** | **$0** | **$287,376** |

## ITS-17-01 (Ver 2) 19-00 FEDERAL

**Title:** K15 Corridor ITS Deployment (2017)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** K-15 Corridor

Retrofit the existing signals along K-15/Southeast Blvd. with new controllers, GPS clocks, Ethernet/Fiber capable switches, PTZ cameras with modem connections. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Two arterial Digital Message Signs (DMS) and two camera sites are planned in addition to the signal upgrades. All cameras and fiber will be connected into the WICHway Center. Modems will connect the switches to the respective city or county that requires access. GPS clocks will synch the clocks to run time of day programs.

Intersections are expected to include:

US-54 & Washington Ramps
Washington & Southeast Blvd.
Harry & Southeast Blvd.
Mt. Vernon & Southeast Blvd.
Hydraulic & Southeast Blvd.
Pawnee & Southeast Blvd.
Wassel & Southeast Blvd.
31st & K-15
MacArthur & K-15
47th & K-15
63rd/Patriot & K-15
71st Street/Meadowlark & K-15
Buckner & K-15
Madison & K-15
Market & K-15

A DMS is planned near Patriot and near I-135 for northbound traffic. Two additional cameras are planned for either side of 55th Street South due to curves in K-15.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

**Primary Mode:** Technology **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0673-01)

**County:** Sedgwick County **Limits:** K15/Southeast Blvd/Washington St from Market to US-54

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $645,000 | $0 | $0 | $645,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$645,000** | **$0** | **$0** | **$645,000** |

## P-19-01 (Ver 1) 19-00 FEDERAL

**Title:** MTP Planning Assistance

**Lead Agency:** WAMPO **Contact(s):** Chris Upchurch WAMPO (316)268-4457 cupchurch@wichita.gov

**Scope:** As part of the development of the next MTP, WAMPO will issue a call for projects to member jurisdictions and planning partners in mid-2019. These projects will be evaluated using project selection criteria that reflect the vision, goals, and investment strategy developed as part of the MTP process. During the call for projects, WAMPO would like to work more cooperatively with local and state transportation agencies to help identify and scope regional transportation projects so that they better align and are responsive to the project selection criteria (and ultimately, better reflect the MTP vision, goals, and investment strategy). However, there would not be sufficient time during the project solicitation period for WAMPO staff to work closely with every potential project sponsor. Therefore, WAMPO would like to augment its staff capacity with consultant assistance. WAMPO staff and consultants would assist project sponsors in identifying regionally significant projects that best fit with the goals and objectives of the 2020 Metropolitan Transportation Plan (MTP) for submission in response to the planÃ¢â‚¬â„¢s call for projects. The end result will be the submittal of projects that have the best possible chance of being selected because they are responsive to selection criteria and line up with the MTP vision, goals, and investment strategy.

Potentially activities would include:
Reviewing member jurisdictionsÃ¢â‚¬â„¢ comprehensive plans and CIPs for projects that align with the MTPÃ¢â‚¬â„¢s goals, objectives, and selection criteria
Brainstorming project ideas with sponsors that fit the goals and objectives of the MTP
Narrowing down project ideas to pursue
Scope development
Project limits
Cost estimates
Providing information in response to the project selection criteria

**Infaltion Assumptions:** None, project is in current year.

**Explain Funding Source:** WAMPO's cash account will provide the local match, it is composed of member dues and TIP fees.

**Primary Mode:** Planning & Outreach **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

**County:** Butler County, Sedgwic **Limits:** WAMPO region

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $30,000 | $0 | $0 | $0 | $0 | $0 | $30,000 |
| 2019 | MPO-CMAQ | $120,000 | $0 | $0 | $0 | $0 | $0 | $120,000 |
| | **2019-2022 TOTAL** | **$150,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$150,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$150,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$150,000** |

## R-19-15 (Ver 2) 19-00 LOCAL

**Title:** Maple, 135th Street W to 151st Street W (2022)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalk

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:** Wichita 2018-2027 CIP, adopted August 2018

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

**County:** Sedgwick County **Limits:** Maple St., from 135th St W to 151st St W

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2022 | Local | $0 | $250,000 | $0 | $0 | $0 | $0 | $250,000 |
| | **2019-2022 TOTAL** | **$0** | **$250,000** | **$0** | **$0** | **$0** | **$0** | **$250,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$250,000** | **$0** | **$0** | **$0** | **$0** | **$250,000** |

## R-19-07 (Ver 3) 19-00 FEDERAL

**Title:** Meridian, from Ford (77th St. N.) to Seward (69th St. N.) (2021, 2022)

**Lead Agency:** City of Valley Center **Contact(s):** Scott Hildebrand City of Valley Center (316)755-7310 SHildebrand@valleycenterks.org

**Scope:** Reconstruct and pave Meridian from 0.25MI south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Sedgwick County **Limits:** Meridian, from 0.25-mi south of Seward (69th St N) to the railroad crossing north of Ford Street (77th St N).

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $0 | $371,536 | $50,000 | $0 | $0 | $0 | $421,536 |
| 2022 | Local | $0 | $0 | $0 | $743,072 | $111,461 | $0 | $854,533 |
| 2022 | MPO-STP | $0 | $0 | $0 | $2,972,288 | $445,843 | $0 | $3,418,131 |
| | **2019-2022 TOTAL** | **$0** | **$371,536** | **$50,000** | **$3,715,360** | **$557,304** | **$0** | **$4,694,200** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$371,536** | **$50,000** | **$3,715,360** | **$557,304** | **$0** | **$4,694,200** |

## TA-18-01 (Ver 2) 19-00 FEDERAL

**Title:** Meridian Pedestrian Bridge
**Lead Agency:** Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
**Scope:** Construction of a 16 foot wide pedestrian bridge, 10 foot connecting pathways, lighting and amenities.
**Infaltion Assumptions:** None, project is taking place in current year.
**Explain Funding Source:** Segwick County
**Primary Mode:** Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 TE-0432-01)
**County:** Sedgwick County **Limits:** Bridge over the Wichita-Valley Center Flood Control Project at Meridian

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $200,000 | $0 | $3,300,000 | $330,000 | $0 | $3,830,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$200,000** | **$0** | **$3,300,000** | **$330,000** | **$0** | **$3,830,000** |

## R-17-05 (Ver 3) 19-00 FEDERAL

**Title:** Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020, 2021, 2022)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman 3162684393 pgunzelman@wichita.gov
**Scope:** The project will re-construct the existing street to provide a 3-lane roadway with on-street bike lanes. 6' sidewalks will be constructed on each side of Mt. Vernon. Traffic signal upgrades will be made at existing signalized intersections and crosswalks.
**Infaltion Assumptions:** 2% inflation per year
**Explain Funding Source:** The project is funded with $4,300,000 of local GO $s in 2019 and 2020 in the 2015 - 2024 Capital Improvement Program.
**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0660-01)
**County:** Sedgwick County **Limits:** Mt. Vernon, Broadway to S.E. Blvd

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $1,002,709 | $250,000 | $0 | $1,252,709 |
| 2019 | Local AC | $0 | $0 | $0 | $1,967,291 | $0 | $0 | $1,967,291 |
| 2019 | MPO-CMAQ | $0 | $0 | $0 | $1,780,000 | $0 | $0 | $1,780,000 |
| 2020 | MPO-CMAQ ACCP | $0 | $0 | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| 2021 | MPO-CMAQ ACCP | $0 | $0 | $0 | $847,291 | $0 | $0 | $847,291 |
| 2022 | MPO-CMAQ ACCP | $0 | $0 | $0 | $120,000 | $0 | $0 | $120,000 |
| <2019 | Prior | $0 | $500,000 | $200,000 | $0 | $0 | $0 | $700,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$4,750,000** | **$250,000** | **$0** | **$5,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$500,000** | **$200,000** | **$4,750,000** | **$250,000** | **$0** | **$5,700,000** |

*ACCP is not part of Total

## INT-19-03 (Ver 2) 19-00 LOCAL

**Title:** Mt Vernon & Hillside Intersection (2018, 2019)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** Provide left turn lanes on all approaches, bike/ped facilities, and upgrade traffic signals.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:** Wichita 2018-2027 CIP, adopted August 2018

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

**County:** Sedgwick County **Limits:** Mt Vernon & Hillside

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $1,665,000 | $185,000 | $0 | $1,850,000 |
| <2019 | Prior | $0 | $400,000 | $0 | $0 | $0 | $0 | $400,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$1,665,000** | **$185,000** | **$0** | **$1,850,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$400,000** | **$0** | **$1,665,000** | **$185,000** | **$0** | **$2,250,000** |

## ICH-17-01A (Ver 1) 19-00 LOCAL

**Title:** North Junction Gold Phase Right of Way Acquisition (2019)

**Lead Agency:** City of Wichita/Sedgwick County **Contact(s):** Gary Janzen City of Wichita (316)268-4450 gjanzen@wichita.gov

**Scope:** Acquisition of strategic right of way for the Gold Phase of the North Junction project

**Infaltion Assumptions:** None, current year

**Explain Funding Source:** City of Wichita CIP (2018-2027) and Sedgwick County (Interlocal agmt authorized by BOCC 7/11/18)

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

**County:** Sedgwick County **Limits:** I-235/I-135/K-254/K-96 interchange in North Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $1,000,000 | $0 | $0 | $0 | $1,000,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** | **$1,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** | **$1,000,000** |

## ICH-17-01 (Ver 4) 19-00 STATE

**Title:** North Junction Preliminary Engineering Project (I-135, I-235, K-254, K-96) (KA-3232-01) (2016)

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

**Scope:** Preliminary engineering for Gold, Orange and Purple Phases of the North Junction Project. This project will review specific lane configurations on all ramp movements, identify constructible segments for the ultimate interchange configuration and review their mpacts of adjacent projects. PE also includes the necessary Break-in-Access study for the project.

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

**Explain Funding Source:** STP, NHPP, & State

**Primary Mode:** Interchange **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA3232-01)

**County:** Sedgwick County **Limits:** I-235/I-135/K-254/K-96 interchange in North Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $6,000,000 | $0 | $0 | $0 | $0 | $6,000,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$6,000,000** | **$0** | **$0** | **$0** | **$0** | **$6,000,000** |

## R-19-08 (Ver 2) 19-00 FEDERAL

**Title:** North Main Street Reconstruction (2020, 2021, 2022)

**Lead Agency:** City of Haysville **Contact(s):** Zach McHatton City of Haysville (316)529-5900 zmchatton@haysville-ks.com

**Scope:** Reconstruct and pave North Main Street in Haysville, maintain the existing 4-lane arterial roadway with curb and gutter from Grand Ave. to the Valley Center Floodway Bridge. This project includes a 10' sidewalk along the west side of North Main St and a signalized pedestrian crossing at Karla Ave.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Sedgwick County **Limits:** North Main Street, from Grand Avenue to the Valley Center Floodway Bridge

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | Local | $0 | $172,900 | $20,000 | $0 | $0 | $0 | $192,900 |
| 2021 | Local | $0 | $0 | $0 | $379,057 | $56,859 | $0 | $435,916 |
| 2021 | Local AC | $0 | $0 | $0 | $272,899 | $0 | $0 | $272,899 |
| 2021 | MPO-STP | $0 | $0 | $0 | $1,243,331 | $227,434 | $0 | $1,470,765 |
| 2022 | MPO-STP ACCP | $0 | $0 | $0 | $272,899 | $0 | $0 | $272,899 |
| | **2019-2022 TOTAL** | **$0** | **$172,900** | **$20,000** | **$1,895,287** | **$284,293** | **$0** | **$2,372,480** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$172,900** | **$20,000** | **$1,895,287** | **$284,293** | **$0** | **$2,372,480** |

*ACCP is not part of Total

## INT-19-01 (Ver 2) 19-00 FEDERAL

**Title:** Oliver and Kechi Rd. Intersection (2020, 2021)

**Lead Agency:** City of Kechi **Contact(s):** Robert Conger City of Kechi (316)744-9287 cityadmin@kechiks.com

**Scope:** Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

**County:** Sedgwick County **Limits:** Oliver and Kechi Road Intersection

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | Local | $20,000 | $175,000 | $20,000 | $0 | $0 | $0 | $215,000 |
| 2021 | Local | $0 | $0 | $0 | $374,845 | $239,291 | $0 | $614,136 |
| 2021 | MPO-STP | $0 | $0 | $0 | $1,499,379 | $24,845 | $0 | $1,524,224 |
| | **2019-2022 TOTAL** | **$20,000** | **$175,000** | **$20,000** | **$1,874,224** | **$264,136** | **$0** | **$2,353,360** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$20,000** | **$175,000** | **$20,000** | **$1,874,224** | **$264,136** | **$0** | **$2,353,360** |

## R-19-02 (Ver 1) 19-00 FEDERAL

**Title:** Patching on I-135 in Sedgwick County (2019)

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

**Scope:** Patching

**Infaltion Assumptions:** 4.5%

**Explain Funding Source:** NHPP and State

**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-5130-01)

**County:** Sedgwick County **Limits:** I-135 from the Viaduct Bridges north to the south end 37th St Bridges

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $1,309,458 | $65,473 | $0 | $1,374,931 |
| 2019 | State | $0 | $1,000 | $0 | $145,495 | $7,275 | $0 | $153,770 |
| | **2019-2022 TOTAL** | **$0** | **$1,000** | **$0** | **$1,454,953** | **$72,748** | **$0** | **$1,528,701** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$1,000** | **$0** | **$1,454,953** | **$72,748** | **$0** | **$1,528,701** |

## INT-17-01 (Ver 2) 19-00 FEDERAL

**Title:** Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2020)

**Lead Agency:** City of Derby **Contact(s):** Dan Squires 3167886632 dansquires@derbyweb.com

**Scope:** Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter.

**Infaltion Assumptions:** 4% inflation annually for 5 years

**Explain Funding Source:** The City will incorporate the project into the 5 year CIP upon award of funding. It is anticipated that the City portion of the project costs will be paid through the issuance of general obligation bonds.

**Primary Mode:** Intersection **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 N0674-01)

**County:** Sedgwick County **Limits:** North side of Patriot Ave. (63rd St. S.) between Commerce Dr. and Highway K-15

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $50,000 | $0 | $50,000 | $0 | $0 | $0 | $100,000 |
| 2020 | Local | $0 | $0 | $0 | $55,200 | $8,280 | $0 | $63,480 |
| 2020 | MPO-STP | $0 | $0 | $0 | $220,800 | $33,120 | $0 | $253,920 |
| <2019 | Prior | $0 | $50,000 | $0 | $0 | $0 | $0 | $50,000 |
| | **2019-2022 TOTAL** | **$50,000** | **$0** | **$50,000** | **$276,000** | **$41,400** | **$0** | **$417,400** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$50,000** | **$50,000** | **$50,000** | **$276,000** | **$41,400** | **$0** | **$467,400** |

## INT-19-02 (Ver 2) 19-00 LOCAL

**Title:** Pawnee & 127th Street intersection

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

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

**Infaltion Assumptions:** 4%

**Explain Funding Source:** 2018-2027 Wichita CIP, adopted Aug 2018

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

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $0 | $0 | $150,000 | $0 | $0 | $0 | $150,000 |
| 2022 | Local | $0 | $0 | $0 | $1,200,000 | $0 | $0 | $1,200,000 |
| <2019 | Prior | $0 | $200,000 | $0 | $0 | $0 | $0 | $200,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$150,000** | **$1,200,000** | **$0** | **$0** | **$1,350,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$200,000** | **$150,000** | **$1,200,000** | **$0** | **$0** | **$1,550,000** |

## R-19-09 (Ver 2) 19-00 FEDERAL

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

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

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

**Infaltion Assumptions:** 4% per year

**Explain Funding Source:**

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

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | Local | $0 | $0 | $150,000 | $0 | $0 | $0 | $150,000 |
| 2021 | Local | $0 | $0 | $0 | $837,000 | $70,000 | $0 | $907,000 |
| 2021 | Local AC | $0 | $0 | $0 | $260,949 | $0 | $0 | $260,949 |
| 2021 | MPO-STP | $0 | $0 | $0 | $3,087,051 | $245,000 | $0 | $3,332,051 |
| 2022 | MPO-STP ACCP | $0 | $0 | $0 | $260,949 | $0 | $0 | $260,949 |
| <2019 | Prior | $0 | $350,000 | $0 | $0 | $0 | $0 | $350,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$150,000** | **$4,185,000** | **$315,000** | **$0** | **$4,650,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$350,000** | **$150,000** | **$4,185,000** | **$315,000** | **$0** | **$5,000,000** |

*ACCP is not part of Total

## P-17-03 (Ver 3) 19-00 FEDERAL

**Title:** Planning Walkable Places Program
**Lead Agency:** WAMPO **Contact(s):** Kristen Zimmerman WAMPO (316)352-4862 kzimmerman@wichita.gov
**Scope:** WAMPO oversees small walkability-focused planning projects in the region
**Infaltion Assumptions:** 4%
**Explain Funding Source:** Year-end balance funds
**Primary Mode:** Planning & Outreach **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0671-17)
**County:** Butler County, Sedgwic **Limits:** MPO Area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $1,664,081 | $0 | $0 | $0 | $0 | $0 | $1,664,081 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$1,664,081** | **$0** | **$0** | **$0** | **$0** | **$0** | **$1,664,081** |

## S-17-01 (Ver 3) 19-00 FEDERAL

**Title:** Railroad Safety Crossing Improvements (2016, 2017, 2018, 2019, 2020)
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT 7852968593 rene.hart@ks.gov
**Scope:** Provide 3 railroad safety improvements in the WAMPO region per year.
**Infaltion Assumptions:** All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project
**Explain Funding Source:** State Funds (AC-HSIP)
**Primary Mode:** Safety **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** Various locations to be determined

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | HSIP ACCP | $0 | $0 | $0 | $1,500,000 | $0 | $0 | $1,500,000 |
| 2019 | State AC | $0 | $0 | $0 | $1,500,000 | $0 | $0 | $1,500,000 |
| 2020 | HSIP ACCP | $0 | $0 | $0 | $1,500,000 | $0 | $0 | $1,500,000 |
| 2020 | State AC | $0 | $0 | $0 | $1,500,000 | $0 | $0 | $1,500,000 |
| <2019 | Prior | $0 | $0 | $0 | $4,750,000 | $0 | $0 | $4,750,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$3,000,000** | **$0** | **$0** | **$3,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$7,750,000** | **$0** | **$0** | **$7,750,000** |

*ACCP is not part of Total

## TA-17-02 (Ver 5) 19-00 FEDERAL

**Title:** Redbud Path, K-96 to 159th (2018, 2019, 2020, 2021, 2022)

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman 3162684393 pgunzelman@wichita.gov

**Scope:** Construct a 10' path along the old railroad corridor. This project will connect the recently completed Redbud Path east of 159th that City of Andover constructed to the K-96 path.

**Infaltion Assumptions:** Based on recent bids received on previous projects and 2% inflation per year

**Explain Funding Source:** The project is funded with $1,000,000 of local GO $s from 2018-2020 in the 2015 - 2024 Capital Improvement Program.

**Primary Mode:** Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 TE0451-01)

**County:** Sedgwick County **Limits:** Redbud Path, K-96 to 159th

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $729,887 | $200,000 | $0 | $929,887 |
| 2019 | Local AC | $0 | $0 | $0 | $1,457,613 | $0 | $0 | $1,457,613 |
| 2019 | MPO-TA | $0 | $0 | $0 | $362,500 | $0 | $0 | $362,500 |
| 2020 | MPO-TA ACCP | $0 | $0 | $0 | $300,000 | $0 | $0 | $300,000 |
| 2021 | MPO-CMAQ ACCP | $0 | $0 | $0 | $169,179 | $0 | $0 | $169,179 |
| 2021 | MPO-TA ACCP | $0 | $0 | $0 | $263,434 | $0 | $0 | $263,434 |
| 2022 | MPO-TA ACCP | $0 | $0 | $0 | $725,000 | $0 | $0 | $725,000 |
| <2019 | Prior | $0 | $329,000 | $0 | $0 | $0 | $0 | $329,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$2,550,000** | **$200,000** | **$0** | **$2,750,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$329,000** | **$0** | **$2,550,000** | **$200,000** | **$0** | **$3,079,000** |

*ACCP is not part of Total

## P-17-02 (Ver 5) 19-00 FEDERAL

**Title:** Regional Asset Inventory (2019)

**Lead Agency:** WAMPO **Contact(s):** Phil Nelson (316)268-4408 pnelson@wichita.gov

**Scope:** WAMPO will develop a regional asset inventory showing the current condition of potentially regionally significant roads and bridges and the locations of ITS and bike/ped facilities in the WAMPO region. This will include developing a database and website that will make this information publicly accessible for the use of WAMPO planning partners, member jurisdictions and other stakeholders; populating the database with current condition and location information on these assets from our planning partners and member jurisdictions; and developing procedures for updating the database on an ongoing basis.

**Infaltion Assumptions:** 4% per year.

**Explain Funding Source:** The WAMPO cash account includes the annual dues collected from the member jurisdictions

**Primary Mode:** Planning & Outreach **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)

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

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $45,000 | $0 | $0 | $0 | $0 | $0 | $45,000 |
| 2019 | MPO-STP | $180,000 | $0 | $0 | $0 | $0 | $0 | $180,000 |
| | **2019-2022 TOTAL** | **$225,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$225,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$225,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$225,000** |

## P-19-02 (Ver 1) 19-00 FEDERAL

**Title:** Regional Transit Plan / WAMPO Planning Assistance

**Lead Agency:** WAMPO **Contact(s):** Phil Nelson WAMPO (316)268-4408 pnelson@wichita.gov

**Scope:** Consultant assistance to assess feasibility and develop options for providing public transit service across the WAMPO planning area and also provide general planning assistance to WAMPO staff.

**Infaltion Assumptions:** None, project is in current year.

**Explain Funding Source:** Local match source is the WAMPO's cash account, which is composed of member dues and TIP fees.

**Primary Mode:** Planning & Outreach **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

**County:** Butler County, Sedgwic **Limits:** WAMPO region

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $65,000 | $0 | $0 | $0 | $0 | $0 | $65,000 |
| 2019 | MPO-STP | $260,000 | $0 | $0 | $0 | $0 | $0 | $260,000 |
| | **2019-2022 TOTAL** | **$325,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$325,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$325,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$325,000** |

## R-15-005 (Ver 4) 19-00 STATE

**Title:** Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-8234-03, K-8234-04) (2016)

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

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

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

**Explain Funding Source:** 11/4/15 Agreement between KDOT, Goddard, Maize, and SEdgwick County, effective 2016-2020.

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

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $120,000 | $5,945,402 | $0 | $0 | $0 | $6,065,402 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$120,000** | **$5,945,402** | **$0** | **$0** | **$0** | **$6,065,402** |

## R-17-01 (Ver 4) 19-00 FEDERAL

**Title:** SW Butler Rd/SW 150th St Intersection (2018, 2019, 2020)

**Lead Agency:** Butler County **Contact(s):** Darryl C. Lutz, P.E. 3163224101 dlutz@bucoks.com

**Scope:** Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in Rose Hill.

**Infaltion Assumptions:** 2% per year increase.

**Explain Funding Source:** Local matching funds from Butler County-Funding Source: Local Ad Valorem Property Taxes and Special City County Highway Funds. A copy of the 2016 adopted budget and CIP is available on-line at http://www.bucoks.com/DocumentCenter/View/2848. The CIP begi

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

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $300,000 | $100,000 | $0 | $0 | $0 | $0 | $400,000 |
| 2020 | HIP | $0 | $0 | $0 | $1,669,726 | $0 | $0 | $1,669,726 |
| 2020 | Local | $0 | $0 | $0 | $1,300,000 | $100,000 | $0 | $1,400,000 |
| 2020 | MPO-STP | $0 | $0 | $0 | $3,530,274 | $400,000 | $0 | $3,930,274 |
| <2019 | Prior | $0 | $165,000 | $250,000 | $0 | $0 | $0 | $415,000 |
| | **2019-2022 TOTAL** | **$300,000** | **$100,000** | **$0** | **$6,500,000** | **$500,000** | **$0** | **$7,400,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$300,000** | **$265,000** | **$250,000** | **$6,500,000** | **$500,000** | **$0** | **$7,815,000** |

## R-19-01 (Ver 1) 19-00 FEDERAL

**Title:** Surfacing on I-135 in Sedgwick County (2019)
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** Patching/Grinding on I-135 in Sedgwick County
**Infaltion Assumptions:** 4.5%
**Explain Funding Source:** NHPP and State
**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-5128-01)
**County:** Sedgwick County **Limits:** I-135 Beginning at the South End of Route at KTA thence North to the South End of the Pawnee Avenue Overpass

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $1,645,875 | $82,294 | $0 | $1,728,169 |
| 2019 | State | $0 | $1,000 | $0 | $182,875 | $9,144 | $0 | $193,019 |
| | **2019-2022 TOTAL** | **$0** | **$1,000** | **$0** | **$1,828,750** | **$91,438** | **$0** | **$1,921,188** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$1,000** | **$0** | **$1,828,750** | **$91,438** | **$0** | **$1,921,188** |

## R-19-03 (Ver 1) 19-00 FEDERAL

**Title:** Surfacing on I-135 in Sedgwick County (2019)
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** 2" cold mill, 1.5"overlay and ultra thin bonded asphalt surfacing
**Infaltion Assumptions:** 4.5%
**Explain Funding Source:** NHPP and State
**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-5129-01)
**County:** Sedgwick County **Limits:** I-135 Beginning at the North End of the Pawnee Ave Overpass thence North to the South End Viaduct Bridges

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP | $0 | $0 | $0 | $1,309,458 | $65,473 | $0 | $1,374,931 |
| 2019 | State | $0 | $1,000 | $0 | $145,495 | $7,275 | $0 | $153,770 |
| | **2019-2022 TOTAL** | **$0** | **$1,000** | **$0** | **$1,454,953** | **$72,748** | **$0** | **$1,528,701** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$1,000** | **$0** | **$1,454,953** | **$72,748** | **$0** | **$1,528,701** |

## R-17-08 (Ver 4) 19-00 FEDERAL

**Title:** Surfacing on K-96 in Sedgwick County
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** Surfacing
**Infaltion Assumptions:** 4%
**Explain Funding Source:** Federal NHPP
**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** **KDOT ID:** (087 KA4685-02)
**County:** Sedgwick County **Limits:** From the East End of the Arkansas River Bridge East to K-96/I-235

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP ACCP | $0 | $0 | $0 | $1,018,548 | $50,927 | $0 | $1,069,475 |
| <2019 | Prior | $0 | $2,005 | $0 | $1,273,200 | $63,659 | $0 | $1,338,864 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$2,005** | **$0** | **$1,273,200** | **$63,659** | **$0** | **$1,338,864** |

*ACCP is not part of Total

## R-17-09 (Ver 2) 19-00 FEDERAL

**Title:** Surfacing on US-81 in Sedgwick County
**Lead Agency:** KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
**Scope:** UBAS & Asphalt Patching
**Infaltion Assumptions:** 4%
**Explain Funding Source:** Federal NHPP
**Primary Mode:** Road - Highway **Project Type:** **Bike/Ped:** **KDOT ID:** (087 KA4689-01)
**County:** Sedgwick County **Limits:** US-81: from the Sumner /Sedgwick County Line North 5.91 Miles

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | NHPP ACCP | $0 | $0 | $0 | $374,458 | $18,723 | $0 | $393,181 |
| <2019 | Prior | $0 | $1,000 | $0 | $468,072 | $23,404 | $0 | $492,476 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$1,000** | **$0** | **$468,072** | **$23,404** | **$0** | **$492,476** |

*ACCP is not part of Total

## T-15-005 (Ver 5) 19-00 FEDERAL

**Title:** Transit: Bus Purchase (2017, 2018)

**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov

**Scope:** Purchase 7 new all accessible electric buses to replace the downtown trolleys.

**Infaltion Assumptions:** Gillig uses PPI 1413

**Explain Funding Source:** Wichita Transit will use local General Obligation Bonds to match Federal Funds. CMAQ funds will be matched at 20%. Sections 5339 funds will be matched at 15%.

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

**County:** Sedgwick County **Limits:** NA

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $0 | $5,207,687 | $0 | $5,207,687 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$5,207,687** | **$0** | **$5,207,687** |

## T-18-01 (Ver 2) 19-00 FEDERAL

**Title:** Transit Vehicle Replacement

**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov

**Scope:** Replace six buses with electric buses.

**Infaltion Assumptions:**

**Explain Funding Source:** Wichita Transit plans to replace 13 buses with 13 electric buses. T-15-005 is part of funding mix.

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

**County:** Sedgwick County **Limits:** Wichita Bus Routes

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $0 | $6,908,000 | $0 | $6,908,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$6,908,000** | **$0** | **$6,908,000** |

## R-17-07 (Ver 3) 19-00 STATE

**Title:** US-54/400/Kellogg & Greenwich Interchange (2017)

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

**Scope:** Expand Kellogg to 6-lane freeway, grade-separate Kellogg & Greenwich and Kellogg & Zelta with new ramp connections to KTA (EB Kellogg to NB/SB KTA, SB KTA to WB Kellogg). (Project is administered by KTA.)

**Infaltion Assumptions:** 4%

**Explain Funding Source:** State, City of Wichita, KTA

**Primary Mode:** Interchange **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA2389-01)

**County:** Sedgwick County **Limits:** US-54: just west of Greenwich Rd, east to 127th St.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $3,000,000 | $12,680,500 | $40,500,000 | $90,447,465 | $9,500,000 | $0 | $156,127,965 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$3,000,000** | **$12,680,500** | **$40,500,000** | **$90,447,465** | **$9,500,000** | **$0** | **$156,127,965** |

## R-11-005 (Ver 4) 19-00 FEDERAL

**Title:** US-54/400/Kellogg & Webb Interchage (KA-2382-01)

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

(2011, 2015, 2016, 2017)

**Scope:** Expand Kellogg to 6-lane freeway, grade-separate Kellogg & Webb. Existing access to KTA will be modified to be local access to Webb via the south frontage road.

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

**Explain Funding Source:** Project funded with federal funds awarded by KDOT, State KDOT funding, and City of Wichita funidng.

**Primary Mode:** Interchange **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA2382-01)

**County:** Sedgwick County **Limits:** Cypress East to Wiedemann, with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA).

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $6,515,000 | $6,000,000 | $21,000,000 | $97,874,000 | $8,500,000 | $0 | $139,889,000 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$6,515,000** | **$6,000,000** | **$21,000,000** | **$97,874,000** | **$8,500,000** | **$0** | **$139,889,000** |

## ITS-18-01 (Ver 2) 19-00 FEDERAL

**Title:** US-54 Fiber to TMC and Downtown Wichita Signal Upgrades

**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

**Scope:** Fiber optic installation in the central Wichita area to provide a redundant connection to the WICHway TMC, connections to Wichita City Hall and the Segwick County Courthouse, and provide connections for future fiber installation along US-54 going east from Hillside and west from Sycamore.Traffic signals along the fiber path through downtown will be upgraded with new controllers.

MTP IDs: 40-202, 40-205

**Infaltion Assumptions:** 4% per year.

**Explain Funding Source:**

**Primary Mode:** Technology **Project Type:** **Bike/Ped:** **KDOT ID:** (087 N0684-01)

**County:** Sedgwick County **Limits:** US-54 from West Street to Oliver, connecting link from US-54 to the WICHway Traffic Management Center through downtown Wichita.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $1,564,192 | $0 | $0 | $1,564,192 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$1,564,192** | **$0** | **$0** | **$1,564,192** |

## S-18-01 (Ver 3) 19-00 FEDERAL

**Title:** US-81 Sedgwick County Guardrail Upgrade (2018, 2019)

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

**Scope:** Guardrail Upgrade

**Infaltion Assumptions:** 4.5%

**Explain Funding Source:** NHPP

**Primary Mode:** Safety **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA4689-02)

**County:** Sedgwick County **Limits:** US-81 from the Sumner/Sedgwick Line North 5.91 miles

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | KDOT-STP | $0 | $0 | $0 | $114,950 | $5,748 | $0 | $120,698 |
| <2019 | Prior | $0 | $5,747 | $0 | $0 | $0 | $0 | $5,747 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$114,950** | **$5,748** | **$0** | **$120,698** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$5,747** | **$0** | **$114,950** | **$5,748** | **$0** | **$126,445** |

## R-19-11 (Ver 2) 19-00 LOCAL

**Title:** West 47th-MacArthur (2020, 2021, 2023)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** Wichita 2018-2027 CIP, adopted August 2018
**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** West St from 47th St S to MacArthur

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2020 | Local | $0 | $400,000 | $0 | $0 | $0 | $0 | $400,000 |
| 2021 | Local | $0 | $0 | $150,000 | $0 | $0 | $0 | $150,000 |
| >2022 | Future | $0 | $0 | $0 | $3,600,000 | $400,000 | $0 | $4,000,000 |
| | **2019-2022 TOTAL** | **$0** | **$400,000** | **$150,000** | **$0** | **$0** | **$0** | **$550,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$400,000** | **$150,000** | **$3,600,000** | **$400,000** | **$0** | **$4,550,000** |

## R-19-17 (Ver 2) 19-00 LOCAL

**Title:** West I-235-MacArthur (2021, 2022, 2023)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopated August 2018
**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** West St from I-235 to MacArthur

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $0 | $300,000 | $0 | $0 | $0 | $0 | $300,000 |
| 2022 | Local | $0 | $0 | $150,000 | $0 | $0 | $0 | $150,000 |
| >2022 | Future | $0 | $0 | $0 | $3,600,000 | $400,000 | $0 | $4,000,000 |
| | **2019-2022 TOTAL** | **$0** | **$300,000** | **$150,000** | **$0** | **$0** | **$0** | **$450,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$300,000** | **$150,000** | **$3,600,000** | **$400,000** | **$0** | **$4,450,000** |

## R-19-16 (Ver 2) 19-00 LOCAL

**Title:** West St., Kellog to Pawnee (2018, 2019, 2020, 2021)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** West Street from Kellogg to Pawnee

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $2,313,000 | $257,000 | $0 | $2,570,000 |
| 2020 | Local | $0 | $0 | $0 | $1,350,000 | $150,000 | $0 | $1,500,000 |
| 2021 | Local | $0 | $0 | $0 | $3,915,000 | $435,000 | $0 | $4,350,000 |
| <2019 | Prior | $0 | $600,000 | $0 | $0 | $0 | $0 | $600,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$7,578,000** | **$842,000** | **$0** | **$8,420,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$600,000** | **$0** | **$7,578,000** | **$842,000** | **$0** | **$9,020,000** |

## S-19-01 (Ver 2) 19-00 LOCAL

**Title:** Wichita Rail Crossing Improvements (2019, 2020, 2021, 2022)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Various improvements to grade crossings
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** Wichita 2018-2027 CIP, adopted Aug 2018
**Primary Mode:** Safety **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $15,000 | $0 | $120,000 | $15,000 | $0 | $150,000 |
| 2020 | Local | $0 | $15,000 | $0 | $120,000 | $15,000 | $0 | $150,000 |
| 2021 | Local | $0 | $15,000 | $0 | $120,000 | $15,000 | $0 | $150,000 |
| 2022 | Local | $0 | $15,000 | $0 | $120,000 | $15,000 | $0 | $150,000 |
| | **2019-2022 TOTAL** | **$0** | **$60,000** | **$0** | **$480,000** | **$60,000** | **$0** | **$600,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$60,000** | **$0** | **$480,000** | **$60,000** | **$0** | **$600,000** |

## ITS-19-02 (Ver 2) 19-00 LOCAL

**Title:** Wichita Traffic Signalization (2019, 2020, 2021, 2022)
**Lead Agency:** City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
**Scope:** Install signals at intersections that meet warrants.
**Infaltion Assumptions:** 4% per year
**Explain Funding Source:** 2018-2027 Wichita CIP, adopted August 2018
**Primary Mode:** Road - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $0 | $0 | $0 | $525,000 | $0 | $0 | $525,000 |
| 2020 | Local | $0 | $0 | $0 | $525,000 | $0 | $0 | $525,000 |
| 2021 | Local | $0 | $0 | $0 | $525,000 | $0 | $0 | $525,000 |
| 2022 | Local | $0 | $0 | $0 | $525,000 | $0 | $0 | $525,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$2,100,000** | **$0** | **$0** | **$2,100,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$2,100,000** | **$0** | **$0** | **$2,100,000** |

## T-19-04 (Ver 1) 19-00 FEDERAL

**Title:** Wichita Transit 5339 Capital (2019, 2020) (2019, 2020)
**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
**Scope:** Vehicle and non-vehicle capital purchased with 5339 formula funding.
**Infaltion Assumptions:**
**Explain Funding Source:** Section 5339 funding is formula funding apportioned to the urbanized area annually.
**Primary Mode:** Transit **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)
**County:** Butler County, Sedgwic **Limits:** NA

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | FTA 5339 | $0 | $0 | $0 | $0 | $700,000 | $0 | $700,000 |
| 2019 | Local | $0 | $0 | $0 | $0 | $175,000 | $0 | $175,000 |
| 2020 | FTA 5339 | $0 | $0 | $0 | $0 | $700,000 | $0 | $700,000 |
| 2020 | Local | $0 | $0 | $0 | $0 | $175,000 | $0 | $175,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$0** | **$1,750,000** | **$0** | **$1,750,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$1,750,000** | **$0** | **$1,750,000** |

## T-17-05 (Ver 3) 19-00 FEDERAL

**Title:** Wichita Transit: Section 5339 Capital
**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
**Scope:** Section 5339 is eligible for bus, bus related and bus facility purchases. The FFY 2017 Section 5339 funds will be used for bus purchase or farebox purchase.
**Infaltion Assumptions:**
**Explain Funding Source:**
**Primary Mode:** Transit **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)
**County:** Sedgwick County **Limits:** City of Wichita generally

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| <2019 | Prior | $0 | $0 | $0 | $0 | $606,965 | $0 | $606,965 |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$606,965** | **$0** | **$606,965** |

## T-19-02 (Ver 1) 19-00 FEDERAL

**Title:** Wichita Transit Operating (2019, 2020) (2019, 2020)
**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
**Scope:** Operating dollars to support ongoing operations
**Infaltion Assumptions:**
**Explain Funding Source:** Formula funds are from annual urabnized area apportionments
**Primary Mode:** Transit **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)
**County:** Butler County, Sedgwic **Limits:** Urbanized area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | FTA 5307 | $0 | $0 | $0 | $0 | $0 | $2,000,000 | $2,000,000 |
| 2019 | Local | $0 | $0 | $0 | $0 | $0 | $2,000,000 | $2,000,000 |
| 2020 | FTA 5307 | $0 | $0 | $0 | $0 | $0 | $2,000,000 | $2,000,000 |
| 2020 | Local | $0 | $0 | $0 | $0 | $0 | $2,000,000 | $2,000,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$0** | **$0** | **$8,000,000** | **$8,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$0** | **$8,000,000** | **$8,000,000** |

## T-19-03 (Ver 1) 19-00 FEDERAL

**Title:** Wichita Transit Other Capital (2019, 2020) (2019, 2020)

**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov

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

**Infaltion Assumptions:**

**Explain Funding Source:** Formula funds are annually apportioned to the urbanized area

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

**County:** Butler County, Sedgwic **Limits:** NA

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | FTA 5307 | $0 | $0 | $0 | $0 | $3,600,000 | $0 | $3,600,000 |
| 2019 | Local | $0 | $0 | $0 | $0 | $900,000 | $0 | $900,000 |
| 2020 | FTA 5307 | $0 | $0 | $0 | $0 | $3,600,000 | $0 | $3,600,000 |
| 2020 | Local | $0 | $0 | $0 | $0 | $900,000 | $0 | $900,000 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$0** | **$9,000,000** | **$0** | **$9,000,000** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$9,000,000** | **$0** | **$9,000,000** |

## T-19-05 (Ver 1) 19-00 FEDERAL

**Title:** Wichita Transit Replacement Paratransit Vehicles

**Lead Agency:** Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov

**Scope:** Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet.

**Infaltion Assumptions:**

**Explain Funding Source:**

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

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

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2021 | Local | $0 | $0 | $0 | $0 | $142,341 | $0 | $142,341 |
| 2021 | MPO-CMAQ | $0 | $0 | $0 | $0 | $569,365 | $0 | $569,365 |
| 2022 | Local | $0 | $0 | $0 | $0 | $231,027 | $0 | $231,027 |
| 2022 | MPO-CMAQ | $0 | $0 | $0 | $0 | $924,107 | $0 | $924,107 |
| | **2019-2022 TOTAL** | **$0** | **$0** | **$0** | **$0** | **$1,866,840** | **$0** | **$1,866,840** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$0** | **$0** | **$0** | **$0** | **$1,866,840** | **$0** | **$1,866,840** |

## R-17-02 (Ver 2) 19-00 FEDERAL

**Title:** Woodlawn: 45th St to 37th St. N (2019, 2020)

**Lead Agency:** City of Bel Aire **Contact(s):** Anne Stephens, P.E. 3167442451 astephens@belaireks.gov

**Scope:** Reconstruct and pave Woodlawn from the existing two lane section to a three-lane section with curb and gutter from 37th to 45th Streets. The project will include a 10' hike and bike path that connects with the hike and bike path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.

**Infaltion Assumptions:** KDOT's Inflation Rate Table was utilized to provide the estimate in YOE dollars.

**Explain Funding Source:** The City's portion of the project will be 100% debt financed.

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

**County:** Sedgwick County **Limits:** Woodlawn, beginning at the north return of 37th Street and continuing through the intersection of 45th Street.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2019 | Local | $570,000 | $527,500 | $20,000 | $0 | $0 | $0 | $1,117,500 |
| 2020 | Local | $0 | $0 | $0 | $1,054,980 | $791,200 | $0 | $1,846,180 |
| 2020 | MPO-STP | $0 | $0 | $0 | $4,219,920 | $0 | $0 | $4,219,920 |
| | **2019-2022 TOTAL** | **$570,000** | **$527,500** | **$20,000** | **$5,274,900** | **$791,200** | **$0** | **$7,183,600** |
| | **2019-2022 + (Prior & Future Years) TOTAL** | **$570,000** | **$527,500** | **$20,000** | **$5,274,900** | **$791,200** | **$0** | **$7,183,600** |

# Completed Projects

TIP Listing — 6 PROJECTS LISTED — PRINTER FRIENDLY — EXPORT TO EXCEL

| WAMPO ID | TIP | PROJECT TITLE | LEAD AGENCY | TYPE | FED | STATE | LOC | 2019 | 2020 | 2021 | 2022 | 2023 | TOTAL YEAR | IMP | CAP | OP | UT | PE | ROW | CON | CE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R-13-004 | 19-00 | 143rd St. E.: Kellogg to Central (2016, 2017, 2018) - Completed | City of Wichita | Road - Other Road | $2,836,971 | $0 | $2,873,029 | $0 | $0 | $0 | $0 | $0 | $5,710,000 | $0 | $0 | $0 | $0 | $260,000 | $50,000 | $4,426,050 | $973,950 |
| R-14-002 | 19-00 | 37th St.: Oliver to Woodlawn (2015, 2016, 2017) - Completed | City of Wichita | Road - Other Road | $2,071,264 | $0 | $2,748,736 | $0 | $0 | $0 | $0 | $0 | $4,820,000 | $0 | $0 | $0 | $0 | $270,000 | $50,000 | $3,835,593 | $664,407 |
| R-11-015 | 19-00 | Pawnee: Hydraulic to I-135 (2015, 2016, 2017) - Completed | City of Wichita | Road - Other Road | $3,068,000 | $0 | $2,932,000 | $0 | $0 | $0 | $0 | $0 | $6,000,000 | $0 | $0 | $0 | $300,000 | $108,160 | $50,000 | $5,273,240 | $268,600 |
| TA-14-016 | 19-00 | 17th and 18th St. Bikeway - Completed | City of Wichita | Ped/Bike | $70,200 | $0 | $23,400 | $0 | $0 | $0 | $0 | $0 | $93,600 | $0 | $0 | $0 | $0 | $0 | $0 | $93,600 | $0 |
| ITS-15-003 | 19-00 | Wichita TMC Phase 4 (KA-3602-01) (2016, 2018) - Completed | KDOT | Technology | $0 | $1,014,000 | $0 | $0 | $0 | $0 | $0 | $0 | $1,014,000 | $0 | $0 | $0 | $0 | $180,000 | $0 | $770,000 | $64,000 |
| B-13-007 | 19-00 | Bridge Replacements on I-235 (KA-3109-01) (2013, 2015, 2016, 2018) - Completed | KDOT | Bridge - Highway | $0 | $25,768,378 | $0 | $0 | $0 | $0 | $0 | $0 | $25,768,378 | $0 | $0 | $0 | $360,000 | $2,000,000 | $0 | $21,775,236 | $1,633,142 |
| | | | | | $8,046,435 | $26,782,378 | $8,577,165 | $0 | $0 | $0 | $0 | $0 | $43,405,978 | $0 | $0 | $0 | $660,000 | $2,818,160 | $150,000 | $36,173,719 | $3,604,099 |

*ACCP is not part of the Total

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# Congestion Management Process

The WAMPO Congestion Management Process is based on three congestion-related performance measures laid out in MOVE 2040: measurement of delay across the system, measurement of travel time uncertainty at identified areas of concern, and measurement of travel time uncertainty across the system.

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

Since the adoption of MOVE 2040, WAMPO has worked to develop specific metrics to quantify each performance measure, to gather baseline data about the performance of the system using those metrics, and to identify recommended targets for each measure. These efforts are laid out below.

Photo Credit: Wichway.org

Photo Credit: Kansas.com

Photo Credit: Kansas.com

## Delay across the system

The measurement of delay across the system was selected as a congestion-related performance measure in MOVE 2040. Of the measures identified in MOVE 2040, delay across the system provides the best view of the performance of the entire system in a single measure.

This performance measure uses data from the WAMPO Travel Demand Model. Of the available data sources, the model provides the broadest view of the transportation system in the WAMPO region and, unlike other options, it allows future system performance to be forecast. The WAMPO Travel Demand Model uses the 4-step modeling process that has dominated travel models in small and medium-sized communities in the U.S. for several decades. It uses inputs such as roadway and transit networks, traffic counts, population data, and jobs data to assess current year and future year demand on the regional transportation system. The model uses a baseline year of 2010 and is set up to forecast out to 2040. More detail on the model can be found in MOVE 2040 Appendix 6.

The metric for this performance measure is the average delay per trip during the afternoon peak period (5-6pm). This is calculated by summing the total delay for all trips in the model and dividing by the number of trips. In the 2010 baseline year, the average delay was 26 seconds. In the 2040 forecast year the delay would be 45 seconds (if we build all of the projects included in MOVE 2040) or 49 seconds (if we only build the projects that were existing or committed to in the 2015 TIP). For reference, the average trip time is approximately 10 minutes, so during the afternoon peak period delay only accounts for about 5% of the travel time (rising to 7.5% in 2040).

To define the level of congestion considered acceptable in the region, WAMPO has adopted a target of 60 seconds for this metric. Because the current (and forecast) values for this metric are lower (better) than the target, this metric indicates that the WAMPO region does not have an unacceptable level of congestion at the system level.

### Delay across identified areas of concern

In order to add some geographic specificity to the congestion related performance measures, MOVE 2040 also selected measurement of delay across identified areas of concern as one of the measures. These "identified areas of concern" are the sites of potential bottlenecks. They are essentially the parts of the system where we would expect performance to be the worst.

This measure currently uses a set of bottlenecks identified in the WAMPO 2010 Freight Plan. WAMPO tentatively plans to update this list of bottlenecks as part of an update of the freight plan or a separate effort. The primary data source for this measure is the National Performance Management Research Data Set (NPMRDS). This is a dataset of average travel times on roadway segments, in 5 minute increments, covering the entire National Highway System. The data is gathered from cellphones and in-vehicle navigation systems by HERE Inc. under contract from FHWA and made available to MPOs and state DOTs. The baseline data used for the analysis below runs from February 2015 through January 2016.

The metric for this performance measure is the Travel Time Index within a half-mile of the bottleneck points identified in the 2010 Freight Plan. The Travel Time Index is the ratio of peak-hour travel time (5-6pm) to free flow travel time. A Travel Time Index of 2 would indicate that a bottleneck that normally takes one minute to traverse would take two minutes during the peak period. WAMPO has grouped the 13 bottlenecks from the 2010 Freight Plan into 3 categories: freeways, interchanges, and highways (the latter are on the non-freeway sections of Kellogg/US-54).

For the freeway bottlenecks the Travel Time Index ranges from 1.05-1.13. To define the acceptable level of congestion for this metric WAMPO has adopted a target of no more than 1.2 (roughly equivalent to 55 mph). For the interchange bottlenecks, the Travel Time Index ranges from 1.05-1.19. The adopted target is no more than 1.4 (equivalent to 45 mph). Changes to the NPMRDS have resulted in the removal of the non-freeway portions of Kellogg/US-54 from the dataset, so no data is currently available for the two highway bottlenecks.

Because the baseline values for this metric are lower (better) than the targets, this metric indicates that the WAMPO region does not have an unacceptable level of congestion, even in the areas where we would expect the worst system performance.

### Travel time uncertainty

MOVE 2040 also identified travel time uncertainty across the system as a performance measure related to congestion. Travel time uncertainty is driven by the difference between how the system performs on its worst days compared to normal conditions. The performance on these worst days plays a significant role in the public perception of the transportation system and its usefulness for moving freight.

This measure also uses NPMRDS data. See the Delay across identified areas of concern section, above, for a discussion of NPMRDS. The metric for travel time uncertainty is the Planning Time Index during the PM peak hour (5-6pm) on all freeway segments in the WAMPO region. The Planning Time Index is the ratio of the 95$^{th}$ percentile travel time during the peak period compared to the free flow travel time. The 95$^{th}$ percentile travel time is essentially the travel time on the worst weekday of the month. This makes the measure very sensitive to disruptions to the regular travel patterns, including weather events, accidents, and other special events. A Planning Time Index of 2 means that a trip that takes 10 minutes outside of rush hour would take 20 minutes on the worst weekday PM peak hour of the month.

For the time period from August 1, 2017 to July 31, 2018 (the most recent data available) the Planning Time Index for the WAMPO region's freeways is 1.40. This means on the worst day of the month congestion only adds about 4 minutes to the average 10 minute trip. WAMPO adopted a target Planning Time Index of no more than 1.75.

Because the baseline values for this metric are lower (better) than the target, this metric indicates that the WAMPO region does not have an unacceptable level of congestion, even during exceptional events like accidents, severe weather, etc.

## Conclusions

Based on these performance measures, their associated metrics, and proposed targets, the WAMPO region does not suffer from an unacceptable level of congestion. Accordingly, WAMPO is not proposing any congestion management strategies for implementation as part of this TIP.

# Financial Plan

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

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

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

## Available Revenue Sources

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

- **Federal Government Funding:** Funding programs that are made available through legislation passed by Congress and signed by the President. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation cabinet agency. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it was intended to be exclusively funded with federal motor fuel taxes. However, over the last several years, Congress has approved over $50 billion transfers from the General Fund to ensure the fund's solvency.

- **State of Kansas Funding:** Funding programs that are made available by the State of Kansas through approval by the State Legislature. These programs are usually administered by the Kansas Department of Transportation (KDOT). These include the State's Motor Fuel Tax Sharing Program (also known as the Special City County Highway Fund) and the state funding in the current State transportation program – T-WORKS. State provided sources in the T-WORKS program include state motor fuel taxes, vehicle registration and permits, bond proceeds, and state sales taxes.

- **Local Government Funding:** Funding made available by local governments, including counties and cities in the WAMPO region. These include local sales taxes, property taxes, general fund, special assessments, and special taxing districts.

- **Private/Non-Profit Funding:** Funding made available by private or non-profit organizations in the region for transportation.

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

## Federal Government Funding

Total projected federal revenues expected to be available for spending on the regional transportation system between FFY 2019 and FFY 2022 equal **$87.6 million**. The revenue projections used in this TIP are derived from the MOVE 2040 Financial Plan; these projections assume federal funding will remain flat in nominal dollars (based on 2015 funding levels) over the course of the MOVE 2040 planning horizon (2015-2040.).

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

Federal Highway Administration Programs

- **National Highway Performance Program (NHPP)** provides funding for preservation of existing highways and roads on the National Highway System (NHS) and for construction of new facilities on the NHS. In the WAMPO region, the NHS is composed of all Interstate and U.S. highways, state highways, and approximately 5 miles of the City of Wichita's arterial street network.

- **Surface Transportation Program (STP)** is the most flexible federal program available. It can be used to fund projects on any Federal-aid highway, road, bridge and tunnel projects on any public road, transit capital projects, and planning.

- **Highway Safety Improvement Program (HSIP)** provides funding for improvements intended to reduce traffic fatalities and injuries.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS). These areas are designated as non-attainment for a criteria pollutant. In states which do not have any areas that do not meet the NAAQS, CMAQ funding can be spent on any project eligible for STP funds. This is currently the case in the state of Kansas. If Wichita or other areas in Kansas end up violating the NAAQS, some of this money will need to be directed towards transportation projects aimed specifically at improving air quality.

- **Transportation Alternatives (TA):** funds are a subset of the STP program. TA funding is for non-highway and non-road projects including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation.

- **Highway Infrastructure Program (HIP):** funds are used to construct capital road and bridge projects.

- **Earmark:** funds are set aside by Congress for specific projects.

Federal Transit Administration Programs

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

- **Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** provides funding for transit services that are focused on serving the elderly and people with disabilities.

- **Bus and Bus Facilities Formula Grants (Section 5339):** provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

## Federal Program Awarding Agency

| Federal Program | Awarding Agency | | |
|---|---|---|---|
| | KDOT | WAMPO | Wichita Transit |
| NHPP | ✓ | | |
| STP | ✓ | ✓* | |
| HSIP | ✓ | | |
| CMAQ | ✓ | ✓** | |
| TA | ✓*** | ✓ | |
| HIP | ✓ | ✓ | |
| FTA Section 5307 | | | ✓ |
| FTA Section 5310 | | | ✓ |
| FTA Section 5339 | ✓ | | ✓ |

**80% of WAMPO's STP program is provided to WAMPO by Congressional legislation. The other 20% is made up of a portion of KDOT's STP program that it chooses to pass through to WAMPO.*
***KDOT chooses to pass through a portion of its CMAQ funding to WAMPO to award.*
****KDOT chooses to spend its TA funding in areas of that the state that are outside of the metro Wichita and Kansas City areas.*

## State of Kansas Funding

Total projected state revenues expected to be available for spending on the regional transportation system between FFY 2019 and FFY 2022 equal **$278 million**. The revenue projections used in this TIP are derived from the MOVE 2040 Financial Plan; these projections assume that state transportation funding will remain flat in nominal dollars over the course of the MOVE 2040 planning horizon (2015-2040.). The average per-year spending over the 10 year span of T-WORKS was used as a base for this long-term funding assumption, rather than the spending in the remaining years of the plan because T-WORKS spending in this region is somewhat back-loaded.

This funding is provided through two State programs – T-WORKS and the State's Motor Fuel Tax Program. State provided funding is typically used for both capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility and routine maintenance and operations of the system.

T-WORKS

The Kansas Legislature passed Transportation Works for Kansas (T-WORKS) in May, 2010. T-WORKS is a 10 year, $8 billion transportation program. Of the $8 billion total, approximately $4.2 billion will be spent on preservation of the state highway system, $1.8 billion on modernization and expansion of state highways, $1.6 billion on local roads, and $174 million on public transit, aviation, and railroads. T-WORKS will run through 2019. Since it was passed, the State Legislature has transferred tens of millions of dollars from this program to the State's general fund for other purposes.

Motor Fuel Tax Program (also known as the Special City County Highway Fund)

KDOT receives funding from state motor fuel taxes, motor carrier property taxes, motor vehicle registration fees, and a 4/10 cent sales tax. State statute calls for KDOT to transfer some of these funds to cities and counties through the Special City and County Highway Fund (SCCHF) to be used for construction, reconstruction, alteration, repair, and maintenance (including payment of bonds and associated interest) of the streets and highways in each city.

## Local Government Funding

Total projected local revenues from cities and counties in the WAMPO region are expected to be available for spending on the regional transportation system between FFY 2019 and FFY 2022 equal **$385 million**. The revenue projections used in this TIP are derived from the MOVE 2040 Financial Plan and are based on the following assumptions:

- General funds and personal property taxes will remain flat in nominal dollars (based on the average annual amount spent between 2009 and 2013) over the course of the MOVE 2040 planning horizon (2015-2040.).
- Revenue from the 1-cent transportation sales taxes in Sedgwick County will rise at 1% per year based on the actual growth trends observed during the period 2009 through 2013.
- Sales tax and developer impact fees in the cities of Andover and Haysville will rise at 2.5% to 3% per year based on the actual growth trends observed during the period 2009 through 2013.

Local governments fund transportation improvements through a wide mix of property taxes, sales and use taxes, and other local tax revenue. It is typically used for both capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility and routine maintenance and operations of the system.

## Financing Methods

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

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

- Credit: Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future.

- Advance Construction: This financing technique is used for many large scale, expensive, multi-year projects that are fully or partially funded with federal funds. It is a financing technique that allows state or local government to initiate a project using non-federal funds while preserving eligibility for future federal funds. In practice, it allows the sponsoring entity to start a project under the assumption that federal funding will be made available to reimburse the sponsoring agency in the future. Reimbursements in the future are planned to take place under either current federal legislation or some future out year after the current legislation is expired. Approximately $19 million of state and local government funding is being advanced during this TIP period.

### How were projected revenues determined?

Projected revenues were drawn from WAMPO's MOVE 2040 Long Range Transportation Plan Financial Plan. The MOVE 2040 Financial Plan divides total projected revenues into three time bands over the course of the Plan's 25 year planning horizon: 2015 – 2018, 2019 – 2025, and 2026 – 2040. In order to demonstrate financial consistency between this TIP and the MOVE 2040 Financial Plan, revenues across each funding source (federal, state, local, and private/nonprofit) in each time band were divided by the total number of years in that band. Then, four years of the 2019 – 2025 time band were added together to estimate the 2019 – 2022 revenue projection.

| MOVE 2040 Financial Plan Revenue Projections | | | | | |
|---|---|---|---|---|---|
| | 2015 - 2018 | 2019 - 2025 | 2026- 2040 | 2015 - 2040 | 2019 - 2022* |
| | MOVE 2040 Revenue Projection* | MOVE 2040 Revenue Projection* | MOVE 2040 Revenue Projection* | MOVE 2040 Revenue Projection* | MOVE 2040 Based Revenue Projection* |
| Federal | $110,754,247 | $153,329,862 | $328,563,990 | $592,648,099 | **$87,617,064** |
| State | $434,000,000 | $486,878,000 | $1,043,310,000 | $1,964,188,000 | **$278,216,000** |
| Local | $366,794,624 | $674,896,970 | $1,542,128,090 | $2,583,819,684 | **$385,655,411** |
| Private/Non Profit | $144,000,000 | $252,000,000 | $540,000,000 | $936,000,000 | **$144,000,000** |
| Total | **$1,055,548,871** | **$1,567,104,832** | **$3,454,002,080** | **$6,076,655,783** | **$895,488,475** |

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

## Costs

What types of costs are accounted for in the TIP? The TIP includes two broad categories of costs: costs to adequately operate and maintain the federal aid transportation system in this region and costs associated with programmed projects. For this TIP period, these costs total **$421 million.**

| Estimated Expenditures* on the Regional Transportation System | | | | | |
|---|---|---|---|---|---|
| | 2019 | 2020 | 2021 | 2022 | 2019 - 2020 |
| System Operations and Maintenance | $44,071,036 | $45,833,877 | $47,667,232 | $49,573,922 | **$187,146,067** |
| Projects Programmed in the TIP | $153,668,427 | $37,704,784 | $23,305,382 | $19,653,928 | **$234,332,521** |
| Total | **$197,739,463** | **$83,538,661** | **$70,972,614** | **$69,227,850** | **$421,478,588** |

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

## System Operations and Maintenance

How much is it projected to cost to adequately maintain the federal aid transportation system in this region over the course of this TIP? **$187 million.** This amount is the projected year of expenditure cost that cities, counties, and the State will spend in aggregate maintaining and operating the federal aid transportation system in the region over the course of this TIP. The federal aid transportation system in this region includes all the interstates, state highways, most of the major roads, and Wichita Transit's operations.

These projections were calculated by applying a 4% annual inflation rate to the 2015 estimate of operations and maintenance expenditures for the portion of the federal aid transportation system that is contained within each jurisdiction per jurisdiction and calculating the sum total per TIP year (e.g., 2019 – 2022). Depending on the accounting method used by each jurisdiction, the 2015 estimate was either a 5-year average from the previous five years or the self-reported actual expenditure amount.

### System Level Operations and Maintenance Cost Breakdown

| | Actual Expenditures 2015 | Projected Expenditures* 2019 | Projected Expenditures* 2020 | Projected Expenditures* 2021 | Projected Expenditures* 2022 | Projected Expenditures* 2019 - 2022 |
|---|---|---|---|---|---|---|
| Interstates & State Highways | $3,511,529 | $4,101,915 | $4,265,992 | $4,436,632 | $4,614,097 | **$17,418,636** |
| Arterials & Collectors that are on the Federal Aid System | $21,541,092 | $25,162,752 | $26,169,262 | $27,216,033 | $28,304,674 | **$106,852,722** |
| Public Transit System** | $12,675,296 | $14,806,368 | $15,398,623 | $16,014,568 | $16,655,151 | **$62,874,709** |
| Total O & M Costs | **$37,727,917** | **$44,071,036** | **$45,833,877** | **$47,667,232** | **$49,573,922** | **$187,146,067** |

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

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

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

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

## How do we know this is enough to adequately maintain the federal aid transportation system?

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

### Projects Programmed in the TIP

A total of **$234 million** of projects is programmed in the TIP over the four year TIP period. Because it's important to use the most accurate estimates for the cost of these projects based on the year that the project costs will actually be expended, each project sponsor took future inflation into account when developing their cost estimates. Most costs are inflated 4% annually to be consistent with the cost estimates that were developed for MOVE 2040, however, some project sponsors chose to use the Producer Price Index derived cost or costs of recent bids. Since the project sponsor is financially contributing to the project, they have a vested interest in

ensuring the cost estimate is reasonable. The costs shown for the projects are called, Year of Expenditure (YOE) costs meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred.

| Year | TIP Years |
|---|---|
| 2019 | $153,668,427 |
| 2020 | $37,704,784 |
| 2021 | $23,305,382 |
| 2022 | $19,653,928 |
| **Total** | **$234,332,521** |

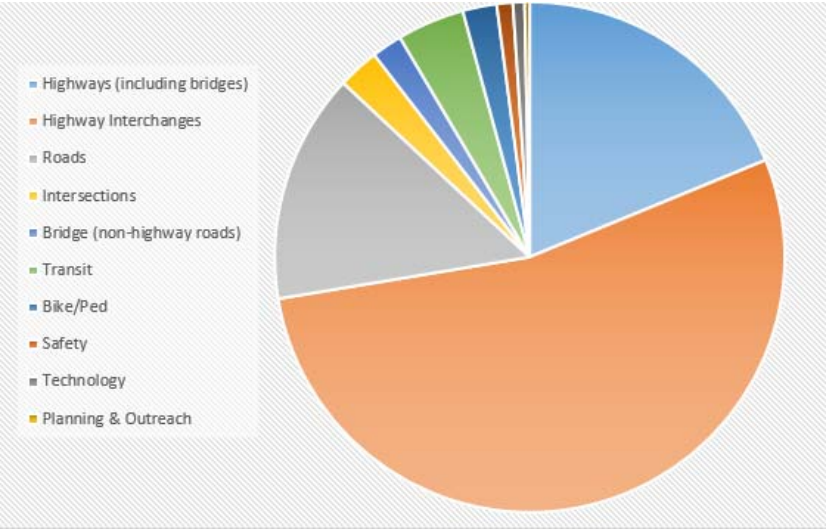
*The first year of the TIP generally has the most funding programmed, with each subsequent year programmed less than the year before.*

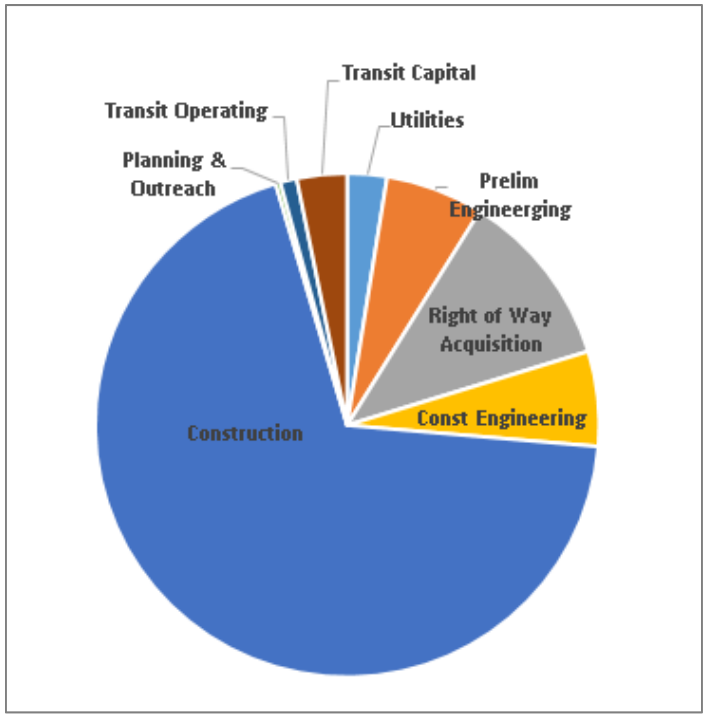
Although this TIP covers four years, many of the projects in the TIP have financial activity in previous years or projected for future years. For example, preliminary engineering and its associated costs may be incurred during this TIP period (e.g., FFY 2019 – 2022), however, construction isn't scheduled until the year after this TIP period ends (e.g,. FFY 2023). In other cases, the project is complete with construction, however the sponsoring agency is waiting on future year federal funds to convert. After accounting for all of the costs (both previously incurred and projected in the future), this TIP includes a total of **$832 million** in project costs, with $234 million expected during this TIP cycle (FFY 2019 – 2022). Below are some tables showing the breakdown of projects in the TIP.

## Projects by Type

| Project Type | Total TIP Commitment | % of Total |
|---|---|---|
| Highways (including bridges) | $156,546,062 | 18.8% |
| Highway Interchanges | $446,314,022 | 53.6% |
| Roads | $121,289,881 | 14.6% |
| Intersections | $21,785,760 | 2.6% |
| Bridge (non-highway roads) | $16,127,454 | 1.9% |
| Transit | $35,549,277 | 4.3% |
| Bike/Ped | $17,977,891 | 2.2% |
| Safety | $8,476,445 | 1.0% |
| Technology | $6,146,592 | 0.7% |
| Planning & Outreach | $2,639,081 | 0.3% |
| **Total** | **$832,852,465** | |

*Construction work at highway interchanges along US-54/400/Kellogg at Webb, Greenwich, and I-235 account for the largest share of committee costs ($446 million).*






## Projects by Work Phase

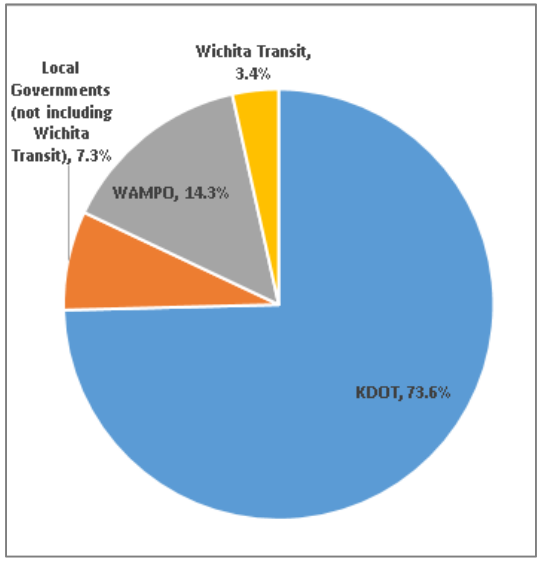
*Construction costs and right of way acquisition costs are the most expensive work phases.*

| Project Development Phase | Total TIP Commitment | % of Total |
|---|---|---|
| Utilities | $21,176,442 | 2.1% |
| Prelim Engineerging | $52,295,427 | 5.1% |
| Right of Way Acquisition | $95,298,219 | 9.3% |
| Const Engineering | $50,643,503 | 5.0% |
| Construction | $575,250,516 | 56.4% |
| Planning & Outreach | $2,639,081 | 0.3% |
| Transit Operating | $8,795,240 | 0.9% |
| Transit Capital | $26,754,037 | 2.6% |
| **Total** | **$832,852,465** | |

## Projects by Awarding Entity

*KDOT awards the most dollars in the region, by far.*

| Awarding Agency | Total TIP Commitment | % of Total |
|---|---|---|
| KDOT | $612,917,529 | 73.6% |
| (not including Wichita Transit) | $61,125,000 | 7.3% |
| WAMPO | $119,177,499 | 14.3% |
| Wichita Transit | $28,474,750 | 3.4% |
| Partnership | $11,157,687 | 1.3% |
| **Total** | **$832,852,465** | |



## Is the TIP Fiscally Constrained?

**Yes.** After accounting for the total projected revenues reasonably expected to be available for spending on the programmed projects between FFY 2019 and FFY 2022 ($243 million), there is a balance of $840,000 over the course of the TIP period after accounting for all of the programmed projects. The table below shows the dollar totals by funding program, revenues available, total programmed, and the balance by year and for the total TIP period.

| Fiscal Constraint Analysis Using TIP Programmed Revenues | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2019 | | | 2020 | | | 2021 | | | 2022 | | | 2019 - 2022 | | |
| PROGRAM DESCRIPTION | Prior to 2019 | Revenues | Programmed | Balance | Revenues | Programmed | Balance | Revenues | Programmed | Balance | Revenues | Programmed | Balance | Revenues | Programmed | Balance |
| EARMARK | $220,839 | $759,161 | $759,161 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $759,161 | $759,161 | $0 |
| FTA 5307 | $0 | $5,600,000 | $5,600,000 | $0 | $5,600,000 | $5,600,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $11,200,000 | $11,200,000 | $0 |
| FTA 5310 | $781,384 | $791,563 | $791,563 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $791,563 | $791,563 | $0 |
| FTA 5339 | $9,347,754 | $700,000 | $700,000 | $0 | $700,000 | $700,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,400,000 | $1,400,000 | $0 |
| HIP | $0 | $0 | $0 | $0 | $1,669,726 | $1,669,726 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,669,726 | $1,669,726 | $0 |
| HSIP | $4,350,000 | $1,500,000 | $1,500,000 | $0 | $1,500,000 | $1,500,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $3,000,000 | $3,000,000 | $0 |
| MPO-CMAQ | $4,950,162 | $2,000,000 | $2,000,000 | $0 | $2,000,000 | $1,973,043 | $26,957 | $2,000,000 | $2,000,000 | $0 | $2,000,000 | $1,659,275 | $340,725 | $8,000,000 | $7,632,318 | $367,682 |
| MPO-STP | $26,651,969 | $9,170,000 | $9,169,463 | $537 | $9,170,000 | $9,170,000 | $0 | $9,170,000 | $9,170,000 | $0 | $9,170,000 | $8,696,979 | $473,021 | $36,680,000 | $36,206,442 | $473,558 |
| MPO-TA | $2,804,017 | $725,000 | $725,000 | $0 | $725,000 | $725,000 | $0 | $725,000 | $725,000 | $0 | $725,000 | $725,000 | $0 | $2,900,000 | $2,900,000 | $0 |
| NHPP | $123,961,014 | $87,716,259 | $87,716,259 | $0 | $3,640,000 | $3,640,000 | $0 | $11,080,000 | $11,080,000 | $0 | $0 | $0 | $0 | $102,436,259 | $102,436,259 | $0 |
| Fed SUBTOTAL | **$173,067,139** | **$108,961,983** | **$108,961,446** | **$537** | **$25,004,726** | **$24,977,769** | **$26,957** | **$22,975,000** | **$22,975,000** | **$0** | **$11,895,000** | **$11,081,254** | **$813,746** | **$168,836,709** | **$167,995,469** | **$841,240** |
| Local | $149,619,412 | $26,646,841 | $26,646,841 | $0 | $11,562,733 | $11,562,733 | $0 | $13,412,169 | $13,412,169 | $0 | $10,211,522 | $10,211,522 | $0 | $61,833,265 | $61,833,265 | $0 |
| Local SUBTOTAL | **$149,619,412** | **$26,646,841** | **$26,646,841** | **$0** | **$11,562,733** | **$11,562,733** | **$0** | **$13,412,169** | **$13,412,169** | **$0** | **$10,211,522** | **$10,211,522** | **$0** | **$61,833,265** | **$61,833,265** | **$0** |
| State | $150,321,341 | $10,132,976 | $10,132,976 | $0 | $2,720,000 | $2,720,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $12,852,976 | $12,852,976 | $0 |
| State SUBTOTAL | **$150,321,341** | **$10,132,976** | **$10,132,976** | **$0** | **$2,720,000** | **$2,720,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$12,852,976** | **$12,852,976** | **$0** |
| TOTAL | **$473,007,892** | **$145,741,800** | **$145,741,263** | **$537** | **$39,287,459** | **$39,260,502** | **$26,957** | **$36,387,169** | **$36,387,169** | **$0** | **$22,106,522** | **$21,292,776** | **$813,746** | **$243,522,950** | **$242,681,710** | **$841,240** |

## Is there enough federal, state, local, and private/non-profit revenues that are reasonably expected to be available over the course of the TIP Plan (2019 – 2022) to pay for the projects in the TIP in total **AND** adequately maintain and operate the federal aid transportation system in this region?

**Yes.** After accounting for the total projected revenues reasonably expected to be available for spending on the regional transportation system between FFY 2019 and FFY 2022 ($895 million) and the amount estimated to be spent to adequately maintain the system ($187 million), the amount available for programming in the TIP equals $708 million, which is approximately $474 million greater than the total amount programmed in this TIP.

| Fiscal Constraint Analysis Using MOVE 2040 Revenue Projections | |
|---|---|
| Years: 2019 - 2022 | |
| MOVE 2040 Based Revenue Projection | **$895,488,475** |
| Federal | $87,617,064 |
| State | $278,216,000 |
| Local | $385,655,411 |
| Private / Non Profit | $144,000,000 |
| | |
| <Estimated Expenses for System Operations and Maintenance> | **<$187,146,067>** |
| | |
| Total Amount Projected to be Available for Programming | **$708,342,408** |
| | |
| Total Programmed | **$234,332,521** |
| | |

It is likely this gap between projected revenues and planned projects is due to two factors. One, the revenue projections include revenues set aside for non-regionally significant projects that aren't routine operations and maintenance projects. This is because the accounting systems for most local governments' revenue projections do not separate out the revenues and expenditures based on the road classification type (e.g., federal aid or local). Therefore, the data from the local government is not as granulated as this analysis would ideally require. Two, the state and local governments not submitting projects or project phases to WAMPO to include in the TIP, either because they are not yet internally authorized or the project is not yet sufficiently scoped out yet.

# Communication Plan

## June

Public Review and Comment announcement via the public distribution list for Candidate Projects for WAMPO Funding.

Annoucement was comprised of an email blast containing interactive information linking further detail on the TIP, MTP and the WAMPO public meeting calendar.

The Annoucemnent also included TIP related background, helpful info, and notable dates associated with opportunities for public review and comment

## July

Public review and comment is officially open for Candidate Projects for WAMPO funding.

Public review and comment annoucement is made via news release (webpage), WAMPO quarterly newsletter and through social media platforms (Twitter & Facebook).

## September

The September TAC meeting is designated as the first public meeting where the public and stakeholders can be updated and engage in discussion.

The proposed TIP is posted on the WAMPO website at www.wampo.org.

A public review and comment reminder will be sent via the public distribution list.

## October

The October TPB meeting is a designated as the final public meeting where the public and stakeholders can be updated and engaged in discussion surrounding the TIP.

The opportunity for public review and comment is set to close by the end of business October 5th

# Outreach and Environmental Justice

WAMPO conducts significant Public Participation activities and Environmental Justice analysis as part of the MTP/TIP process.

For information about Public Participation plans and activities, please see our website at http://www.wampo.org/Pages/default.aspx and click "Get Involved".

An environmental justice analysis of all of the projects in MOVE 2040 was completed as part of the needs assessment phase of MOVE 2040. The projects were categorized as either preservation, modernization, or expansion type projects, and the analysis assessed the benefits and burdens of the planned projects on minority and low income population groups. Analysis of the project distribution by category in identified environmental justice (EJ) areas showed that they contained a larger share of the preservation and modernization categories when compared to the expansion project category. This difference was largely attributed to the geographic locations of the identified EJ areas, which tended to lie in older more developed sections of the region where expansion projects are less appropriate. Additionally, the percentage of the population living in EJ areas is not equal to the percentage of investments in the preservation and modernization categories. It is important to note that this indicator alone is not predictive of a potential EJ concern. In some cases increased investment has resulted in unintended consequences or EJ concerns for the area. It is the policy of this organization to use all indicators to enhance the information collected from other sources (including most importantly public involvement activities) in determining whether or not there is an EJ concern. Based on this examination there did not appear to be an EJ concern. For information about Environmental Justice, please see our Metropolitan Transportation Plan, also on our website. Just click "Our Work" then "MOVE 2040"

# TIP Amendments

The 2019 TIP will be amended regularly three times per year, although special amendments may occur when deemed necessary by the TPB or WAMPO director. The TIP amendment process is similar to the TIP development and approval process. First, a Request for Amendments application period is opened. The Request for Amendments application period allows project sponsors to submit applications for changes to existing projects in the TIP or to request the addition of new non-competitive projects.

All TIP amendments must maintain fiscal constraint. If a project sponsor is applying for a new project or significant cost increase to an existing project, the funding source must be identified.

There are two types of changes that may be made to the TIP: amendments and administrative adjustments.

Amendments – A TIP amendment is necessary when one or more of the following will occur:

- A change to the design or scope of a project
- Addition or removal of a funding source or change in amount greater than 25% of the total project cost
    - If funds from WAMPO funding programs are involved, the funds must be available, and the TIP must maintain fiscal constraint; only a project which has not yet been obligated may receive increased federal funds
- Addition or remove of a project from the TIP; fiscal constraint must be maintained

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

- Approve the amendment as proposed
- Make changes to the amendment as deemed appropriate
- Table the item for further discussion
- Not approve the amendment
- Request further TAC review before taking action

Before TPB action on any amendment, a public review and comment period will be held. Guidelines for public review and comment may be found in the WAMPO Public Participation Plan (http://www.wampo.org/Involved/Pages/PPP.aspx).

Administrative Adjustments – this is for changes to the TIP that do not reach any of the thresholds for an amendment. These changes

may include:

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

Administrative adjustments will be reflected in the TIP once a new amendment is processed. If an amendment period is opened and all of the changes requested qualify as administrative adjustments, TAC recommendation and TPB action will not be sought. WAMPO staff reviews all requested changes to determine whether they are eligible to proceed.

After the TPB approves a new TIP, WAMPO submits a letter to KDOT requesting inclusion of the new TIP into the STIP by reference. KDOT then processes an amendment to the STIP and request USDOT approval of the STIP amendment. Once USDOT approves the STIP amendment, KDOT and WAMPO are notified.

# Looking Forward

## Air Quality

National Ambient Air Quality Standards (NAAQS) are set by the federal government for six pollutants, and air quality is measured across the county to determine whether or not the NAAQS have been exceeded. The WAMPO region is currently in **attainment** status because the air quality in the region does not violate the standards for any of the regulated pollutants. It is reasonable and foreseeable that the WAMPO region could be designated as a **non-attainment** area in the near future. If it happens, his will require significant investment in monitoring the impacts of transportation investment choices on air quality and place added constraints on how funds from certain federal programs may be used.

**Attainment:**

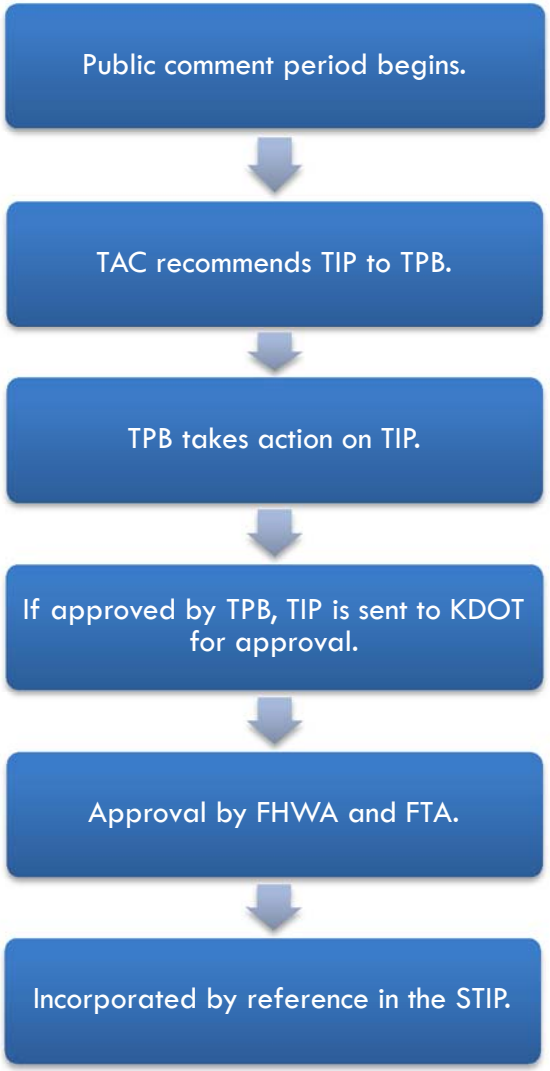
Means that the air quality in the region meets the National Ambient Air Quality Standards for a specific air pollutant such as ground level ozone.

## Non-WAMPO Funded Projects

WAMPO traditionally has not collected detailed information about projects not funded with WAMPO competitive funds. For this TIP, a much greater level of information was collected, and a thorough check for consistency with the MTP was conducted for all projects. The next TIP will extend this process further, incorporating more evaluation and analysis of these non-WAMPO funded projects, as well. In this way, WAMPO will provide a forum for guiding the regional transportation system as a whole. One way we will accomplish this will be to pursue more active participation by regional partners in the MTP process, giving them greater input into setting goals and priorities, We will move toward aligning all federally funded and regionally significant projects with MTP performance targets, and the TIP will be a product of that alignment.

## Project Development

Between the development of this TIP and the next, WAMPO hopes to begin providing additional support to project sponsors as they move through the project development process. Although most project sponsors have some experience with this process, there are certain new laws and policies at the state and federal level that have repeatedly caused delays in project development. We hope to target new guidance at these recurring difficulties and provide it to project sponsors early in the development process. We also hope to help streamline communications between WAMPO, KDOT, and project sponsors, establishing communication standards and policies.




# TIP Approval Process

Public involvement opportunities begin prior to any recommendation of the TIP, and public comments are reported to the TAC and TPB before any action is requested. The TAC receives the draft TIP and is asked to recommend it to the TPB, with the same options outlined in the "TIP Amendments" chapter, above. The TPB receives the draft document along with the TAC's recommendation and is asked to approve the TIP, also with the same options they have for an amendment. Both bodies first receive the draft document at the meeting prior to the request for action so that there will be adequate time for consideration.

After the TPB approves the TIP, it is then submitted to the Kansas Secretary of Transportation (as the official representative of the Governor) for approval to amend into the Statewide Transportation Improvement Program (STIP) by reference. The Kansas Secretary of Transportation is charged with requesting FHWA and FTA approval of any amendments to the STIP. Each agency charged with approving the TIP or STIP verifies that the TIP is consistent with WAMPO's MTP. Once the TIP is incorporated into the STIP, WAMPO and KDOT are notified. At this point, the projects listed in the TIP are considered "agreed to," and no further project selection process will be required for project implementation.

## Appendix A: List of Acronyms and Abbreviations

| | |
|---|---|
| **ADA** | Americans with Disabilities Act of 1990 |
| **AQ** | Air Quality |
| **AQITF** | Air Quality Improvement Task Force |
| **ATMS** | Advanced Transportation Management System |
| **BR** | Bridge |
| **CAA** | Clean Air Act Amendments of 1990 |
| **CE** | Construction Engineering |
| **CFR** | Code of Federal Regulations |
| **CIP** | Capital Improvement Program |
| **CMAQ** | Congestion Mitigation and Air Quality |
| **CMP** | Congestion Management Process |
| **Co.** | County |
| **Const.** | Construction |
| **HOV** | High Occupancy Vehicle |
| **HPP** | Congressional High Priority Project |
| **HRRRP** | High Risk Rural Road Program |
| **HSIP** | Highway Safety Improvement Program |
| **ITS** | Intelligent Transportation System |
| **JARC** | Job Access & Reverse Commute |
| **KDOT** | Kansas Department of Transportation |
| **KTA** | Kansas Turnpike Authority |
| **LOS** | Level of Service |
| **MAP-21** | Moving Ahead for Progress in the 21st Century Act |
| **MPO** | Metropolitan Planning Organization |
| **MPO-CMAQ** | MPO Congestion Mitigation and Air Quality funds |
| **MPO-STP** | MPO Surface Transportation Program funds |

| | |
|---|---|
| **Co-BR** | County Bridge funds |
| **Co-STP** | County Surface Transportation Program funds |
| **EPA** | Environmental Protection Agency |
| **FFY** | Federal Fiscal Year |
| **FHWA** | Federal Highway Administration |
| **FTA** | Federal Transit Administration |
| **GIS** | Geographic Information Systems |
| **ppm** | Parts Per Million |
| **PPP** | Public Participation Plan |
| **PSC** | Project Selection Criteria |
| **ROW** | Right-of-Way |
| **RPSP** | Regional Pathway System Plan |
| **RRCP** | Railroad Crossing Plan |
| **SAFETEA-LU** | Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users |
| **MPO-TA** | MPO Transportation Alternatives program funds |
| **MSA** | Metropolitan Statistical Area |
| **MTP 2035** | Metropolitan Transportation Plan 2035 |
| **NAAQS** | National Ambient Air Quality Standards |
| **NEPA** | National Environmental Policy Act of 1970 |
| **NHS** | National Highway System |
| **PAC** | Project Advisory Committee |
| **TMA** | Transportation Management Area |
| **TPB** | Transportation Policy Body |
| **UPWP** | Unified Planning Work Program |
| **USC** | United States Code |
| **TDM** | Travel Demand Model |
| **USDOT** | United States Department of Transportation |
| **VMT** | Vehicle Miles Traveled |

| | |
|---|---|
| **SCAC** | Sedgwick County Association of Cities |
| **FTA Section 5307** | FTA — Capital and Operating |
| **FTA Section 5309** | FTA — Fixed Guideway Modernization |
| **FTA Section 5310** | FTA — Elderly and Disabled |
| **FTA Section 5311** | FTA — Rural Capital and Operating |
| **FTA Section 5316** | FTA — Job Access & Reverse Commute (JARC) |
| **FTA Section 5317** | FTA — New Freedom |
| **SIP** | State Implementation Plan |
| **SRTS** | Safe Routes to Schools |
| **STIP** | Statewide Transportation Improvement Program |
| **V/C Ratio** | Volume over Capacity Ratio |
| **WAMPO** | Wichita Area Metropolitan Planning Organization |
| **WT** | Wichita Transit |
| **STP** | Surface Transportation Program |
| **TAC** | Technical Advisory Committee |
| **TA** | Transportation Alternatives |
| **TIP** | Transportation Improvement Program |

## Appendix B: Self Certification

Concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the Wichita Area Metropolitan Planning Organization (WAMPO) and the Kansas Department of Transportation (KDOT) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 20 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title IV of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises (DBE) in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 27, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Dan Woydziak, WAMPO Transportation Policy Body Chairperson — Date: 10/9/18

Cory Davis, KDOT Comprehensive Transportation Planning Manager — Date: 9/26/18

# Appendix C: Public Comments

*Public Review and Comment Results*

# Candidate Projects

## Outreach:

- Survey Information released to the public via the WAMPO Engagement Hub
  - Electronic surveys by project: released 6/26/18
  - Target: 735 person distribution list
  - 205 people opened notice
  - The map to the right highlights the geographic location of some of the survey *respondents.

**Includes Coordinated Plan responses*

- Partner Consultation Notice: 7/5/18
  - EPA (Region 7)
  - Sedgwick County Emergency Management
  - US Army Corps of Engineers
  - KDHE
  - MAPD
  - US Fish & Wildlife Service.

## Results:

- Number of comments received: 192
- Projects generating the most attention:
  - Meridian Pedestrian Bridge over Big Ditch: 42% of comments
  - Oliver and Kechi Road Intersection in Kechi: 27%
  - North Main Street Reconstruction in Haysville: 21%

## Findings:

The below summary gives a short overview of the comments and/or themes found within the survey comments. For further detail please review the attached results report.

City of Andover 159th Street Upgrade to Arterial Standards

- Number of Comments: 3
- Comment Themes/Summary: All respondents were generally supportive of this project. The majority also expressed interest in active transportation investment.

City of Andover Bike/Ped Path along Andover Road

- Number of Comments: 3
- Comment Themes/Summary: All comments were supportive. One respondent suggested that a phase 2 option should be to redesign Andover in order to give all modes space to travel.

City of Haysville North Main Street Reconstruction

- Number of Comments: 41
- Comment Themes/Summary: 40 out of 41 respondents supported this project. Themes associated with comments fell in 4 major areas. Please note the following number do not reflect individual comments, but rather the number of times the themes appeared within the comments:
    - 17 Flooding
    - 14 Active Transportation
    - 12 Maintenance & Repair
    - 7 Safety

City of Kechi Intersection at Oliver and Kechi Road

- Number of Comments: 52
- Comment Themes/Summary: Some concern expressed about potential negative impacts like gentrification and adversity to the Playhouse. Themes associated with comments fell in 3 major areas. Please note the following number do not reflect individual comments, but rather the number of times the themes appeared within the comments:
    - 54 Active Transportation
    - 15 Safety
    - 5 Students/Children

City of Park City: 61st Street North Lane, intersection and bike/ped pathways (Broadway to the Wichita Valley Center Floodway bridge)

- Number of Comments: 7
- Comment Themes/Summary: The majority of the comments were supportive of the project. Many requested and/or supported active transportation elements. One requested public transit considerations.

Sedgwick County Pedestrian Bridge on Meridian over the Big Ditch

- Number of Comments: 81
- Comment Themes/Summary: 79 out of 81 respondents were supportive. Themes associated with comments fell in 3 major areas. Please note the following number do not reflect individual comments, but rather the number of times the themes appeared within the comments:
    - 135 Active Transportation
    - 55 Safety
    - 45 Students/Children

City of Valley Center Reconstruct/Pave Meridian from Ford to Seward (69th St N)

- Number of Comments: 1
- Comment Themes/Summary: Neutral comment. Respondent requested how this project will support future transit systems.

WAMPO Planning Assistance

- Number of Comments: 0
- Comment Themes/Summary: N/A

City of Wichita Reconstruct Pawnee from Webb to Greenwich

- Number of Comments: 2
- Comment Themes/Summary: Mixed reviews. 1 respondent was not supportive of this project as is and suggested considerations related to future maintenance, safety, and active transportation. The other respondent was supportive and felt that it addressed safety concerns.

Wichita Transit Paratransit Van Replacements

- Number of Comments: 2
- Comment Themes/Summary: Both respondents were supportive of this project. One stated that a bigger priority would be the expansion of services and accessibility.

**Survey results reports by project may be found on the following pages.**

# Andover - 159th Street East

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 26 | 3 | 0 | 3 |

Please share any thoughts, comments or feedback you have related to the Andover project 159th Street.

3 Comments

I would be interested to see if the proposed implementation suggests giving cyclists their own designated space. If the 10 foot path to the side is intended as THE space for cyclists, then it will likely lead to conflicts for everyone involved. As a cyclist, if my only options are the street and a side path that is designed only as a 10 foot sidewalk, I will continue to use the street instead. So that I am not a problem for pedestrians, and to avoid the 4 way intersection at every curb cut.

Also would suggest not designing the traffic lanes to highway specs. 11 foot lanes would most likely be preferable to 14 foot+.

7 days ago Agree

Needed!

one month ago Agree

**Brian Lindebak** This project has been needed for a long time. I hope to seed cyclist needs integrating into the project.

one month ago Agree

# Andover - Bicycle/Pedestrian Path

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 37 | 3 | 0 | 3 |

## Please share any thoughts, comments or feedback you have related to the City of Andover Bicycle and Pedestrian project

3 Comments

**Brian Lindebak** Looking forward to seeing this much-needed improvement completed.
one month ago
1 Agree

**Clayton Pearson** Excellent start to a much needed redesign of Andover Road from Harry to 21st street.

Would suggest a phase 2 could be a redesign Andover Road itself in order to give cars, pedestrians, AND cyclists their own designated road space. In particular, suggest studying if the extra space in the 5 lanes could be reconfigured to provide a pair of bike lanes. Particularly space from the two outside lanes and center turn lane.
7 days ago
Agree

**Kim** Excited to have the final portion completed! I like to ride with friends from Wichita to Andover and have started seeing a lot more residents out walking and riding along this area.
13 days ago
Agree

# Haysville - Main Street

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 175 | 34 | 0 | 41 |

## Please share any thoughts, comments or feedback you have related to the City of Haysville project

41 Comments

**Debbie Coleman** WAMPO, please give consideration to the north Main St. reconstruction in Haysville. Main St. is a much used artery in and out of town and gives access to Haysville's neighborhoods and businesses. When we experience heavy rain Main St. fills with water impeding traffic flow. We have a large youth and senior citizen population that utilizes both Main St. and the sidewalk on the east side. It would be wonderful to also have a sidewalk on the west side of Main St. to allow citizens easy access to the businesses and neighborhoods. We are a growing community and proud of our little town. This project would enable us to continue on our path to greatness! Thank you.
22 days ago 2 Agree

**K Baldridge** I think this is such a great idea! With the growing number of people that are using public transit and walking/biking in the area, this will be a safe way for people to get around.
23 days ago 2 Agree

**Cathy Y. Hurley** Businesses and the population are growing. This is one of the main arteries into town. The flooding cuts the lanes down to one lane each way. It makes it difficult for traffic, especially during rush hour.
23 days ago 2 Agree

**Lori Coykendall** This is a much needed project in an area that has been an issue for many years. This project is extremely important for the safety of residents and for proper drainage to prevent increased flooding and water damage. Having the fire station downtown has been wonderful. That alone has resulted in a great deal of additional "heavy weight " traffic, which the road is not able to handle in the current condition. In addition, the walkway is vital in protecting residents who are on foot or bike, as well as for wheelchair accessibility. Thank you for your attention to this much needed project!
23 days ago 2 Agree

I moved to Haysville 21 years ago and N Main Street has continuously flooded during moderate to heavy rainfall. This has reduced traffic lanes to two every time. The pot holes have been increasing and I know the City has tried to keep up with slurry seals but, it seems that this has reached a point where it is no longer effective.
23 days ago 2 Agree

The continued growth and increased traffic has had a burden on the road.
23 days ago 2 Agree

**Loretta Scott** WAMPO, please consider making these improvements to Main St in Haysville, it's a busy and important road, very heavily used.
22 days ago 1 Agree

**Loretta Scott** WAMPO. Please consider making these improvements to Main St in Haysville. It's a heavily used and important road in our community.
22 days ago 1 Agree

**Dan Benner** Please consider funding this improvement and maintenance project for North Main Street in Haysville.
22 days ago 1 Agree

**Brandyn Ritthaler** Money well spent, if we can get these roads fixed!
22 days ago 1 Agree

The infrastructure of this street is deteriorating. Without the proper drainage, it is only going to deteriorate more.
22 days ago 1 Agree

**Shirley mccutchen** This is badly needed! We are a growing city, with a lot of youth and elderly. We want to keep them safe as possible.
22 days ago 1 Agree

**WM** Much needed!!
22 days ago 1 Agree

**Janet Parton** This is a much needed project that would improve the road and improve drainage.
22 days ago 1 Agree

**Thomas Gallegos** As we continue to grow here in Haysville, the improvements of N. Main St. are imperative to helping us move forward. The nicer the city looks the more people will want to live and open businesses here.
22 days ago 1 Agree

I'm all for any improvements for this small town.
22 days ago 1 Agree

**Lynette Brown** This is a project that will improve the main north south street in Hays vile.
22 days ago 1 Agree

This will be a big improvement
3 days ago Agree

OK Go for it!!
3 days ago Agree

Great idea needed!
3 days ago Agree

Great idea!
3 days ago Agree

It does flood if we ever get any rain.
3 days ago Agree

**Michelle Price** Thank you for reviewing the Haysville Main Street project. Our Main St. is thriving with new businesses and, as you've read in earlier comments, a new fire station. We have flooding issues that impact all of us in this community and complicates traffic for emergency vehicles. We are proud of our town and all are working hard to make it a safe, convenient place to live. Please consider Haysville Main St. project as the first choice.
4 days ago Agree

**Everett Price** Dear WAMPO
Please consider Haysville a canadate for this new proposed construction project. The flooding on Main St. is an problematic issue. With our new fire station in place, Main street would benefit from the new construction due to the use of our heavy fire trucks. Our community is becoming bicycle friendly and could benefit from this project. We currently have bike and walk access to the south side of the floodway bridge. The proposed construction would help connect our community and make it safer for those on bicycles and walking to businesses and other functions. Thank you so much for your consideration in our community.
4 days ago Agree

**Not necessary at this time- no pedestrians** It's always nice to have "new" roadways, but how many people walk across this bridge to warrant a side walk on the west side of the bridge. Heading north to 63rd- no one is repairing the "cracks" across Seneca/main currently. If proper maintenance can not be provided why add more projects? Very few people walk on the bridge.
10 days ago Agree

**Boyd & Vivi-Ann Hiveley** Yes my husband and I agree that this project would be advantageous and create less of a problem area with water if the drainage issue is taken care of. Also the sidewalk would be a great addition to that area since it is limited access for crossing.
11 days ago Agree

I know it is getting bad and it need to be done so I am in favor of it to be done. It needs to be done before the weather makes it worse.
14 days ago Agree

Need better drainage. Road is in dire need of repair.
14 days ago Agree

Heavy traffic- rain causes problems
14 days ago Agree

I am a resident of Haysville and travel North Main Street. Main Street is heavily traveled and has poor drainage. I drive on this street everything. It is in need of being replaced.
15 days ago Agree

I'm for improving Haysville. Hopefully, our taxes won't be raised.
17 days ago Agree

**Kristen McDaniel** Main Street would benefit greatly to improve this roads. When we receive any substantial about of rain this road is affected highly. For the safety of our citizens this project needs to be done.
18 days ago Agree

WAMPO this is a project that Haysville desperately needs !
20 days ago Agree

We need this before we start losing young people.
20 days ago Agree

Much needed improvement!
21 days ago Agree

**JA** Main Street is in need of repair to remain a safe means of travel. Morning and evening commuter traffic is heavy along this route, in addition to daily in-town travel, and cannot be sustained without upgrades to the failing state of the roadway. Adding a sidewalk would improve the safety of this route for children walking to and from school and pedestrians moving along the main retail corridor of the city. During even the slightest rain, water floods the outside lanes on Main Street, making travel by car unsafe at times, and causes water to splash onto the existing sidewalk. I've witnessed vehicles hydroplaning around the corner when turning onto Main Street from side roads due to the pooled water in the lane, causing near accidents with vehicles already on Main. There is a safety issue with the current state of the streets and lack of guttering and sidewalks.
22 days ago Agree

please pick
22 days ago Agree

Street in need of repair please help out.
22 days ago Agree

Comments Hidden by Filters or Admin:

**Bernice Wray** This is a great idea to replace road it is very rough.
3 days ago Agree

This needs to happen.
3 days ago Agree

**Paul kinderknecht** The street does need work badly, would also express that the biggest problem in my view is regular maintenance and curb cleanliness. We have Trees growing in our storm drains.(Fager and Main)
10 days ago Agree

# Kechi

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 203 | 52 | 0 | 52 |

## Please share any thoughts, comments or feedback you have related to the City of Kechi project

52 Comments

**Erin** Sidewalks on all sides of the streets would vastly improve this intersection! I would be much more inclined to walk my dog around town if the sidewalks were improved. We're proud of our artistic community and giving our little town a much needed facelift would possibly attract more artists to the area!
12 days ago
4 Agree

**Jen** I think it would be a
Wonderful improvement! I run Kechi daily and it's surprising I haven't spranged an ankle or gave my kid whiplash in the jogging stroller!
12 days ago
4 Agree

**Matt Staub** That would be an awesome opportunity for our little town. More foot traffic, safe places to walk to the local businesses, helps out everyone. Keeps kids, pedestrians, and cyclists safer on those two busy streets.
10 days ago
3 Agree

**Pam and Todd.** Much needed and very deserving. Kechi is a great community. Highlighting these necessary improvements will benefit people who call Kechi home and visitors checking out our artisans area.
12 days ago
3 Agree

In addition to improving the look of our main intersection, it would also make it safer for drivers, bikers and pedestrians.
12 days ago
3 Agree

Great! This project will provide needed parking to get people out of their cars to connect to places using actual sidewalks. Let's do this!
12 days ago
3 Agree

**Jeff Boone** While a great project and one that certainly fills a need, I hope this project is doable without adversely affecting the Playhouse.
one month ago
3 Agree

I think this is a critical project for the City of Kechi. The expansion and reworking of the intersection and addition of the wider sidewalks will really help not only the Kechi citizens, but others in the nearby areas.
one month ago
3 Agree

**Patrick Wilson** Please, Please! Don't gentrify this great little town! Don't make it look like an extension of Wichita! Keep it's nice, small town feel with only small businesses (no franchise or corporate owned stores or restaurants) that look like a small town in Kansas. So many places have tried this but ended up just a trendy suburb of it's big city neighbor. Please keep it small and down home.
8 days ago
2 Agree

**ML** Kechi is the spot to find the perfect "ungettable get" whether it be a handcrafted trinket or unique local treasure. Improving the intersection of Kechi Rd & Oliver will not only keep pedestrians safe, but also increase foot-traffic for the highly-sought local businesses. These local shops give visitors a rare peek at the vibrant and cozy lifestyle our town exudes and easy, welcoming pathways are a must to achieve return visits. A project like this can only improve the livability and growth of this wonderful town!
10 days ago
2 Agree

**AP** Kechi's undeniable charm and artisan draw continue to make it a wonderful place to call home, but there is a growing need for improvements at our main intersection of Oliver and Kechi Road that can no longer be ignored. From increased walkability for families during Kechi Fair days, to easy access to local businesses and shops, this grant would foster a greater sense of community for years to come. Please consider funding this. Our little town is long overdue for safe pathways that will connect our residents to the places they love most.
10 days ago
2 Agree

**LB** Awesome! Make Kechi unique. This city has potential and will be unique for Wichita area. Provide an art village where artists with low budget can exhibit and sell their art work. It will attract a lot of people to come to Kechi to buy art works or just to visit this unique small town. That will also affect other businesses like restaurants and shops.
12 days ago
2 Agree

**Stephanie** My husband and I walk with our dog and two small children along Kechi road, from the post office to the intersection of Kechi road and Oliver. From there we finish out our walk along Oliver street until we get to Kechi park. It would make our nightly walks so much safer and easier if there were improved sidewalks.
12 days ago
2 Agree

**Doug and Michele** The upgrade looks great. Perhaps it would attract some new businesses. When would it begin?
12 days ago 2 Agree

**Amy Jane Miller** I wish we could have a sidewalk that goes all the way to Park City. I would love for my kiddo to ride her bike to the Library.
7 days ago 1 Agree

**Timber** My wife and I would love to see sidewalks and bike lanes from Woodlawn to Park City and from Bel Aire to 69th street. This project sounds like a great start to someday having that.
8 days ago 1 Agree

**Mary Trotter Andresen** I don't live in Kechi, but have absolutely fallen in love with this quaint little town. I think sidewalks would be fabulous, but like Patrick ^^^^^ please do your best to keep the quaint vacation esque feel to this precious little town.
8 days ago 1 Agree

**Debra Gadbury** Our small but growing town needs this so bad! The children need this worse! Please and Thank You!
12 days ago 1 Agree

**Tammy** I would love to see this improvement for Kechi. Our little town is very special and unique. This upgrade would help others to see the beauty of our town. It would also help with safety when walking around that area.
12 days ago 1 Agree

**Angela LeSage** Please consider Kechi for this very much needed project. Turning right off 61st to go north on Oliver is tricky, as the intersection is configured such that you must make an extremely tight turn or you end up in the southbound lane. I believe the angles are not correct for a safe turn. Additionally we use the sidewalks, but they are also in need of repair. Kechi has high traffic on both Oliver and 61st streets. This project would serve the community well. Thank you
12 days ago 1 Agree

**J** I am excited about the possibility of this project for Kechi. For someone who is starting to bike more, but is not comfortable riding on busier streets like Kechi Rd. or Oliver, (that don't really have a shoulder) a bike path is very appealing. While I say these streets are busier I don't think that it is so busy that the intersection warrants a traffic signal. Kechi is a great little community that I enjoy calling home.
12 days ago 1 Agree

**Barbara Edminster** Sideways would be nice in order to walk from business to business
6 days ago Agree

**Lynn Broz** Was there last night ...love the park
6 days ago Agree

**Joe O.** Removal of Soutern Flag, as Kansas fought for the north. If Kechi wants to look more like a modern town, then all people should feel welcome. That would be including minorities who were oppressed under the southern flag.
6 days ago Agree

I think this idea or even a round a bout instead of stop lights seems great.
7 days ago Agree

**Mathew Johnson** I don't live there, and try to avoid it as much as possible, but honestly I'd be trying to get off ramp/on ramp south of there built. Alot easier it would seem. Safer for the community as you wouldn't have that much high traffic going through. Maybe I'm wording it wrong. Good luck with whatever is chosen. The town will benefit I'm sure.
7 days ago Agree

**Peter** I love living here because of the unique small town sort of feel you get here. I think this would be a wonderful improvement to the city.
8 days ago Agree

**Karen & Trent** The improvements would make the corner so much more accessible for everyone and make the area look great!
8 days ago Agree

**Roy Riggs** The city of Kechi has a great opportunity to grow and expand on the growth and add to the culture of surrounding communities and expand small business opportunities with this street Improvement project
8 days ago Agree

**Jeremy Ryan Johnson** George Lay Signs Inc. could do the signage and would love the opportunity to. Looks like some great work for a great City
8 days ago Agree

**Pattie Speer** I think this project is GREATLY needed. Both for improvement of entrance & exiting Kechi, but also to increase safety for both bicyclers & pedestrians. Our main intersection isn't easy to navigate for either walking or bike riding. I think this project will be a huge improvement.
Thank you for consideration of this project.
9 days ago Agree

**Brian Cozine** Please approve and move forward with this project. This intersection is in need of rehabilitation. New sidewalks and traffic controls will be a great improvement.
9 days ago Agree

This would be such a wonderful addition to the community for residents and visitors and is a much needed project.
10 days ago Agree

I agree this project is necessary for safety and aesthetics. It is also important to remember the high number of bicycles that use this intersection regularly. Since the bikers use the street rather than the sidewalks, has adequate lane width been included in the planning?
10 days ago Agree

For many years Kechi has been the go to spot for that special unique gift or artisan craft. Improving the intersection of Kechi Rd & Oliver would improve the overall walkability of the city. Funding for this large of a project would be hard to accomplish with ONLY money from the taxpayers. Partnering with WAMPO to accomplish this project is a win for everyone. I am excited about the designs concept for the artisan community and look forward to Kechi being the art & collectable niche for generations to come.
10 days ago Agree

Kechi is the gateway to Sedgwick County, enhancing this intersection will benefit commerce in Kechi and nearby cities.
10 days ago Agree

I am really encouraged by this grant for our city, Kechi. Sidewalks will assist in activities hosted by our town, and help keep pedestrians safe and off the 61st street. This also will help local business along the 61st street area, increased foot traffic to all businesses nestled along 61st, as well as Oliver. Please pick Kechi a great little town.
10 days ago Agree

**Shabree Smalley** I like this!
10 days ago Agree

**Loretta Canlapan** I love this idea!
10 days ago Agree

**Beth Pettibone** I think it's great. It's just frustrating that the route to every post office local will be under construction. Why is every road always under construction?
10 days ago Agree

**Maggie Ortiz** Sidewalks would be amazing! We moved here a few years ago and walk with our kids and our dog all over town almost every evening. Not only would it improve daily living, but it would also have a big impact for the Kechi Fair.
11 days ago Agree

**CK** Yes looks like a great idea ! I too enjoy yding the sidewalks we have to walk or bike in this town. And it will upgrade the area for future business.
11 days ago Agree

**Gwen M.** The city of Kechi needs improved parking and sidewalks, please! The current conditions are notorious and potentially dangerous for pedestrians!
11 days ago Agree

In addition to improving visually this would assist with day to day pedestrian, bicycle and vehicle flow.
11 days ago Agree

**CDT** Will be great for all the businesses to have sidewalks to reach them easier. Excited as a resident to have better sidewalks on all side for safer running/walking route. I grew up in Kechi and it's really exciting to hear a traffic light is going in. That is going to be excellent! Look at us getting fancy big city things ;)
11 days ago Agree

Kechi is such a wonderful place. My wife and I have lived in this small town for the past 3 years and are happy to call this place home. We love to take our dog and 5 month old daughter on walks throughout the city. This grant would do so much good not just for people are considering buying a home in kechi, but also for those who love this city so much and enjoy being out and about visiting stores, going to the park and even just walking through the neighborhoods. I hope kechi gets this grant and by doing so it will make kechi even a better place to call home.
11 days ago Agree

**Maddie** I think that this will help bring more business and patrons to our area. It will also be easier and more enjoyable to walk my dog in the area.
12 days ago Agree

**Robert Cillessen** This project would provide for a much safer intersection in the heart of Kechi. The intersection currently has line-of-sight issues and the addition of turn lanes and better sidewalks will help the City move towards it's goal of having a safe, walkable Arts & Business District.
12 days ago Agree

**Charlotte** Kechi needs this area improved greatly! Extra parking in addition to sidewalks. Please. Our growing artistic community is a great place to call home....and visit!
12 days ago Agree

We love our little town and this would greatly improve the look and safety! We have so many pedestrians and bicyclists. I won't let my kids ride their bikes out of our neighborhood area because of the high traffic on Oliver and kechi roads. This would give us that capability in a safer way!
12 days ago Agree

**Lee** Please consider Kechi street project. Kechi is a great small town with artaisan atmosphere. This project will improve the community and keep Kechi safe for all citizens. I run in th mornings, and have to use the street due to no sidewalks on 61st street.
12 days ago Agree

Direct access to the highways! Yay!
one month ago Agree

# Park City

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 54 | 7 | 0 | 7 |

## Please share any thoughts or comments on the Park City Project.

7 Comments

**Kim** This project is definitely needed! Excited for the bike/pedestrian improvements. I like to ride from Wichita to Park City (and on to Newton) and this area is a big barrier. THANKS!
13 days ago
1 Agree

**Gina** Add the walking bridge.
23 days ago
1 Agree

**Anita Saindon** These are Badly needed upgrades...I'm glad they are being considered...I hope they get done!!!
25 days ago
1 Agree

**Bill** Great idea! Thank you!
12 days ago
Agree

**Sheryl** Yes please create/expand a pedestrian and bike lane. It would be nice to be able to commute safely by walking/biking to and from the residential areas to the businesses around 61st & Broadway.
13 days ago
Agree

Millions of pounds of freight move on this road every day. Up grade is past due.
24 days ago
Agree

**B.R.**

B.R.Will this upgrade help to make the street user-friendly for a future public transit system to utilize? The WTA (Wichita Transit Authority) has claimed that storm drainage systems on many major streets they might like to use is inadequate to support public transit busses. Employers today need employees to be able to use public transit to get to Park City, Valley Center, etc. This future goal needs to be kept in mind for the local economy.
one month ago
Agree

# Sedgwick County - Pedestrian Bridge

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 352 | 73 | 0 | 81 |

## Please share any thoughts, comments or feedback you have related to the Sedgwick County pedestrian bridge project

81 Comments

**Tim Norton** This project was scraped several years ago because of bids higher than estimates. Still a critical need for safety, connectivity, bike/ped usage and growth on the westside of Haysville.
22 days ago
11 Agree

**Paige Crum** This footbridge is absolutely essential to the safety of our students walking to and from Campus High School. With the current situation, people have to walk in the lanes of traffic to get across the bridge. As well, turning south on Meridian Ave from 63rd street south has a very poor visual path. It is far to easy to not see walkers in the road and cause injuries. We have sidewalks on both sides of the bridge, but our walkers have to step into the roadway at the most dangerous point. Haysville and southwest Sedgwick County need this footbridge. It is a priority one need for the safety of our students.
22 days ago
10 Agree

**Mark Eastman** Mark Eastman this is a crucial project for the safety of children going to and from Campus High on foot from Haysville. Many people walk or ride bikes along those paths and are then forced to do so on the bridge in order to cross the drainage ditch. This is hazardous and counter productive for those people/students who commute in that way. Being able to safely commute across the ditch is important in order to connect Haysville to South Wichita. It will extend significant benifits to those wanting to walk their dogs as well as bringing south wichita residents and Haysville residents closer together.
23 days ago
7 Agree

**K Baldridge** This idea is my favorite! I live off of 63rd and I have always pictured having more walkways around Haysville. People are becoming more active these days and it is a great appeal to others looking to move to the community.
23 days ago
5 Agree

**Lori Coykendall** This project is an absolute necessity for the safety of residents, and most directly for our Campus High students & faculty! The sidewalks that were installed along the east side of Meridian, were greatly needed. However, they did not fix the problem of connecting the areas on each side of the bridge. Many people walk or ride bikes along those paths and are then forced to do so on the bridge in order to cross the drainage ditch. This is hazardous and counter productive for those people/students who commute in that way. Being able to safely commute across the ditch is important in order to connect Haysville to Sourh Wichita.
23 days ago
5 Agree

**Amy Driskill** I currently live off Meridian between 63rd and 71st. I travel this road every single day more than once. My husband and I teach at Ruth Clark, and I also coach cross country at Campus. This is an area that really needs a safe place to run/walk/ride bikes. No one can safely use this bridge without fear of being run over. It would be perfect for our cross country runners to run from school to the football fields/track instead of using a bus. I see kids everyday walking to school or riding their bikes over the bridge daily. Too many adults and teens are constantly staring at their phones instead of focusing on pedestrians. In my opinion this is a safety issue that needs attention. Thank you for your consideration.
22 days ago
4 Agree

**Debbie Coleman** WAMPO, please consider supporting the pedistrian bridge on south Meridian over the Floodway. Haysville School District Campus High School is located at the corner of south Meridian and 55th St. south - north of Haysville. High school students living in Haysville sometimes walk to and from school. With no pedestrian bridge the students have to walk alongside of vehicles traveling at least 40 mph (usually faster). For the safety of the students of USD 261 please approve the funding of the pedistrian bridge project. Thank you.
22 days ago
4 Agree

**Kristen Bedell** This is a must. The current situation is extremely dangerous to pedestrians (many of which are children on their way to and from school) who have to walk in the road to cross the bridge.
22 days ago
3 Agree

**Cathy Y. Hurley** This is a much needed project. There is no safe way to cross the floodway. Pedestrians run the risk of injury by traffic. It would also encourage a new hike/bike path.
23 days ago
3 Agree

Something needs to be done about this bridge to ensure the safety of our students!! It needs to be done soon. It has gone been this way for far too long.
22 days ago
2 Agree

**Carolyn D Brown** With the state becoming stricter with transportation reimbursement, more students are walking. When there was construction on the bridge driving without pedestrians was very dangerous. For the safety of pedestrians please funs this NOW
22 days ago
2 Agree

This bridge is clearly old. It used to be a two lane bridge with pedestrians and cyclists having the capabilities to cross it moderately safely. Ever since they changed it to a 4 lane bridge there has been no safe way for cyclists or pedestrians to cross the bridge. With students going to Campus or anyone trying to walk or cycle to Haysville this bridge is deadly mistake waiting to happen.
23 days ago 2 Agree

this needs to be done..safety issue
22 days ago 1 Agree

**Tim Long** A bridge of this sort should have been built a long time ago. This would connect a school back with its town for all ages.
22 days ago 1 Agree

**Brian Townson** The need for a footbridge at this location has been a safety concern for years. Please make this project a high priority for the safety of our community's youth along with drivers trying to avoid bicycles and pedestrians while driving on the bridge.
22 days ago 1 Agree

**Shirley mccutchen** This has been needed for a long time. We have youth that have to walk around there, and very unsafe, no lights. This needs to be addressed quickly, so our citizens can be safe!
22 days ago 1 Agree

It would clearly be safer if students had a side walk that helped them get to the school, instead of worrying about getting hit by a car or walking through mud or ice after it rains or snows
22 days ago 1 Agree

This bridge/sidewalk is a much needed project for the safety of our children who only have this one option to get to Campus HS. Children use this bridge twelve months of the year to get to and from school and school activities. They bike and walk daily and it is not safe.
22 days ago 1 Agree

**Audra and Ashlynn Key** This is a MUST!!! Our children deserve a safe way to get to school at Campus. Our residents deserve the connection to Wichita without cars. Crossing that bridge is very very dangerous on foot/bicycle.
22 days ago 1 Agree

This would be a great project to complete for the community. It was be very beneficial to be able to provide a safe path for pedestrians to utilize the bridge. It would be great to connect the Haysville community to their High School.
22 days ago 1 Agree

**Janet Parton** This is essential for the safety of those who walk to and from Campus. Also for our students who run cross country. Also for those who would like to have a longer biking trail.
22 days ago 1 Agree

**Thomas Gallegos** Undoubtedly something that should have been done years ago. I understand there is a cost to everything but building this is a foregone conclusion. Safety of all in getting to the other side of the floodway without having to walk in traffic.
22 days ago 1 Agree

This bridge is much needed for safe pedestrian and cycling connectivity between the 2 cities and Haysville and its highschool.
22 days ago 1 Agree

Students use that bridge daily with no safe space to walk. There are longer routes from Haysville to Campus High, but they require walking a mile to Seneca Street and there is also no safe place to walk along 55th street. With a school sitting right at 55th and Meridan the county has done very little to provide a safe way for students to travel to and from school.
22 days ago 1 Agree

**Brian Schremmer** This sidewalk would be crucial for the safety of those traveling to and from Campus High School you go by there at some of the busiest times of the day and their students walking to and from school and there is no sidewalk that goes across that bridge so this project would be very very beneficial for the safety of those traveling to and from
22 days ago 1 Agree

**Vicki Bazil** Please make this the highest priority. This bridge is a much needed connection to Campus. Protect the walkers!, joggers, students! We have waited a long time for this,, please make this happen- before a tragedy! Thank you in adavace!
22 days ago 1 Agree

**Terri Gray** This project is desperately needed to keep our students safe. We have kids walking to and from school on a very dangerous road even during the summer for sports practice and other activities. It is a miracle none have been hit by cars yet. The walking and bike path would also be a great asset to Haysville Healthy Innitiatives.
22 days ago 1 Agree

**Lynette Brown** This is a safety issue, not just infrastructure. Children cross over this bridge almost in the path of traffic between Campus High School and Haysville. The pedestrian bridge is needed.
22 days ago 1 Agree

**Lena Heflin** This has been needed for years!!!
22 days ago 1 Agree

We do need to join Haysville and Wichita.
3 days ago Agree

Don't know how many will use it.
3 days ago Agree

Do not know how much use it would get. Have we EVER considered assisted living so our long term Haysvilians don't have to move away from everyone and everything familiar!
3 days ago Agree

Great idea
3 days ago Agree

Needed with campus so close
3 days ago Agree

**Danielle Blount** As a teacher and runner in the Haysville community, I strongly believe this project being funded would provide numerous benefits to the community.

First off- there are many students that travel to Campus High School and choose to walk or bike to school. There is no safe path for these students to take that does not require them to travel on the street for part of the time. A pedestrian bridge would improve student safety and accessibility. Secondly, as a runner who advocates for healthy habits in a community, I believe that a bridge would provide more routes for those being active in the community. More routes for running, walking, and biking promotes better community health.

I feel this project would provide safety, more options for those that walk, run, and bike, and will connect the community and should be funded.
6 days ago Agree

**Nicole Franken** I think this project is absolutely necessary. While the Main Street bridge would also improve safety, this bridge would allow a direct connection for students to get to school without walking in the road near cars going +40 mph. Students coming from near Main St. and Grand Ave. would have to continue west anyways, while if only Main St. had a bridge, students living near Meridian would have to go east to the bridge crossing and the back west to get to Campus.
6 days ago Agree

**Gary O'neal** Agree with Tim Norton.
7 days ago Agree

**Kim** Awesome project to help improve connections between Wichita and Haysville! I love to ride and walk in this area and would appreciate the safety improvements.
10 days ago Agree

**Not necessary at this time- no pedestrians** This bridge was just recently reopened after being closed for over a year. Now what? More closures to put a pedestrian bridge? I drive that stretch every day when school is open and have not seen once bicycle in 2 years. NOT even a pedestrian. Totally unnecessary at this point. Kids drive up to Campus. We don't even have bus service.
10 days ago Agree

**Boyd & Vivi-Ann Hiveley** We think that this project is a good idea. That area needed some place safe for people to cross over either walking or by bike. You also have kids from the high school that may walk between the school up into Haysville and have to cross over some where that is safe.
It would also be nice to have street lights instead of the 4 way stop at the intersection of Meridian and 55th by the high school too. Some people still haven't learned how a 4 way stop works!
11 days ago Agree

This is a good idea for pedestrians to have a bridge because drivers are sometimes distracted by using their cell phones and aren't concentrating on their driving.
14 days ago Agree

Need a walkway for pedestrians and bicycles.
14 days ago Agree

A safe bridge would be wonderful for walkers and bikers.
14 days ago Agree

As a Haysville resident, Meridian street is used extensively. Pedestrians and bicycle users need a pedestrian bridge and pathways with lighting. Safety is very much needed for everyone.
15 days ago Agree

I'm for improving Haysville. Hopefully, our taxes won't be raised.
17 days ago Agree

**Carl Bazil** I drive over this bridge every day, and all I'm seeing is its only getting more and more kids walking and riding bikes daily. If you want to keep them safe there needs to be a pedestrian bridge for them.
17 days ago Agree

It’s only common sense to provide a safe route for pedestrians
17 days ago Agree

**Cheryl** This is something that is desperately needed. After watching students, walkers, runners and a broken down bicycle rider try to get across safely, it was terrifying! The speed limit is 40 and the is nowhere for a pedestrian to go when both lanes have cars in them. The high school running club, and just the students like to walk. I will not allow my students because there is no safe way but in a vehicle to cross that area. I seen a elderly gentleman riding a bike about a month ago, he fell on the bridge, cars going across not even slowing down. I called the police and turned to try and block for him to get up and across. We had people blowing their horns and some other not nice jesters, I wondered what would of happened if I had not turned around. This is a major road to several other towns. Our community needs safe walking areas as we are growing.
18 days ago Agree

Yes, please we need this!
18 days ago Agree

I travel this bridge every morning during the school year. Numerous times I have seen students walking or riding their bikes across it. This simply isn't safe.
18 days ago Agree

Yes! we need this bridge it would be so much safer for our high school students who walk to and from school.
18 days ago Agree

**Kristen McDaniel** This project is crucial in protecting pedestrians going across this bridge. This project is absolutely essential in the safety of citizens walking and/or riding bikes in this area. Haysville would benefit highly from this project.
18 days ago Agree

**Dan Benner** Please fund this project that should have been done years ago. It is a clear safety issue, and also in keeping with the long range WAMPO connectivity plans.
18 days ago Agree

**Ben Woodworth** It really needs to be done before someone (probably a student) gets hurt. It is a safety concern. I have seen too many 'close calls' along that bridge of someone getting hit by a passing vehicle. In addition, it will provide everyone, who doesn't have a vehicle and can't make bus times due to activities, an alternative solution by SAFELY riding or walking to Campus High School.
19 days ago Agree

**Holly Easterby** Campus High school does not have a safe route for students to bike or walk to school because of this road not having a pedestrian bridge. It is a HUGE concern to me and the community members to establish safe paths for our students, and the community. Please consider helping Haysville to connect to Wichita over the floodway off of Meridian for SAFETY.
19 days ago Agree

Add the bridge please
20 days ago Agree

**Rhonda Miller** Please make this project a reality! This is so needed.
20 days ago Agree

This should have been done years ago! This is a big need for safety.
20 days ago Agree

**Tricia Robello** As a parent and a former Campus High School Grad 1985, I remember running to the track by the middle school from Campus. It was two lane and we had nice road shoulders to run on when cars were coming, that included the bridge where there was not a traffic lane like there is now. Also living in Timberlane they would not bus us because we were to close to the school (less than 2 ½ miles). I do believe more kids would walk, run or ride bicycles if they felt safe and their parents felt safe for them. This is a must do!
20 days ago Agree

Let's not wait for an accident to happen before this is addressed. Please add this pedestrian bridge. It is truly needed.
20 days ago Agree

I think this is a great idea.
20 days ago Agree

Too many children try to walk or ride to campus and it's just not safe for them to share the bridge. Does someone have to die for this to be a real life issue?
20 days ago Agree

**Teresa Edwards** A pedestrian bridge is definitely needed to keep our kids and everyone else safe. It's a major need with the traffic that runs daily on this road and the amount of space there currently is.
20 days ago Agree

Yes Haysville needs this. This is the most direct root to the High School.
20 days ago Agree

**Michele Bazil** Needs to happen! Campus is right down the street!
20 days ago Agree

**Sheryl Weldon** YES PLEASE!! We need this to happen to keep the kids safe.
20 days ago Agree

It would be so beneficial for so many. As mine ran Cross Country for a couple years it would have been nice to have them to be able to run safe on all of their team runs. And I've seen so many more walking and it's not safe.
21 days ago Agree

**Carolyn D Brown** One year ago today (7-12) I experienced the worse day of my life. While returning from volunteering, I drove through Park Estates Mobile Home Park on Kay (a through street). 3 girls on bike ages 8,10 and 2 pulled out into the road and collided with my car. The 8 year old was standing on the pegs was thrown off and critically hurt. The insurance company found NO Negligence on my part. To this day I have panic attacks when I see pedestrians or people on bikes. I could not eat for 4 days and cried for a week straight. I NEVER WANT ANY DRIVER to go through that experience. I have attempted to imagine what the parents went through.. I imagined it was worse for them than me. I remember seeing the girl lying unconscious and repeated to myself "Just keep breathing" and continued to watch for the rise and fall of her chest. I cannot fathom what the 10 yr old driving the bike has experience emotionally. Safety of our citizens and drivers is IMPERATIVE. I Ure you to approve this project for the safety of Campus students, and all citizens using this route.
21 days ago Agree

This project is badly needed!
21 days ago Agree

I would encourage anyone that thinks this is not an immediate necessity to load up your most precious cargo - beloved pets, kids, family members - and go for a lovely walk together during the school year from 3:30-5:00 across the bridge in question. If that doesn't help you see the need for this then perhaps camp out all day near the bridge and have your precious cargo walk repeatedly back and forth and watch the cars traveling at 40 MPH so close to them that you feel the anxiety and horror that those of us that deal with this daily are faced with. This is not rocket science people. There is LITERALLY NOT ONE safe way for a kid to walk from Campus to Haysville, NOT ONE!!! I sincerely hope someone does something before we have a tragedy on our hands and anyone who decided that this was not a priority will have to live with the knowledge that they had the power to prevent it and didn't.
21 days ago Agree

**JA** Due to the high traffic that passes through this area for commuters and Campus High School students, and poor visibility at the 63rd Street intersection, traveling over this bridge on foot or bicycle is exceptionally dangerous. It is terrifying to witness a pedestrian on the bridge any time of day due to cars zooming past in both directions, not always moving entirely out of the lane to pass. Adding a walkway to this bridge is critical before there is a deadly pedestrian accident.
21 days ago Agree

**Lacey Shoeneman** We really need the bridge to have a walking area for the safety of our kids! Many don't yet drive and have working parents and have to walk daily home from after school activities! It's not safe and taking an alternate route takes much longer!
22 days ago Agree

This is a way past due project that needs to happen. With the high school being on the north side of the bridge, a lot of students live to the south of the bridge. I have witnessed kids (and even adults) try to walk/bike across it and it is extremely unsafe, especially when it is dark. I feel it is CRUCIAL to make this a priority.. it is a major safety concern and needs to be dealt with before someone gets hurt!!
22 days ago Agree

**Kim Cooley** This pedestrian bridge is needed for the safety of our children that walk and bicycle to Campus HS
22 days ago Agree

This is important for our students. I see students walking home after practice on the bridge with no path.
22 days ago Agree

**Dawn** We need a safe way for the children who have to walk to and from campus. Currently they have to share the road with vehicles and that is dangerous. A sidewalk would be ideal.
22 days ago Agree

**Loretta Scott** This is such a necessary project! Right now there is no safe path from Haysville proper to Campus High School. Walking or riding a bike is extremely dangerous!
22 days ago Agree

**Sean Girard** Kids need a safe way to walk and ride bikes to Campus high school. This is very important for the kids of Haysville.
22 days ago Agree

**TJ Blount** Do this. It is very much needed. Without it those walking or biking run the risk of being hit.
22 days ago Agree

**Dan Benner** Please give highest consideration to the construction of the pedestrian/bicycle bridge over the floodway on south Meridian. In addition to addressing the hazardous conditions noted here by others, the addition of the footbridge would support the future transportation and connectivity goals of the surrounding area, not just Haysville. The bridge as it is now is extremely dangerous for anyone walking or biking, and with Campus High school immediately to the north, it is practically impossible for students in Haysville who would like to walk or bike to school safely.
22 days ago Agree

Something needs to be done about this bridge to ensure the safety of our students. Something needs to be done soon. It has been this way far too long.
22 days ago Agree

# Valley Center - Meridian

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 30 | 1 | 0 | 1 |

## Please share any thoughts or comments on the Valley Center project

1 Comment

**B.R.** Will this upgrade help to make the street user-friendly for a future public transit system to utilize? The WTA (Wichita Transit Authority) has claimed that storm drainage systems on many major streets they might like to use is inadequate to support public transit busses.

one month ago

Agree

# Wichita - Pawnee

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 27 | 2 | 0 | 2 |

## Please share any thoughts, comments or feedback you have related to the City of Wichita Pawnee project

2 Comments

**Clayton** This stretch of road has low density housing and relatively low traffic. This seems like a project to accommodating speculative housing developments. Before I would approve of this, I would like to see a study done to demonstrate how the homes and businesses in the 1 mile area surrounding the project would be able to pay for construction and maintenance costs of road expansion within a 30 year life span.

The main problem I see with the existing stretch of road is that is a car-only design, with a priority of making the cars move as fast as possible. It is not safe for cyclists or pedestrians, because it was never designed for them.

I feel it would be better to correct the original design by narrowing up the lanes and use the remaining existing asphalt as a safety shoulder. Then add something to accommodate cyclists and pedestrians. And to do so in a way that the existing tax base using the road could reasonably expect to pay for themselves.

7 days ago Agree

**Kim** These projects are extremely important for improving safety! I see students walking and riding their bikes to and from school, dodging fast traffic. Improvements need to help slow down traffic, not just move it through the area. Traffic is moving way too fast!

13 days ago Agree

# Wichita Transit Vehicles

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|---|---|---|---|
| 28 | 2 | 0 | 2 |

## Please share any thoughts, comments or feedback you have related to the Wichita Transit project

2 Comments

**Sharon Ailslieger** I think this a great idea. Wichita's rapid transit system is minimal--at best. Anything that can be done to improve it is going in the right direction. As the outgoing Co-President of the League of Women Voters Wichita-Metro, i have spoken in favor of a stronger and more efficient bus system in Wichita. Studies show that a strong transportation system is an economical plus for a community. There needs to be a push for a dedicated financial source of funding for the Wichita bus system or it is going to die!!

one month ago

2 Agree

I would support this but what I would support more is the expansion of services to outlying areas, better service hours, and accessibility. Transportation is a big barrier to people looking to better themselves.

25 days ago

Agree

# Appendix D: Project Scoring

# WAMPO Funding Project Selection Criteria

## 2018 WAMPO Funding Award Cycle

### WAMPO TPB Approved, 4/10/18

## Tier 1 -- Consistency with the MOVE 2040 Investment Strategy

The MOVE 2040 Investment Strategy is:

"Preserve and maintain the current system and conditions. This will include functionality of infrastructure, stabilization of transit service and fleet condition, use of technology to reduce delays and improve safety, and compliance with federal, state, and local laws."

As part of this strategy, three transportation components were selected to best identify the primary focus areas:

- Maintain good condition of current highways, roads, and streets. Improvements should address both the condition and the purpose of the infrastructure.
- Stabilize transit service in the near term; increase transit service in the mid-term time band by focusing on improving service in the urban core, and in the long term expand service to provide for service between urban centers.
- Address air quality, bottlenecks, choice, connectivity, functionality, and user safety.[1]

### Selection Criteria Rating

Excellent – The project is entirely dedicated to preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety.

Good – Preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety represent a substantial portion of the project.

Acceptable – The project includes elements preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety.

Unacceptable – The project does not address preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety.

[1] Ordered alphabetically.

# Tier II - Regional Significance

The Transportation Policy Body adopted the following definition of Regional Significance in August 2016:

### Road Facilities

A project on a road which is functionally classified as a major collector or higher is presumed to be regionally significant. This may also include establishment or use of "single purpose buckets" for some project types, e.g. safety, ITS, special programs.

A minor collector may be regionally significant if it serves a major activity center (such as a large concentration of employment, retail, a large sports facility, a higher education institution or a transportation terminal). A project on a minor collector serving major activity centers is presumed to be regionally significant.

A project on a minor collector that does not serve a major activity center is presumed *not* to be regionally significant.

A project to build a new road or which upgrades a road to the point where it would be in a higher functional classification should be evaluated using the functional classification the project will have when completed.

Maintenance activities, up to and including 2" mill and overlay, are not considered to be regionally significant, even if they are on a regionally significant roadway.

Bridge projects on regionally significant roads are considered regionally significant.

### Bicycle/Pedestrian Facilities

A project that includes a minimum of a 10' off-street path or a dedicated on-street bicycle facility that has demonstrated impacts on the region's economic activity (access to employment centers, higher education institution, entertainment or retail activity hubs, or government service centers), population concentrations and connectivity between communities will be presumed to be regionally significant.

### Freight/Cargo/Goods Movement Facilities

Projects that would not otherwise meet the definition of regional significance may be regionally significant if they provide significant benefits to freight movement, as described below:

As noted in a previous section, a minor collector may be regionally significant if it serves a major activity center. Freight-related major activity centers include goods production and collection/distribution facilities (e.g. Spirit plant, Cargill facility, grain elevator, warehousing, aviation operation facility or intermodal freight facility). Minor collectors that serve such facilities are presumed to be regionally significant.

In addition, projects to improve freight movement by doing any of the following would be presumed to be regionally significant:

- Build or upgrade rail access to a freight-related major activity center.
- Improve safety at a grade crossing on a regionally significant road.

- Provide grade separation along a major rail line in order to improve the flow of freight traffic on that rail line.
- Build or upgrade an intermodal freight facility.
- Build or upgrade a road to provide operational improvements that result in greater system operational velocity or resiliency for freight operations.
- Introduce intelligent/smart technology within freight corridors or improve or upgrade existing technology.

### Transit

A project that supports, expands, or enhances overall existing transit services or introduces new service(s) within the WAMPO region is presumed to be regionally significant.

### Facility/Terminal

A project is presumed to be regionally significant if it constructs, rehabilitates or replaces existing structures; is used for intercity transportation of goods or people; is an intermodal transfer facility; or supports expansion of transportation services.

Selection Criteria Rating

Excellent – The project meets the definition of regional significance and is of major importance to the transportation system of the WAMPO region as a whole.

Good – The project meets the definition of regional significance and is of significant importance to the transportation system of the WAMPO region as a whole or is of major importance to a significant subset of the WAMPO region.

Acceptable – The project meets the definition of regional significance.

Unacceptable – The project does not meet the definition of regional significance.

## Tier III – MOVE 2040 Goals

### Choice and connectivity

Excellent – The project provides a major increase in the population within 1 mile of a bicycle facility or 1/4 mile of a transit line or fills a major gap in the bicycle or pedestrian network.

Good – The project provides a significant increase in the population within 1 mile of a bicycle facility or 1/4 mile of a transit line or fills a gap in the bicycle or pedestrian network.

Acceptable – The project includes bicycle, pedestrian, or transit features.

Unacceptable – The project substantially diminishes the extent or connectivity of the transit, bicycle, or pedestrian networks.

Not applicable – The project does not include any change in transit service, bicycle, or pedestrian features.

## Economic vitality and Quality of Place*

*Note: MOVE 2040 goal refers to "Quality of Life;" the wording change is not meant to deviate from the original intent. .

Excellent – The project provides connectivity to or enhances the quality of the connection to a major employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Good – The project provides connectivity to or enhances the quality of the connection to a significant employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Acceptable – The project provides connectivity to or enhances the quality of the connection to an employment center or a freight shipper, receiver, or intermodal transfer facility to the roadway, transit, bicycle, or pedestrian network.

Unacceptable – The project disconnects or substantially diminishes the quality of the connection to a significant employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Not applicable – The project does not affect connectivity to or the quality of the connection to an employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

## Freight movement

Excellent – The project provides connectivity to or enhances the quality of the connection to a major freight shipper, receiver, or intermodal transfer facility or makes a major improvement to the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network (see the WAMPO Freight Plan, page 19).

Good – The project provides connectivity to or enhances the quality of the connection to a significant freight shipper, receiver, or intermodal transfer or makes a significant improvement to the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network.

Acceptable – The project provides connectivity to or enhances the quality of the connection to a freight shipper, receiver, or intermodal transfer facility or makes an improvement to the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network.

Unacceptable – The project disconnects or substantially diminishes the quality of the connection to a major or significant freight shipper, receiver, or intermodal transfer facility or substantially diminishes the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network.

Not applicable – The project does not affect connectivity to or the quality of the connection to a freight shipper, receiver, or intermodal transfer facility and is not on the WAMPO freight network.

## Infrastructure condition

### For highway/road projects:

Excellent – The project will bring an existing roadway which is in poor condition **and** does not meet current design standards up to good condition and into compliance with modern standards.

Good – The project will bring an existing roadway which is in poor condition **or** does not meet current design standards up to good condition or into compliance with modern standards.

Acceptable – The project will prevent an existing roadway which is in fair condition from deteriorating into poor condition.

Not applicable – The project does not involve an existing roadway or it does not affect the condition or design standards of that roadway.

### For bridge projects:

Excellent – The project will repair or replace an existing bridge which is structurally deficient (per the National Bridge Inventory).

Good – The project will repair or replace an existing bridge which is functionally obsolete (per the NBI).

Acceptable – The project will prevent an existing bridge in danger of deteriorating to the point where it is structurally deficient or it will repair or replace the deck of a bridge with a deck in poor condition.

Not applicable – The project does not involve an existing bridge or it does not affect the condition or functionality of the bridge.

### For bus replacement projects:

Excellent – The project will replace a bus which will be at least three years beyond its useful life as defined by the FTA at the time of replacement and is required for the operation of the existing transit route network.

Good – The project will replace a bus which will be at least 18 months beyond its useful life as defined by the FTA at the time of replacement and is required for the operation of the existing transit route network.

Acceptable – The project will replace a bus which will exceed its useful life as defined by the FTA at the time of replacement and is required for the operation of the existing transit route network.

Unacceptable – The project will replace a bus which will not yet have exceed its useful life as defined by the FTA at the time of replacement or is not required for the operation of the existing transit route network.

Not applicable – The project is intended to increase the bus fleet to allow for expanded service (see Choice and connectivity and Quality of life).

### For other projects:

Not applicable – This is not a road, bridge, or bus replacement project.

## Safety

Excellent – The project incorporates safety improvements at a location that has been the site of a significant number of fatality or serious injury crashes.

Good – The project incorporates safety improvements at a location that has been the site of a significant number of fatality or serious injury crashes.

Acceptable – The project incorporates safety improvements.

Unacceptable – The project would increase the risk of fatality or serious injury crashes.

Not applicable – The project does not include any safety improvements.

### System reliability and bottlenecks

Excellent – The project is completely dedicated to increasing system reliability through appropriate design or technological features.

Good – Design or technological features intended to increase system reliability represent a significant portion of the project.

Acceptable – The project incorporates design or technological features intended to increase system reliability.

Unacceptable – The project will result in a substantial decrease in system reliability.

Not applicable – The project has no features that will affect system reliability.

## Tier IV – Addressing Trends

How does this project help address one or more of the trends following that the Wichita metro area will face in the coming years?

- Aging population
- Increasing proportion of millennials and Generation Z
- Low population growth
- More single person and childless households
- Out-migration of people ages, 18 - 54

### Selection Criteria Rating

Excellent – The project will make a significant impact on one or more of the listed trends.

Good – The project will help address one or more of the listed trends.

Acceptable – The project has some elements that address one or more of the listed trends.

Not Applicable – The project does not address any of the listed trends.

# WAMPO Funding Grading Rubric

## Tier III – MOVE 2040 Goals

## 2018 WAMPO Funding Award Cycle

### WAMPO TPB Approved, 4/10/18

Note: If the project meets the criteria for two different positive ratings (Excellent, Good, Acceptable) under the same project selection criteria, give it the higher of the two ratings. If the project meets the criteria for both, one (or more) of the positive ratings and the Unacceptable rating for the same project selection criteria, rate it as Unacceptable. If the project meets the criteria for both Not Applicable and another rating for the same project selection criteria, give it the other rating.

#### Choice and connectivity

##### For transit projects that change the fixed route transit network:

If the project increases the percentage of the population within 1/4 mile of a transit line by 1% or more, rate it as **Excellent.**

If the project increases the percentage of the population within 1/4 mile of a transit line by 0.5% - 1%, rate it as **Good.**

If the project includes transit features, rate it as **Acceptable.**

If the project decreases the percentage of the population within 1/4 mile of a transit line by 0.5% or greater, rate it as **Unacceptable.**

##### For projects with bike/ped elements:

If the project increases the percentage of the population within 1 mile of a bicycle facility by 1% or more, rate it as **Excellent.**

If the project connects two separate portions of the bicycle network that were previously unconnected (and at least 2 miles long), rate it as **Excellent.**

If the project adds a new connection to the bicycle network that eliminates a detour of at 3 or more miles, rate it as **Excellent.**

If the project increases the percentage of the population within 1 mile of a bicycle facility by 0.5% - 1%, rate it as **Good.**

If the project connects two separate portions of the bicycle network that were previously unconnected (and at least 0.5 miles long), rate it as **Good.**

If the project adds a new connection to the bicycle network that eliminates a detour of at 1 mile or more, rate it as **Good.**

If the project includes bicycle or pedestrian features, rate it as **Acceptable.**

If the project decreases the percentage of the population within 1 mile of a bicycle facility line by 0.5% or greater, rate it as **Unacceptable.**

For projects which do not change the fixed route transit network or have any bike/ped elements: Rate it as **Not Applicable.**

### Economic vitality and Quality of Life

If the project provides connectivity to or enhances the quality of the connection via the road, transit, bicycle, or pedestrian network to an employment center of 750 or more employees, a listed hospital, or a school with more than 700 students, rate it as **Excellent.**

If the project provides connectivity to or enhances the quality of the connection via the road, transit, bicycle, or pedestrian network to a health care facility, an employment center of 350 or more employees, or a school with more than 350 students, rate it as **Good.**

If the project provides connectivity to or enhances the quality of the connection via the road, transit, bicycle, or pedestrian network to an employment center of 50 or more employees, or a school with more than 50 students, rate it as **Acceptable.**

If the project disconnects or substantially diminishes the quality of the connection via the road, transit, bicycle, or pedestrian network to an employment center of 350 or more employees, or a school with more than 350 students, rate it as **Unacceptable.**

If the project does not affect the connectivity or quality of connection via the road, transit, bicycle, or pedestrian network to an employment center, rate it as **Not Applicable**

### Freight Movement

If the project provides connectivity to or enhances the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility with traffic of 25 or more truckloads per day, rate it as **Excellent.**

If the project provides connectivity to or enhances the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility with traffic of 10 or more truckloads per day, rate it as **Good.**

If the project provides connectivity to or enhances the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility rate it as **Acceptable.**

If the project provides disconnects or reduces the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility rate it as **Unacceptable.**

If the project does not affect the connectivity or quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility with traffic of 25 or more truckloads per day, rate it **Not Applicable.**

If the project is on the WAMPO freight network and it eliminates a condition that would make it very difficult or impossible for a freight truck to use the facility, rate it as **Excellent.**

If the project is on the WAMPO freight network and the existing roadway is in poor condition and the project would bring the road up to good condition rate it as **Excellent.**

If the project is on the WAMPO freight network and it eliminates a condition that would make it difficult for a freight truck to use the facility, rate it as **Good.**

If the project is on the WAMPO freight network and that roadway is in fair condition and it will prevent the roadway from deteriorating into poor condition, rate it as **Good.**

If the project is on the WAMPO freight network and it makes it easier for a freight truck to use the facility, rate it as **Acceptable.**

If the project is on the WAMPO freight network and implementing the project would make it difficult for a freight truck to use the facility, rate it as **Unacceptable.**

If the project does not include any freight components, rate it as **Not Applicable.**

### Infrastructure Condition

#### For Highway Projects:

If the project is on an existing roadway and that roadway is in poor condition and it does not meet current design standards and the project would bring the road up to good condition and into compliance with modern standards, rate it as **Excellent.**

If the project is on an existing roadway and that roadway is in poor and the project would bring the road up to good condition, rate it as **Good.**

If the project is on an existing roadway and it does not meet current design standards and the project would bring into compliance with modern standards, rate it as **Good.**

If the project is on an existing roadway and that roadway is in fair condition and it will prevent the roadway from deteriorating into poor condition, rate it as **Acceptable.**

If the project does not involve an existing roadway or it does not affect the condition or design standards of that roadway, rate it as **Not Applicable.**

#### For Bridge Projects:

If the project will repair or replace an existing bridge which is structurally deficient, rate it as **Excellent.**

If the project will repair or replace an existing bridge which is functionally obsolete, rate it as **Good.**

If the project will prevent an existing bridge in danger of deteriorating to the point where it is structurally deficient, rate it as **Acceptable.**

If the project will repair or replace the deck of a bridge where the deck is in poor condition, rate it as **Acceptable.**

If the project does not involve an existing bridge or it does not affect the condition or functionality of the bridge, rate it as **Not Applicable.**

### For Bus Replacement Projects:

If the project will replace a bus required to operate the existing transit route network and that bus will be at least three years beyond its useful life when it is replaced, rate it as **Excellent.**

If the project will replace a bus required to operate the existing transit route network and that bus will be at least 18 months beyond its useful life when it is replaced, rate it as **Good.**

If the project will replace a bus required to operate the existing transit route network and that bus will be beyond its useful life when it is replaced, rate it as **Acceptable.**

If the project will replace a bus required to operate the existing transit route network and that bus will not be beyond its useful life when it is replaced, rate it as **Unacceptable.**

If the project does not involve replacing an existing bus or that bus is not required to operate the existing transit route network, rate it as **Not Applicable.**

### For other projects:

If this is not a road, bridge, or bus replacement project, rate it as **Not Applicable.**

## Safety

### For Road Projects

If the project incorporates meaningful safety improvements and is at a location with 30 or more accidents from 2008 to 2014, rate it as **Excellent.**

If the project incorporates meaningful safety improvements and is at a location with 10 or more accidents from 2008 to 2014, rate it as **Good.**

If the project incorporates meaningful safety improvements, rate it as **Acceptable.**

If the project would increase the risk of fatality or serious injury crashes, rate it as **Unacceptable.**

If the project does not include any safety improvements, rate it as **Not Applicable.**

### For Bike/Ped Projects

If the project incorporates meaningful safety improvements and is at a location with 1 or more bike/ped fatalities or serious injuries from 2008 to 2016, rate it as **Excellent.**

If the project incorporates meaningful safety improvements and is at a location with 10 or bike/ped more accidents from 2008 to 2014, rate it as **Good.**

If the project incorporates meaningful safety improvements, rate it as **Acceptable.**

If the project would increase the risk of fatality or serious injury crashes, rate it as **Unacceptable.**

If the project does not include any safety improvements, rate it as **Not Applicable.**

### For all projects

If a project begins or ends at an intersection, but does not incorporate any meaningful safety improvements to that intersection, crashes at the intersection will not be considered in the analysis.

### System Reliability and Bottlenecks

If the project is solely devoted to ITS or other design features intended to increase travel time reliability, rate it as **Excellent.**

If at least 50% of the project budget is devoted to ITS or other design features intended to increase travel time reliability, rate it as **Good.**

If the project includes ITS or other design features intended to increase travel time reliability, rate it as **Acceptable.**

If the project would decrease travel time reliability, rate it as **Unacceptable.**

If the project has no features that would affect system reliability, rate it as **Not Applicable.**