

# Transportation Improvement Program



## Federal Fiscal Years (FFY) 2021-2024

ADOPTED JUNE 9, 2020

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WAMPO's public notice of public involvement activities and time established for public review of and comments on the TIP satisfies Wichita Transit's requirements for their Program of Projects

## Table of Contents

Introduction .....	3
The WAMPO Region.....	6
<i>REIMAGINED</i> MOVE 2040 Implementation.....	9
The TIP Development Process .....	12
Performance Report .....	17
TIP Project List.....	24
Congestion Management Process .....	24
Financial Plan .....	27
Outreach and Engagement.....	40
TIP Amendments .....	43
TIP Approval Process .....	45
Appendix a: Self Certification .....	46
Appendix b: Public Comments.....	47
Appendix c: 2020 WAMPO Funding cycle Candidate Project Summaries .....	48

# INTRODUCTION

## WHAT IS A TIP?

The Transportation Improvement Program (TIP) is an on-going program that identifies specific projects that will be implemented within the regional transportation system in the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. This TIP covers the time period October 1, 2020 thru September 30, 2024, which is also the Federal Fiscal Years (FFY) 2021 through 2024.

The TIP is a federal requirement for a metropolitan area to receive federal transportation funds. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

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

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

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP). The current MTP, called *REIMAGINED MOVE 2040*, was adopted in June 2020. This 2021 – 2024 TIP is the first TIP to start implementing *REIMAGINED MOVE 2040*.



The TIP document includes:

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

The **TIP Project List** chapter contains a listing of programmed projects for the 2021 - 2024 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 agency responsible for the project and the years the project is expected to have financial activity. 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 project scopes, locations, cost estimates, and maps, as well as includes which governmental entity is implementing the project.

## WHO DEVELOPS THE TIP?

### 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.

**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 projects in the TIP.

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

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

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

**Project Sponsors:** are responsible for implementing the projects in the TIP. Projects sponsors also coordinate with WAMPO, KDOT, resource protection agencies and others. Ultimately, project sponsors are responsible for the completion of their projects once included in the TIP. Project sponsors are typically a governmental entity that is responsible for the local share of a project's cost.

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

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

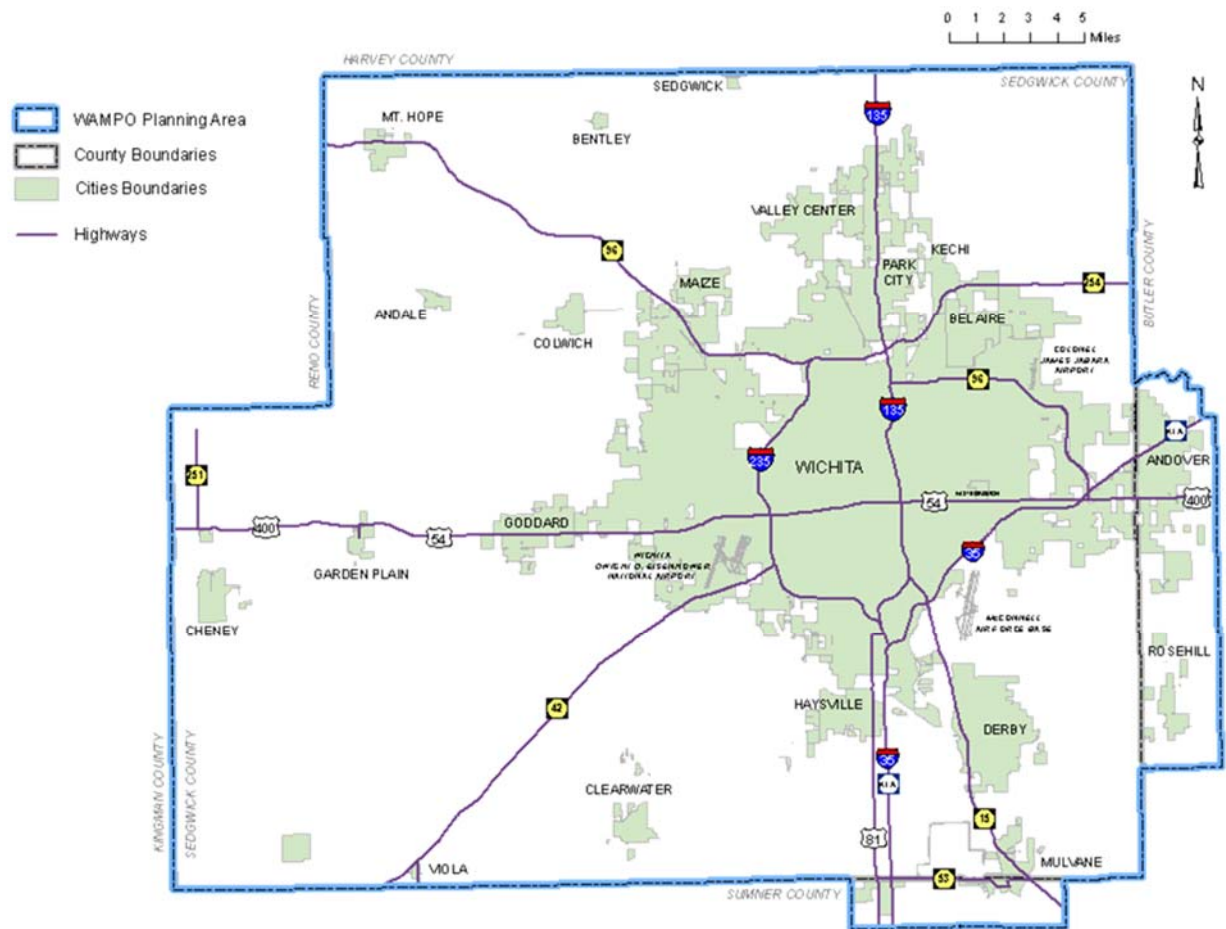
# THE WAMPO REGION

## REGIONAL PROFILE

The WAMPO region contains 25 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 525,000 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 *REIMAGINED MOVE 2040* planning process. Of the many areas and trends examined, a few conditions and anticipated changes are especially significant for the regional transportation system, these are:



- WAMPO region is responsible for 18% of Kansas's Gross Domestic Product (GDP), which is the second-highest GDP by county in the state.
- Wichita is noted for its high concentration of advanced manufacturing. According to a (2012) Brookings Institution study of the 100 largest U.S. metropolitan areas, Wichita ranks #1 in manufacturing jobs as percentage of all jobs.
- Wichita suffers from “brain drain,” which is the loss of trained professionals to other areas of greater opportunities and is not attracting or retaining professionals as well as other cities. .
- The highway and major road system is generally in good condition to handle current and projected traffic volumes.
- The public can travel freely and reliably on the region's highways and roads, with no meaningful delay under normal conditions.





## Transportation Network

-  Highways
-  Major Roads
-  Railroads
-  Bus Routes
-  Bicycle & Pedestrian Facilities

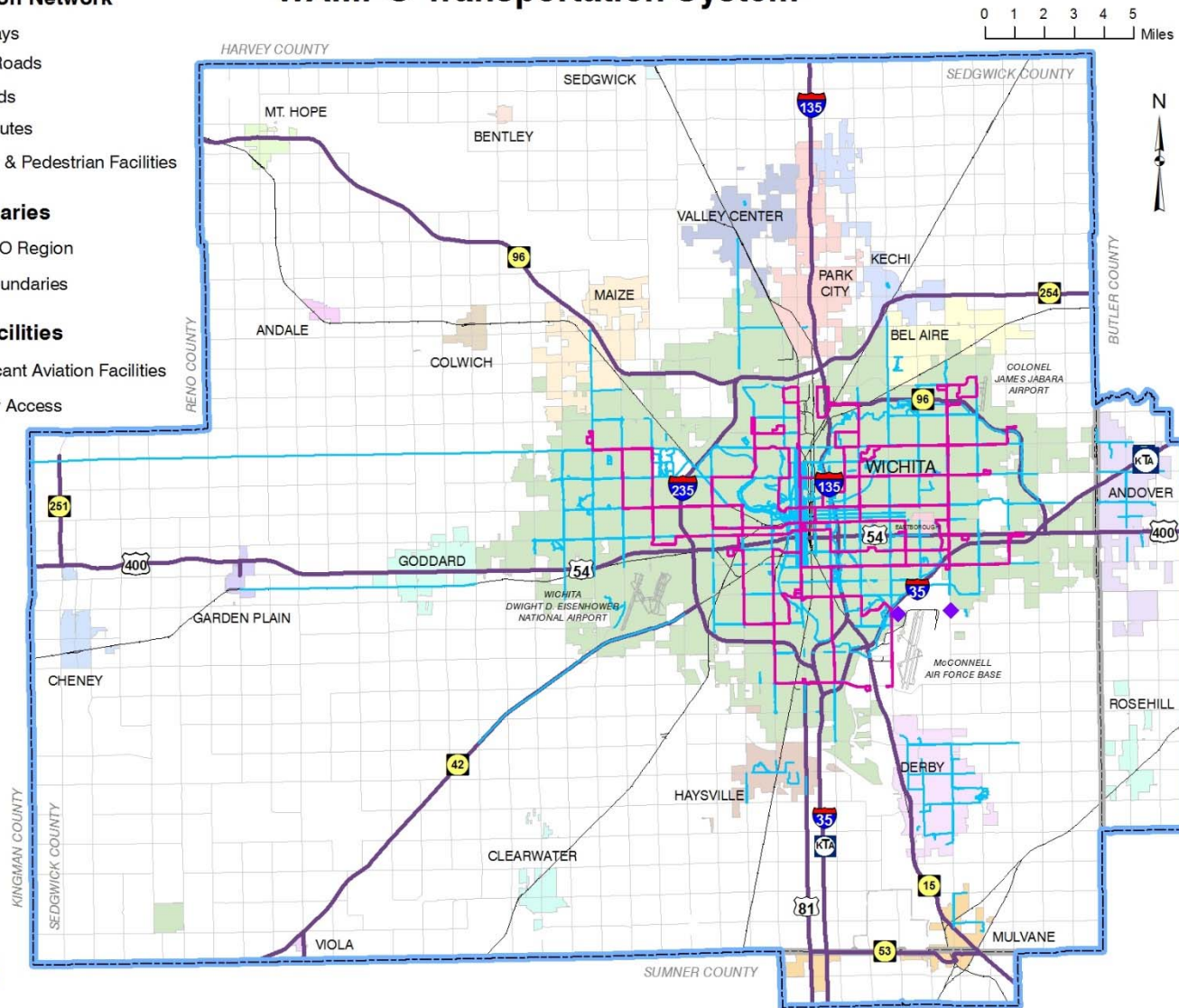
## Plan Boundaries

-  WAMPO Region
-  Co. Boundaries

## Aviation Facilities

-  Significant Aviation Facilities
-  Military Access

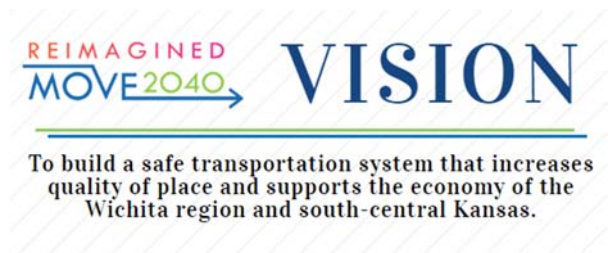
# WAMPO Transportation System



# REIMAGINED MOVE 2040 IMPLEMENTATION

## REIMAGINED MOVE 2040

REIMAGINED MOVE 2040 is WAMPO's current Metropolitan Transportation Plan (MTP). This plan sets the vision and strategy for all regional transportation decision-making for the next 20 years. The projects and strategies are intended to lead to the development of an integrated, intermodal transportation system that moves people and goods in the WAMPO region.



The MTP planning process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. It is based on a "performance based planning" approach, which measures performance of the transportation system based on goals and data to inform future multi-modal transportation planning. The plan document includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals. The five focus areas for REIMAGINED MOVE 2040 are shown below. The WAMPO funded projects programmed in 2023 and 2024 start to implement these focus areas.



### Safety & Health

A major regional focus area is addressing the increases in roadway fatalities. Addressing this trend, paired with increased demand for technology, alternative transportation modes, and demands for improved public health and environment has the potential to change the future of transportation.



### Mobility & the Economy

An efficient, reliable system to transport workers, move goods, visitors, and residents is essential in the growth of the economy both regionally and globally. When woven together, elements of mobility and the economy are powerful mechanisms that have the potential for a region to achieve broader community goals.



### Equity & Diversity

A strong and connected regional transportation system increases accessibility to jobs, medical care, recreation, and other destinations -- regardless of age, race, economic status, or ability.



### The Multimodal Network

A connected transportation network allows people and goods to travel safely, efficiently, and comfortably by whatever mode they choose, including on foot, bicycle, or transit. Increasing demands from freight traffic and people who do not or cannot drive has the potential to change the landscape of the future transportation system.

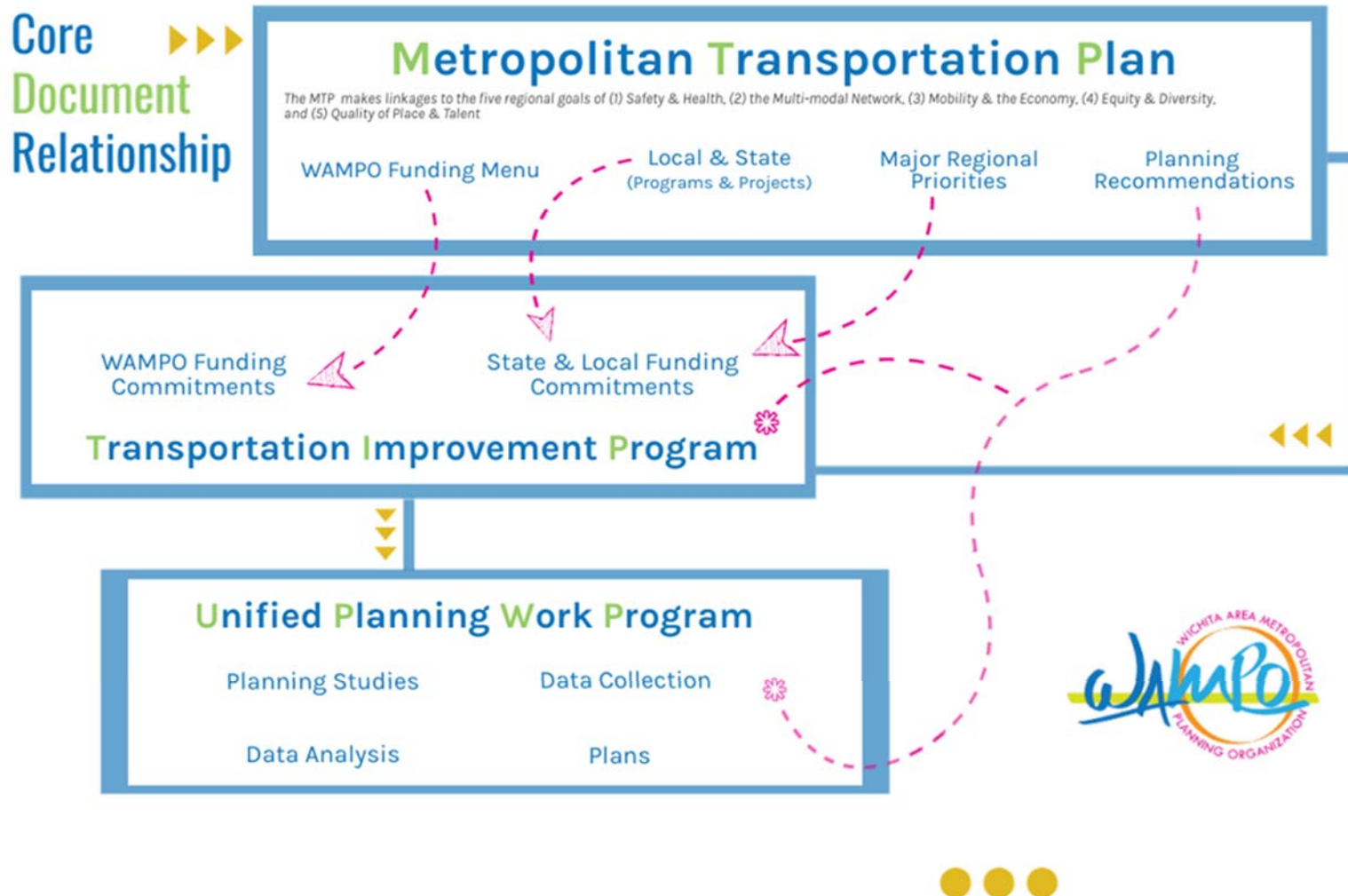


### Quality of Place & Talent

The quality of a place can be defined by the physical characteristics of a community, specifically the way it is planned, designed, developed, and maintained. All of these things affect the quality of life for people who are living, working, and visiting the community both now and in the future.

## REIMAGINED MOVE 2040 - TIP CONNECTIONS

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



*REIMAGINED* MOVE 2040 and the TIP are connected in four essential ways:

1. The 2021 – 2024 TIP implements 13% of the *REIMAGINED* MOVE 2040 Plan, after accounting for the projects carried over from the MOVE 2040 MTP and the new projects added during the *REIMAGINED* MOVE 2040 development process.
2. Any project proposed or included in the TIP must come from the fiscally constrained list of projects in *REIMAGINED* MOVE 2040.
3. Any project proposed or included in the TIP for WAMPO funding must be listed on the MTP WAMPO Funding Menu. The MTP WAMPO Funding Menu is a sub-set of the overall MTP Project/Program list that includes those [projects](#) and [programs](#) eligible for federal funding in the future through WAMPO's sub-allocated funding program.
4. 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.



#### **WAMPO FUNDING**

WAMPO allocates approximately \$12 million per year in federal funding for transportation projects. The federal funding sources include:

- The Surface Transportation Program block grant
- Congestion Mitigation and Air Quality program
- The Transportation Alternatives program

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

# THE TIP Development Process

## PROCESS OVERVIEW

The 2021 - 2024 TIP is WAMPO's first TIP to start to implement the updated MTP – *REIMAGINED MOVE 2040*. The *REIMAGINED MOVE 2040* development process and the 2021 – 2024 TIP development process were carried out in parallel because both updates were on the same timing cycle.

## Process Step Highlights

PROCESS STEP	FUNDING TYPE	TO	PURPOSE	METHOD
Project Solicitation	WAMPO, State & Local	Project Sponsors	Informs project sponsors of the TIP update process	Electronic communication
Project Submission	WAMPO, State & Local	WAMPO	Project sponsors submit potentially eligible projects and required information to WAMPO for consideration	Electronic submission
Project Screening	WAMPO, State & Local	WAMPO Staff	WAMPO staff administers a quality check of project submissions to ensure that the relevant requirements are met	WAMPO internal process
WAMPO Funding Menu	WAMPO, State & Local	Project Selection Committee	Interested applicants provide relevant information, committee reviews staff screenings, discusses projects, and develops the Funding Menu portion of the MTP Project List.	Committee process
WAMPO Funding Cycle	WAMPO	Project Selection Committee	Interested applicants provide relevant information, committee reviews staff screenings, discusses projects, and develops a funding recommendation.	Committee process
Project Listing	WAMPO, State & Local	Public (review & comment)	Recommended projects are combined into a single list for consideration by the members, stakeholders and the general public	Electronic, print, in-person presentation
Endorsement & Final Decision-making	WAMPO, State & Local	TAC & TPB	The TAC and TPB review documentation from each step of the TIP process before making an official endorsement (TAC) and final decision (TPB)	Public meeting
Approved TIP Processing	WAMPO, State & Local	KDOT	The approved TIP is submitted to KDOT for inclusion in the Statewide Transportation Improvement Program (STIP), which is then forwarded to FHWA and FTA for final approval	Electronic communication

## PROJECT SOLICITATION AND SUBMISSION

Projects' eligibility criteria for the 2021 - 2024 TIP were slightly different depending on whether the project originated as a project in the current TIP (2019 – 2022 TIP), as a new local government project, or as a new WAMPO funded project.



### 2019 – 2022 TIP Projects Programmed for FY 2021 & 2022

Projects originating in this category are all those carried over in the 2021 - 2024 TIP, unless the project sponsor requested to remove the project or change the year. This practice provides stability and emphasizes the nature of the TIP as an ongoing program. In addition to this, projects in the 2019 – 2022 TIP that met the following criteria were also carried over to the 2021 - 2024 TIP:

- Federal participation
- Final federal voucher not yet issued
- Obligation activity expected

### New Local Government Funded Projects

Projects originating in this category include new local projects on the regional system sourced from adopted 2019 Capital Improvement Plans (CIP). The compilation of these projects included both state and locally funded transportation projects planned for implementation on the regional transportation network.

### New WAMPO Funded Projects (2023 – 2024)

Projects originating in this category includes the new WAMPO funded projects selected during the 2020 WAMPO funding cycle. To be considered for WAMPO funding in the 2021 - 2024 TIP, a new project had to first be listed on the WAMPO Funding Menu in *REIMAGINED MOVE 2040*. The Funding Menu provided a “universe” of 47 projects (totaling approximately \$155 million) that could be submitted to receive WAMPO funding in fiscal years 2023 and 2024. The

### TIP DEVELOPMENT TIMELINE

TIP Development Phase	Timeline
State & Local Government Project Submission	November 2019 to March 2020
WAMPO Funding Menu Development	June 2019 to March 2020
2020 WAMPO Funding Cycle	March to April 2020
Project Slate Evaluation	April 2020
Prepare TIP Document	April 2020
TIP Recommendation	May 2020
Public Comment	May 2020
TPB Approval	June 2020
Statewide Transportation Improvement Program (STIP) Inclusion	November 2020
STIP Approval	November 2020

WAMPO Funding Cycle took place between March and April 2020, after the MTP WAMPO Funding Menu was approved in March 2020.

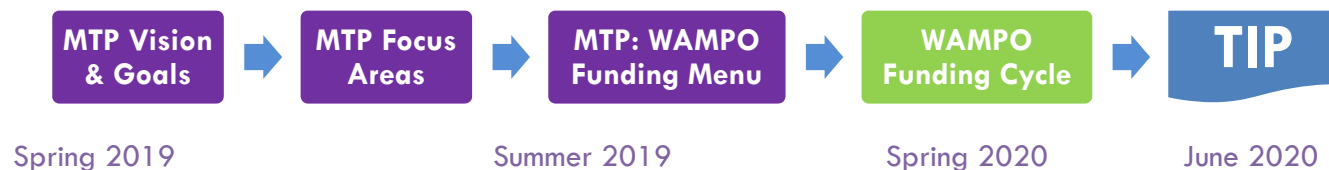
In addition to basic information about the project, the project solicitation material also requested information from project sponsors on funding, project readiness, and, for WAMPO funded projects, information related to the TIP project selection criteria. Project sponsors nominated for more than one project were asked to rank their projects based on their priority. Project sponsors were also required to certify that there were funds available to meet the local match requirement.

## 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.

## WAMPO FUNDING MENU

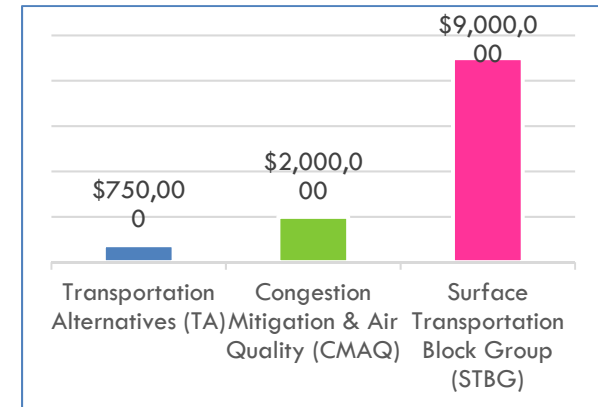
WAMPO follows a two-step process to implement WAMPO funded projects in the MTP. The first step is the WAMPO Funding Menu, which includes projects and programs “planned for” and eligible for WAMPO funding in the future. This “menu” of projects is intended to represent the projects that are best able to carry out the vision and goals of the MTP. The *REIMAGINED MOVE* 2040 funding menu was competitively developed between June 2019 and March 2020 and includes 47 projects, valued at \$155 million. The following graphic summarizes the WAMPO funding process:



## 2020 WAMPO FUNDING CYCLE

The second step in the two-step process is the WAMPO funding commitments that are made during each funding cycle. These commitments actually award and commit funding to specific projects. The 2020 WAMPO Funding Cycle represents the first of two opportunities for projects on the *REIMAGINED MOVE* 2040 Funding Menu to be implemented with WAMPO funding. Funding cycles take place every two years, with 2020 and 2022 being the cycles to implement the priority WAMPO Funding Menu projects.

During each funding cycle, WAMPO awards a total of approximately \$25 - \$30 million in federal funding. This funding is made available through three Federal Highway Administration (FHWA) programs – Surface Transportation Block Group Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA). Federal legislation directs the STP and the TA programs to all large MPOs (e.g., over 200,000 population). In addition, KDOT shares a portion of its own state CMAQ and STP funding 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.



Project sponsors requested that 36 of the 47 projects on the WAMPO Funding Menu be candidates for the 2020 WAMPO Funding Cycle. This totaled \$90 million in funding requests. \$32 million was available to award. The appointed Project Selection Committee evaluated the candidate projects and developed a funding recommendation using the screening criteria and other considerations including geographic equity, impact on the region, and need for balance.

## PROJECT SELECTION COMMITTEE

The Project Selection Committee (PSC) for the 2020 WAMPO Funding Cycle was formed to evaluate candidate projects and develop a recommendation for both the WAMPO Funding Menu and the 2020 WAMPO Funding Cycle. It was composed of six individuals appointed by the Chair of the Transportation Policy Body (TPB) in June 2019. Membership includes representatives from the TPB and local member jurisdiction engineering and/or planning staff. The PSC met several times in Fall 2019 thru Spring 20. At these meetings the PSG reviewed the project applications, heard presentations from applicants, reviewed and finalized project selection/screening criteria, and discussed the candidate projects, and developed a recommended WAMPO Funding Menu and WAMPO Funding Cycle project list for consideration.

## SCREENING CRITERIA

Each project was screened on three screening criteria – MTP Alignment, Project Readiness, and Project Urgency. The MTP Alignment criteria was the aggregate rating score the project received from the WAMPO Funding Menu process. It evaluated the project on eight separate criteria including safety and economic development. Project Readiness is a practical consideration; it assessed how likely the project would be complete with all of the pre-construction activities in time for WAMPO funding for construction. Project Urgency evaluated how urgent the project was to the sponsoring jurisdiction, the public, and to the overall land development in the region. In addition to these three screening criteria, the committee also discussed other considerations, including geographic equity, impact on the region, and the need for balance. Final ratings for all of the candidate projects can be found in Appendix c.

## SELECTED PROJECTS

The project selection group ultimately selected seventeen projects to recommend for WAMPO funding. These projects were recommended to receive a total of \$32,320,000 in WAMPO funding in federal fiscal years 2020, 2021, 2022, 2023, and 2024. The recommended projects are listed below (sorted in alphabetical order by “Project Name:”

APPLICANT	PROJECT NAME	PROJECT TYPE	FUNDING REQUEST TYPE	SCREENING (MAX 100 PTS)	FEDERAL FISCAL YEARS	MTP FUNDING MENU AMOUNT	AWARD RECOMMENDATION
PARK CITY	61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Road Rehabilitation	Additional	62	2021	\$469,200	\$469,200
MAIZE	Academy Avenue Improvements from Maize Road to 119th Street	Road Rehabilitation	New	72	2024, 2025	\$7,440,390	\$2,500,000
KDOT	Fiber Optics Installations: WAMPO Regional Fiber Plan	Technology	New	72	2023	\$80,000	\$80,000
VALLEY CENTER	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	Road Rehabilitation	New	78	2024	\$2,731,731	\$2,731,731
DERBY	Nelson Drive Realignment	Road Rehabilitation	New	82	2023, 2024	\$5,039,276	\$5,039,276
ANDOVER	North Andover Road Improvements, from Redbud Trail to Ira Court	Road Rehabilitation	Additional	83	2022	\$1,775,206	\$1,775,206
SEDGWICK COUNTY	Paratransit Service Activities - Comprehensive Operations and Technology Feasibility Study and Implementation	Transit	New	73	2023	\$178,252	\$178,252
WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	Planning	New	n/a	2023	\$524,269	\$200,000
ANDOVER	US-54/400 Bicycle/Pedestrian Bridge in Andover	Bike/Ped	New	64	2023, 2024, 2025	\$2,279,212	\$2,279,212
WAMPO	WAMPO Travel Demand Model Update	Planning	New	n/a	2022	\$1,363,100	\$1,363,100
WICHITA	West St, Harry to Pawnee	Road Modernization	New	89	2023, 2024	\$7,864,039	\$7,864,039
WICHITA	West St, I-235 to MacArthur	Road Modernization	New	83	2024, 2025	\$4,194,154	\$4,194,154
WICHITA TRANSIT	Wichita Bicycle Master Plan Update	Planning	New	84	2022	\$366,988	\$366,988
WICHITA TRANSIT	Wichita Transit Network Redesign Plan	Transit	New	82	2023	\$262,135	\$262,135
KDOT	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	Technology	New	68	2023	\$400,000	\$400,000
BEL AIRE	Woodlawn: 45th St to 37th St N	Road Rehabilitation	Additional	80	2020	\$1,359,230	\$1,359,230
SEDGWICK COUNTY	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Bridge Rehabilitation	New	63	2023	\$1,258,246	\$1,258,246

# PERFORMANCE REPORT

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. In compliance with these rules, WAMPO has adopted targets for the federally mandated performance measures for safety, reliability, pavement condition, bridge condition, and transit asset management. Using the most recent available data, this section reports on how well the region's transportation system is meeting its performance targets. Additional information can be found in the *REIMAGINED MVOE 2040 System Performance Appendix*.

## SAFETY

The Federal Highway Administration (FHWA) 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. As of the most recently available data, the regional transportation system is not meeting or exceeding the targets for most of the safety performance measures.

SAFETY PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Fatalities	
Fatality Rate	
Serious Injuries	
Serious Injury Rate	
Non-Motorized Fatalities and Serious Injuries	✓

## THE EFFECT OF THE TIP ON SAFETY PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's safety performance measure targets through projects that provide safety benefits.

### Safety Projects

There are six dedicated safety projects in the current TIP:

- I-135 Guardrail Upgrades (3 individual projects)
- I-235 Guardrail Upgrades
- K-96 Guardrail Upgrades
- KDOT Railroad Safety Crossing Improvements

(This program provides three railroad-related safety improvements in the WAMPO region per year.)



### Intersection Reconstructions

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

- 29th & Maize Intersection
- Oliver and Kechi Rd Intersection
- Pawnee and 127<sup>th</sup> St Intersection
- 55<sup>th</sup> and Meridian Intersection
- SW Butler Rd/SW 150<sup>th</sup> Rd Intersection (roundabout)
- US-54/400 and Barber Dr Intersection (in Goddard)
- 61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (roundabout)

### Slowing Vehicle Speeds thru Walkability Features and Road Diets

Several projects are adding features to make arterial and collector roads in urban and suburban settings safer and more comfortable for pedestrians and bicyclists; these features lead to slower speeds for drivers. Slower vehicle speeds always lead to safer environments.

- 2nd St., Main to St. Francis
- Academy Avenue Improvements from Maize Road to 119th Street
- Douglas, Washington to Grove
- Commerce Area Improvements



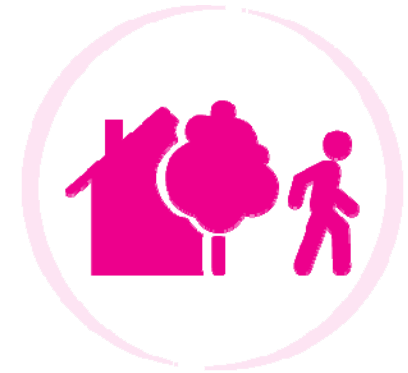
### Bicycle Facilities

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, from Central to US-54
- US-54/400 Bicycle/Pedestrian Bridge in Andover
- Wichita Bike Enhancements Program
- Chisholm Trail and Delano Path
- Prairie Sunset Trail
- Aviation Pathway Phase 3

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

- SW Butler Rd/SW 150th St Intersection (conversion to roundabout)
- Woodlawn: 45th St to 37th St. N
- Mt. Vernon, Broadway to S.E. Blvd
- 143<sup>rd</sup> St. E.: Kellogg to Harry
- North Main Street Reconstruction in Haysville\*
- 61<sup>st</sup> St North (Broadway to the Wichita-Valley Center Floodway)
- Meridian, from Ford to Seward in Valley Center
- Meridian, from Main to 5<sup>th</sup> (in Valley Center)
- Pawnee, Webb to Greenwich
- North Andover Rd Improvements, Redbud Trail to Ira Ct.
- Oliver and Kechi Rd Intersection
- 21st Street Improvements, from KTA Toll Booth to Andover Road
- Nelson Dr Realignment
- Prairie Creek Rd bridge over KTA



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

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

- Rock Rd Traffic Signal Coordination Phase 2
- Phase 5 Wichita Traffic Management Center Device and Fiber Expansion
- WICHway Video Wall
- Regional Fiber Plan



### 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:

- I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities
- North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2
- K-254 at Rock Rd

## RELIABILITY

The Federal Highway Administration has established three reliability-related performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21) that are applicable to WAMPO. These are the percentage of person-miles traveled on the Interstate system that are reliable, the percentage of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable, and a truck travel time reliability index. Data for these measures is gathered by INRIX using cellphone apps and in-vehicle navigation systems and analyzed by the University of Maryland CATT Lab under a contract with FHWA. Based on system performance in our region the WAMPO Transportation Policy Body (TPB) has adopted targets for these three measures. The regional transportation system is meeting or exceeding all of the reliability performance measures.

RELIABILITY PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Percentage of person miles traveled on the interstate state that are reliable	✓
Percentage of person miles traveled on the non-interstate National Highway System (NHS) that are reliable	✓
Truck Travel Time reliability index	✓

### THE EFFECT OF THE TIP ON RELIABILITY PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's system performance measure targets through projects that enhance the reliability of the Interstate and non-Interstate NHS. This includes technology projects and projects intended to improve traffic flow on this system.

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

These include technology projects that expand the intelligent transportation system in the region because it provides information to drivers to re-route during non-recurring congestion events, such as accidents or weather. The current technology projects in the TIP include:

- Phase 5 Wichita Traffic Management Center Device and Fiber Expansion
- WICHway Video Wall
- Regional Fiber Plan

#### Traffic Flow Projects

These projects are intended to improve traffic flow.

- North Junction Gold Phase pre-construction activities
- North Junction Green Phase construction

### **PAVEMENT CONDITION**

The Federal Highway Administration has established four pavement condition performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are the percentage of Interstate pavement in good condition, the percentage of Interstate pavement in poor condition, the percentage of non-Interstate National Highway System (NHS) pavement in good condition, and the percentage of non-Interstate NHS pavement in poor condition. Based on pavement condition data in our region the WAMPO Transportation Policy Body (TPB) has adopted targets for these four measures; these targets are for 2022, so the region will not know if it has met the targets until 2023. That said, the region's 2018 performance is less than the 2022 targets set for Percentage of Interstate pavement in good condition and the Percentage of non-Interstate pavement in poor condition measures.

### THE EFFECT OF THE TIP ON PAVEMENT CONDITION PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's pavement condition performance measure targets through projects that improve the condition of pavement on the Interstate and non-Interstate NHS.

- I-235 in Sedgwick County (1R Project)
- KDOT 1R Program (2021, 2022)
- KDOT Bridge Set Aside Program (2021, 2022)
- Overlay in Sedgwick County on K-96

## BRIDGE CONDITION

The Federal Highway Administration has established two bridge condition performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are the percentage of NHS bridges in good condition, weighted by deck area; and the percentage of NHS bridges in poor condition, weighted by deck area. Based on pavement condition in our region the WAMPO Transportation Policy Body (TPB) has adopted targets for these measures for 2022. Although the region won't know definitively until 2023, the 2019 performance is worse than the 2022 target for Percentage of bridges on the NHS in good condition, weighted by deck area.

### EFFECT OF THE TIP ON BRIDGE CONDITION PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's bridge condition performance measure targets through projects that fix deteriorating bridges on the Interstate and non-Interstate NHS.

- North Junction Green Phase construction
- Bridge #290 on I-135 in Sedgwick County
- Bridge #496 & Bridge #497 on US-54 in Sedgwick County
- Bridge Repair (#291) on I-135 in Sedgwick County
- K-254 Bridges #209 and #210 on K-254 in Sedgwick County

## TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

The Federal Transit Administration has established three transit asset management performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are the percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB), the percentage of non-revenue service vehicles (by type) that exceed the ULB, and the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

MPOs are required to set targets for these measures. WAMPO has chosen to adopt Wichita Transit's targets with respect to their fleet and facilities and adopt KDOT's targets with respect to the fleets of all other paratransit operations in the Wichita region. Wichita

Transit is currently meeting all of its targets except those set for rubber tire trolley buses, light duty cutaway vans, and maintenance support vehicles.

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Percentage of revenue vehicles that exceed the useful life benchmark	
Percentage of non-revenue service vehicles that exceed the useful life benchmark	
Percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM)	✓

#### EFFECT OF THE TIP ON TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

The TIP supports the achievement of WAMPO's transit asset management targets through projects that replace transit vehicles.

- FTA 5310 Program
- Wichita Transit 5339 Capital
- Wichita Transit Replacement Paratransit Vehicles

# CONGESTION MANAGEMENT PROCESS

The WAMPO Congestion Management Process is based on three congestion-related performance measures: 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.

The regional transportation system is currently meeting or exceeding the targets set for the three congestion performance measures, and 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. Additional information on this topic can be found in the *REIMAGINED MOVE 2040* System Performance Appendix.

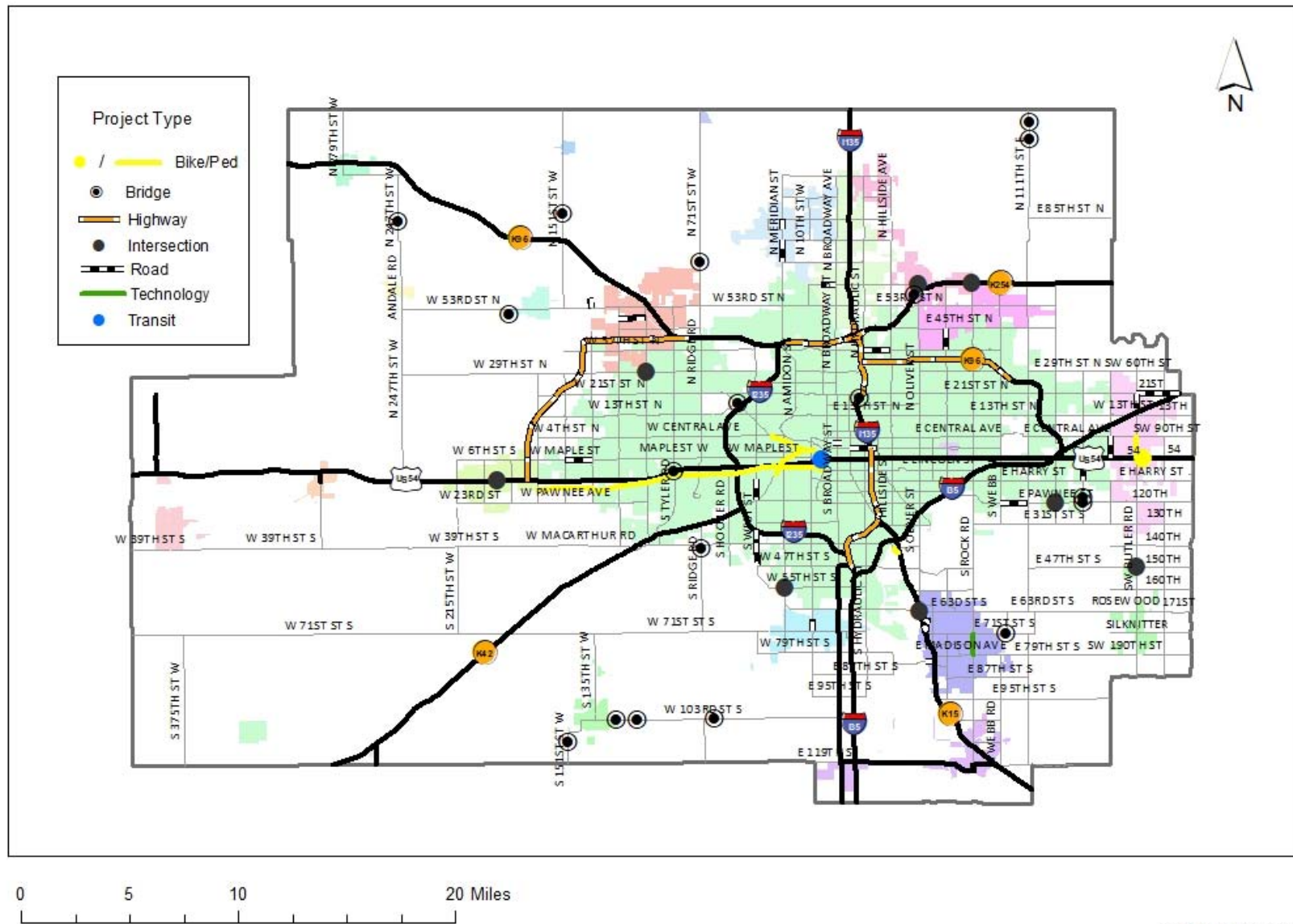
CONGESTION PERFORMANCE MEASURE	MEETS OR EXCEEDS TARGET
Delay across the system	✓
Delay across identified areas of concern	✓
Travel time uncertainty	✓

## TIP PROJECT LIST

The 2021 – 2024 TIP contains 88 individual projects and programs valued at \$454 million. Investment areas by system component are shown below, and the complete project list at the time of adoption is following. The current TIP Project Listing can always be found on the WAMPO Project Tracker website at, <https://projecttracker.wampo.org/>

- Current investment in the highway and road networks is focused on addressing bottlenecks at highway interchanges, upgrading arterial roads to current standards in suburban and urban communities, and routine preservation and maintenance.
- Investment in the public transit and paratransit services is focused on routine operations and planning initiatives to evaluate alternative business models and service delivery models.
- Investment in the region's bicycle and pedestrian network continues to expand, with new facilities built regularly.

## 2021 - 2024 Transportation Improvement Program



map date: 3/27/2020

# 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 – *REIMAGINED 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.

## ANTICIPATED FUNDING AND FINANCING

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

- **Federal Government Funding:** Funding programs that are made available through legislation passed by Congress and signed by the President. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation cabinet agency. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it

was intended to be exclusively funded with federal motor fuel taxes. However, 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 State's transportation programs – Eisenhower Legacy Transpiration Program (2021 – 2030). State provided sources 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.

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 2021 and FFY 2024 equal **\$98 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan; these projections assume marginal growth in federal funding.

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 2021 and FFY 2024 equal **\$270 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan; these projections assume marginal growth in state transportation funding.

This funding is provided through two State programs – Eisenhower Legacy Transportation Program 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.

- **Eisenhower Legacy Transportation Program:** The Kansas Legislature passed Eisenhower Legacy Transportation Program in Spring 2020, and the Governor signed it into law soon after. The Eisenhower Legacy Transportation Program is a 10 year program guaranteeing at least \$8 million will be spent in each Kansas county.
- **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 2021 and FFY 2024 equal **\$401 million**. The revenue projections used in this TIP are derived from the Reimagined MOVE 2040 Financial Plan. Local governments fund transportation improvements through a wide mix of property taxes, sales and use taxes, and other local tax revenue. 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.

## FUNDING AND FINANCING METHODS

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

- **Cash:** The sponsoring entity (e.g., a local city or county or the state government) 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).

- **Debt Financing:** Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future. As of 2019, the region holds a total of approximately \$245 million in debt principal and an additional \$55 million in interest. Every year, the region adds \$38 million of new debt financing and pays off \$43 million in debt service.
- **Advance Construction:** This financing technique is used for many large scale, expensive, multi-year projects that are fully or partially funded with federal funds. It is a financing technique that allows state or local 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 \$10 million of state and local government funding is being advanced during this TIP period.

#### FUNDING AND FINANCING PROJECTIONS BY SOURCE

FUNDING SOURCE	2020 – 2040	FFY 2021 – 2024
<b>Local Government</b>	\$2.6 billion	\$401 million
<b>KDOT Programs (mix of state and federal funding)</b>	\$1.6 billion	\$270 million
<b>Federal Government</b>	\$561 million	\$98 million
<b>Debt Financing (state and local governments)</b>	\$1 billion	\$154 million
<b>Total</b>	<b>\$5.7 billion</b>	<b>\$923 million</b>

*\*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*

## COSTS

The TIP includes three categories of costs: costs to adequately operate and maintain the federal aid transportation system in this region, debt service, and costs associated with programmed projects. For this TIP period, these costs total **\$835 million**.

### ANTICIPATED COSTS

EXPENDITURE TYPE	2020 - 2040	FFY 2021 - 2024
System Operations and Maintenance (O & M)	\$977 million	\$200 million
Debt Service	\$1.2 billion	\$181 million
New Projects (Local Governments, KDOT, WAMPO)	\$3.3 billion	\$454 million
Total Expenditures	\$5.47 billion	\$835 million

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

### SYSTEM OPERATIONS AND MAINTENANCE

It is projected to cost **\$200 million** to adequately maintain and operate the federal aid transportation system in this region over the course of this TIP. This amount is the projected year of expenditure cost that cities, counties, and the State will spend in aggregate maintaining and operating the federal aid transportation system in the region over the course of this TIP. The federal aid transportation system in this region includes all the interstates, state highways, most of the major roads, and Wichita Transit's operations.

These projections were calculated by averaging the annual expenditures on operating and maintenance per system component over a recent five year period. *REIMAGINED MOVE 2040* assumed no change in the annual maintenance and operating budgets during this TIP time period, so the annual average per system component was carried over for each year.

## OPERATIONS AND MAINTENANCE COSTS

SYSTEM COMPONENT	AVERAGE ANNUAL EXPENDITURES (2013 – 2017)	2021 PROJECTION	2022 PROJECTION	2023 PROJECTION	2024 PROJECTION	2021 – 2024 TOTAL
<b>Interstates &amp; State Highways</b>	\$6 million	\$6 million	\$6 million	\$6 million	\$6 million	\$24 million
<b>Local Roads on the Regional System</b>	\$29 million	\$29 million	\$29 million	\$29 million	\$29 million	\$116 million
<b>Transit</b>	\$15 million	\$15 million	\$15 million	\$15 million	\$15 million	\$60 million
<b>Total</b>	<b>\$50 million</b>	<b>\$50 million</b>	<b>\$50 million</b>	<b>\$50 million</b>	<b>\$50 million</b>	<b>\$200 million</b>

*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 if this is enough to adequately maintain and operate the federal aid transportation system?

**We don't definitively.** This is the amount that state and local 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.

#### DEBT SERVICE

Based on current rates of indebtedness and issue frequency, it is estimated that the region will add \$38 million in new debt financing and pay off \$43 million in debt service. Over the four-year time period of the TIP, a total of \$181 million will be paid in debt service at state and local levels.

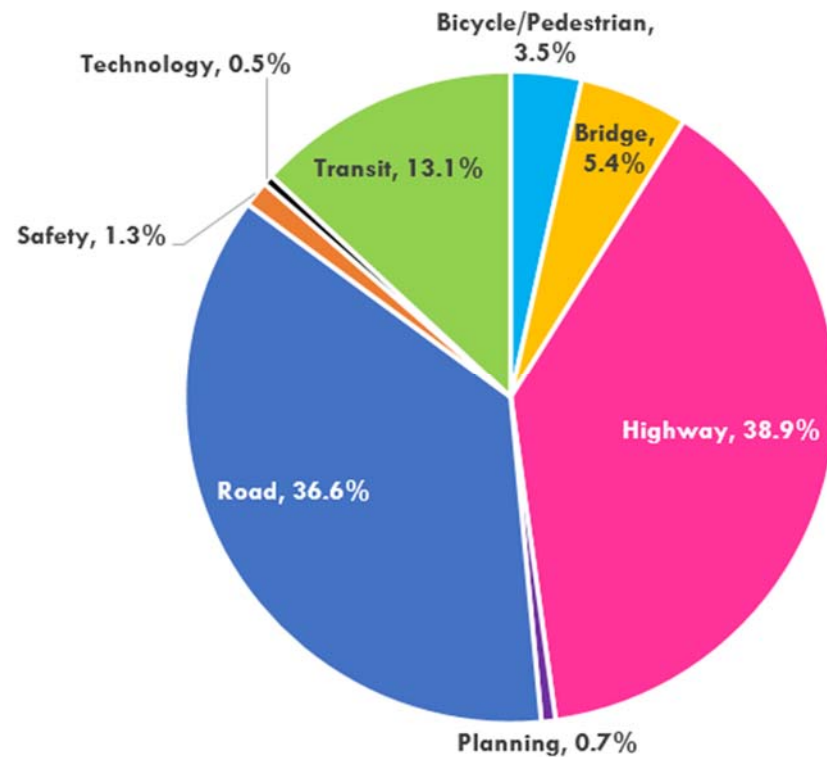
#### **PROJECTS PROGRAMMED IN THE TIP**

A total of **\$454 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. Costs are inflated between 4.25% and 4.5% annually, depending on project sponsor. The KDOT projects are inflated 4.5%, as per KDOT's policy. The remaining projects are inflated at 4.25% to be consistent with the *REIMAGINED MOVE 2040* adopted annual inflation rate. 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.

## PROJECTS BY TYPE

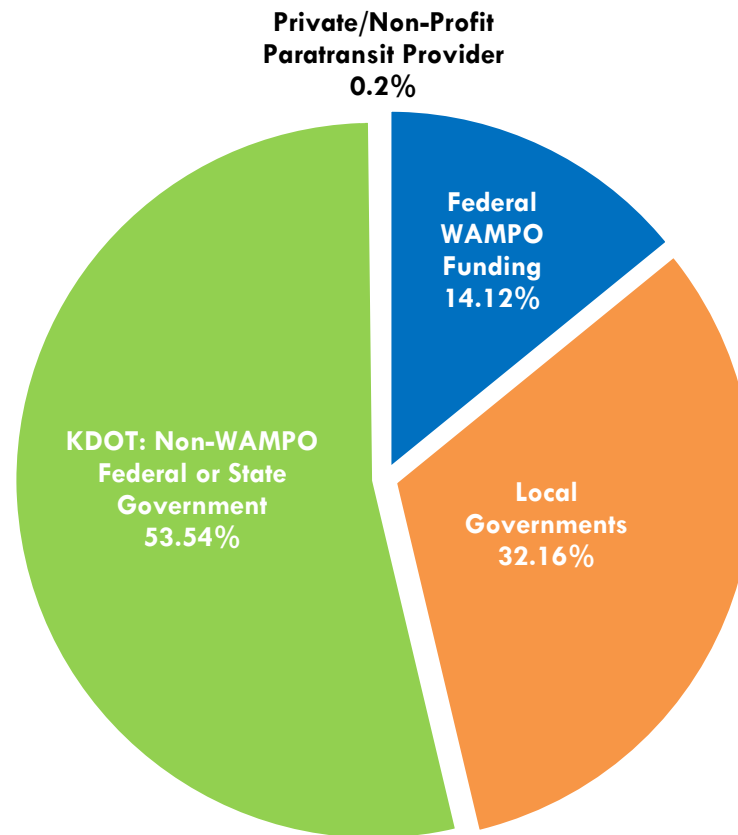
Construction of the North Junction Green Phase is the most expensive project in the TIP, at approximately \$100 million. The following table and chart illustrate the distribution of projects by type.

Project Type	\$ in Millions
Bicycle/Pedestrian	\$16.0
Bridge	\$24.4
Highway	\$176.7
Planning	\$3.3
Road	\$166.3
Safety	\$6.0
Technology	\$2.2
Transit	\$59.4
Total	\$454.3



## FUNDING SOURCES

As illustrated by the following funding source chart, the Kansas Department of Transportation provides the most dollars in the region, by far.



## FISCAL CONSTRAINT ANALYSIS

After accounting for the total projected revenues reasonably expected to be available for spending on the regional transportation system between FFY 2021 and FFY 2024 (\$923 million) and the amount estimated to be spent to adequately maintain the system (\$200 million), debt service (\$181 million), the amount available for programming in the TIP equals \$542 million, which is approximately \$88 million greater than the total amount programmed in this TIP. Therefore, this TIP is fiscally constrained.

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	
Anticipated Funding and Financing	
Federal Funding	\$401 million
State Funding*	\$270 million
Local Funding	\$98 million
Debt Financing	\$154 million
Total	\$923 million
Anticipated Costs	
Maintenance and Operations	\$200 million
Debt Service	\$181 million
TIP Projects	\$454 million
Total	\$835 million

TOTAL ANTICIPATED FUNDING AND FINANCING	-	TOTAL ANTICIPATED	=	BALANCE
\$923 million	-	\$835 million	=	\$88 million

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. Second, 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.

2021 - 2024 TIP Fiscal Constraint																		
PROGRAM	PRIOR	2021			2022			2023			2024			AFTER	2021 - 2024			TOTAL TIP
		REVENUES	PROGRAMMED	BALANCE	REVENUES	PROGRAMMED	BALANCE	REVENUES	PROGRAMMED	BALANCE	REVENUES	PROGRAMMED	BALANCE		REVENUES	PROGRAMMED	BALANCE	
FTA 5307	\$0	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$22,400,000	\$22,400,000	\$0	\$22,400,000
FTA 5310	\$0	\$425,067	\$425,067	\$0	\$437,819	\$437,819	\$0	\$450,954	\$450,954	\$0	\$464,483	\$464,483	\$0	\$0	\$1,778,323	\$1,778,323	\$0	\$1,778,323
FTA 5339	\$14,232,816	\$500,000	\$500,000	\$0	\$505,000	\$505,000	\$0	\$510,050	\$510,050	\$0	\$515,150	\$515,150	\$0	\$0	\$2,030,200	\$2,030,200	\$0	\$16,263,016
HIF		\$3,944,614	\$3,944,614	\$0	\$1,802,636	\$1,802,636	\$0			\$0			\$0		\$5,747,250	\$0	\$5,747,250	\$5,747,250
HSIP	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$7,500,000
KDOT STP		\$3,700,000	\$3,700,000	\$0	\$0	\$0	\$0			\$0			\$0		\$3,700,000	\$0	\$3,700,000	\$3,700,000
MPO-CMAQ	\$4,317,957	\$1,872,308	\$2,054,969	(\$182,660)	\$1,817,340	\$2,287,207	(\$469,867)	\$1,530,133	\$1,120,387	\$409,746	\$2,409,746	\$2,500,000	(\$90,254)	\$0	\$7,629,528	\$7,060,303	\$1,221,752	\$11,947,485
MPO-STP	\$34,527,530	\$9,457,165	\$8,074,976	\$1,382,189	\$10,552,189	\$5,866,586	\$4,685,603	\$12,331,379	\$12,181,725	\$149,654	\$9,099,654	\$7,437,228	\$1,662,426	\$4,886,624	\$41,440,387	\$30,260,617	\$5,111,978	\$80,854,541
MPO-TA	\$4,326,129	\$689,640	\$725,000	(\$35,360)	\$689,640	\$992,751	(\$303,111)	\$421,889	\$0	\$421,889	\$1,146,889	\$2,279,212	(\$1,132,323)	\$0	\$2,948,058	\$3,996,963	(\$710,434)	\$7,274,187
NHPP	\$76,589,515	\$26,893,546	\$26,893,546	\$0	\$48,164,731	\$48,164,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,058,277	\$38,323,546	\$36,734,731	\$151,647,792
FEDERAL SUBTOTAL	\$135,493,947	\$54,582,341	\$53,418,172	\$1,164,169	\$71,069,355	\$67,156,730	\$3,912,625	\$22,344,405	\$21,363,116	\$981,289	\$20,735,922	\$20,296,073	\$439,849	\$4,886,624	\$168,732,023	\$111,849,952	\$51,805,277	\$309,112,594
LOCAL SUBTOTAL	\$36,416,450	\$20,325,863	\$20,325,863	\$0	\$20,725,040	\$20,725,040	\$0	\$36,366,261	\$36,366,261	\$0	\$31,648,655	\$31,648,655	\$0	\$0	\$109,065,819	\$103,935,185	\$5,130,634	\$145,482,269
STATE SUBTOTAL	\$23,161,227	\$6,935,414	\$6,935,414	\$0	\$2,570,000	\$2,570,000	\$0	\$1,120,000	\$1,120,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$11,625,414	\$7,860,614	\$3,764,800	\$34,786,641
TOTAL	\$195,071,624	\$81,843,618	\$80,679,449	\$1,164,169	\$94,364,395	\$90,451,770	\$3,912,625	\$59,830,666	\$58,849,377	\$981,289	\$53,384,577	\$52,944,728	\$439,849	\$4,886,624	\$289,423,256	\$223,645,751	\$60,700,711	\$489,381,504

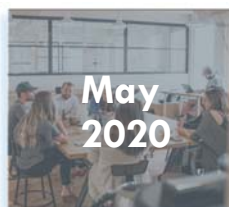
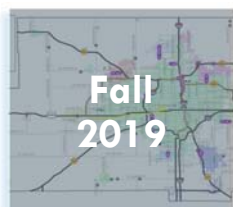
# OUTREACH AND ENGAGEMENT

WAMPO worked to incorporate significant engagement activities and analysis of Environmental Justice population impacts into both the TIP and *REIMAGINED MOVE* 2040 updates. With a focused strategy designed to “go to them” the WAMPO staff, board, and committees took a proactive approaches to recognizing the potential barriers to involvement, which included language barriers. The below table highlights the outreach approaches employed by WAMPO by population characteristic.

## TRADITIONALLY UNDERSERVED OUTREACH PROCEDURES

Outreach Approach	Minority	Low-Income	LEP	Disabled	Older Adults	Zero-Car Household
Targeted Ads & Notices	X	X			X	
Language Outreach Strategies	X		X			
Transit-Accessible Meetings		X		X		X
Convenient Meeting Times & Locales		X			X	X
Partnerships	X	X	X	X	X	X
Coordination	X	X		X	X	

The following highlights the engagement timeline:



### **Project List**

Public review and comment of the list of 113 WAMPO Funding Menu candidate projects.

### **Public Meetings**

Meetings of the WAMPO Policy Body and Advisory Committee serve as opportunities for the public to engage with decision-makers during the review process.

### **Consideration**

Public review and comment officially closes.

The WAMPO Policy Body undertakes consideration of the updated MTP and TIP documents.

### **Execution**

October 2020:  
TIP becomes active

November 2020:  
TIP incorporation into the State and Federal processes.

For more information about engagement plans and activities, please visit [www.wampo.org/planning-documents](http://www.wampo.org/planning-documents) and click on the Public Participation Plan link. For current opportunities to engage visit [www.wampo.org/get-involved](http://www.wampo.org/get-involved).

## **ENVIRONMENTAL JUSTICE**

Compliance with Environmental Justice at the MPO level incorporates non-discriminatory considerations and practices into the transportation planning and decision-making processes. The use of information gathered from mapping and secondary data informed Environmental Justice analysis for the projects found in the MTP and the TIP. The MTP appendix on Environment Justice documents the environmental justice analysis process includes the following three core elements:

The following infographic summarizes at a high level the information found in the Environmental Justice Appendix. For detailed analysis, check out the Environmental Justice Appendix, which is available online at [www.wampo.org/metropolitan-transportation-plan-mt](http://www.wampo.org/metropolitan-transportation-plan-mt).

## #1: IDENTIFICATION

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

## #2: ASSESSMENT

Documentation of the planned transportation projects in relation to EJ populations and the outreach strategies designed to engage traditionally underserved populations.

## #3: EVALUATION

Discussion of the regional benefits and burdens identified based on an overall assessment of the slate of planned transportation projects.

This assessment aids in informing whether there is the potential for disproportionate/adverse impacts to Environmental Justice populations and considerations.

Equity considerations, specifically the evaluation of regional benefits and burdens was accomplished through an overall assessment of the slated regional transportation projects. The assessment activities undertaken by WAMPO were key in informing the public engagement strategy as well as determining the presence of significant disproportionate and/or adverse impacts to the below target populations:

- Minority Residents
- Residents reporting Low-Incomes
- Residents with Limited-English Proficiency

Population Categories		Percentage
Race/Ethnicity	Minorities	17.9%
	White	82.1%
Low Income	'Persons Below Poverty'	13.6%
Limited English Proficiency	Speaks English Less than "Very Well" (5 Years and Older)	12.3%

Source: ACS 2013-2017 5-Year Estimate

For more information on Environmental Justice, visit [www.transportation.gov/transportation-policy/environmental-justice](http://www.transportation.gov/transportation-policy/environmental-justice).

# TIP AMENDMENTS

Amendments to the 2021 - 2024 TIP will be scheduled on a quarterly basis, and 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. There are two types of requests that may be made to the TIP: amendments and administrative adjustments.

## AMENDMENTS

A TIP amendment is necessary when one or more of the following thresholds have been met:

- Major scope change, involving changes to project extent or number of lanes
- Addition or removal of a funding source (not program) or change in amount greater than 25% of the total project cost
- Addition or remove of a project from the TIP

## ADMINISTRATIVE ADJUSTMENTS

These types of adjustments include 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% 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
- Changes to conversion amounts and years

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
- Send it back to the TAC for further deliberation

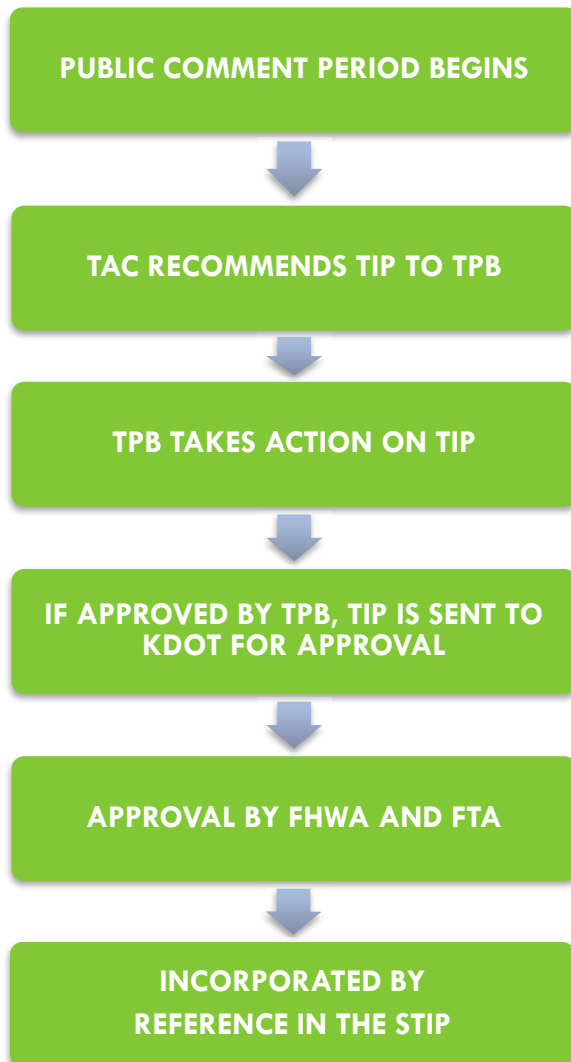
Before TPB action on any amendment, a public review and comment period will be held. Guidelines for public review and comment may be found in the WAMPO Public Participation Plan ([https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d\\_3ffe775e70764fd5baf319e3a8d63b37.pdf](https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d_3ffe775e70764fd5baf319e3a8d63b37.pdf)).

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, and WAMPO informs the project sponsors.



# TIP APPROVAL PROCESS



Public involvement opportunities begin prior to any recommendation of the TIP, and public comments are reported to the TAC and TPB before any action is requested. 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: 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

  
Matt Messina, KDOT Comprehensive Transportation Planning Manager

6/11/2020

Date

**REVIEWED**

By: mmessina

Date

Date: Jun 08, 2020

## APPENDIX B: PUBLIC COMMENTS

No comments were received from the public during the Public Comment Period.

# APPENDIX C: 2020 WAMPO FUNDING CYCLE CANDIDATE PROJECT SUMMARIES

# 2020 WAMPO Funding Cycle Candidate Project Ratings

WAMPOID	Name	Project Sponsor	Readiness Rating	MTP Best Project Rating	Urgency Rating	Total Rating (max is 99)
40-532	Major Regional Priority Planning	WAMPO	33	n/a	17	n/a
40-513	Training, Best Practices, and Model Policies for Member Jurisdictions	WAMPO	33	n/a	17	n/a
40-514	WAMPO Travel Demand Model Update	WAMPO	33	n/a	17	n/a
40-510	17th St N, I-135 to Hillside	Wichita	33	29	28	90
R-19-16	West St, Harry to Pawnee	Wichita	33	28	28	89
40-526	Downtown Wichita Intelligent Transportation System	Wichita	33	25	28	86
40-056	Wichita Intelligent Transportation System program	Wichita	33	25.4	27.5	85.9
40-522	Redbud Path, Woodlawn to Rock Rd	Wichita	33	19	33	85
40-525	Wichita Bicycle Master Plan Update	Wichita Transit	33	23	28	84
TA-17-01	North Andover Road Improvements, from Redbud Trail to Ira Court	Andover	33	28	22	83
R-19-17	West St, I-235 to MacArthur	Wichita	33	22	28	83
40-015	45th St N, N Oliver Ave to N Woodlawn St	Bel Aire	33	27.94	22	82.94
40-541	Nelson Drive Realignment	Derby	17	32	33	82
40-509	Wichita Transit Network Redesign Plan	Wichita Transit	33	27	22	82
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	33	19	28	80
R-17-02	Woodlawn: 45th St to 37th St N	Bel Aire	33	25	22	80
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	Valley Center	33	23	22	78
R-19-14	143rd Kellogg-Harry	Wichita	33	20	22	75
40-530	Wichita State Bikeway Connections	Wichita	16.5	25.4	33	74.9
40-521	Mt. Vernon, Southeast Blvd to Oliver	Wichita	16.5	30.48	27.5	74.48
40-524	Webb Rd, Central to 13th St N	Wichita	16.5	30.48	27.5	74.48
40-546	Oliver Ave and 45th St N Intersection Improvements	Bel Aire	33	19.05	22	74.05
40-082	13th St N, McLean-Zoo Blvd	Wichita	16.5	29.21	27.5	73.21
40-516	119th Street Improvements from 45th Street to 53th Street	Maize	33	23	17	73
40-547	Cross-jurisdictional Corridor Management: Rock Rd Signal Coordination and Fiber	KDOT	33	23	17	73
40-544	Sedg. Co. Paratransit Service Activities - Comprehensive Operations and Technology	Sedgwick County	17	34	22	73
40-544	Sedg. Co. Paratransit Service Activities - Replacement Vehicles	Sedgwick County	17	34	22	73
40-548	Academy Avenue Improvements from Maize Road to 119th Street	Maize	17	28	28	72
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	33	17	22	72
40-503	31st Street South Bikeway	Wichita	16.5	27.94	27.5	71.94
40-511	Maple Street Pathway	Sedgwick County	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions:	KDOT	33	18	17	68
40-500	Fiber Optics Installations: Expand/connect fiber on US 54/400 from West to Sycamore	KDOT	33	17	17	67
40-500	Fiber Optics Installations: K-15 Fiber Install thru Derby	KDOT	33	17	17	67
40-077	Maize, 31st St S. to Pawnee	Wichita	16.5	21.59	27.5	65.59
40-067	Maize, 31st S to MacArthur	Wichita	16.5	20.32	27.5	64.32
40-011	US-54/400 Bicycle/Pedestrian Bridge in Andover	Andover	17	20	28	64
40-073	143rd St E., Harry-Pawnee	Wichita	16.5	25.4	22	63.9
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	33	8	22	63
R-19-06	61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Park City	33	23	6	62
40-066	Pawnee, Greenwich to 127th St E	Wichita	16.5	22.86	22	61.36
40-012	Prairie Creek Rd bridge over KTA	Andover	33	11	17	61
40-538	Multi-Use Path along Seneca and 63rd Sts	Haysville	17	14	28	58
40-517	Douglas, Seneca to Meridian	Wichita	0	29.21	27.5	56.71
40-502	Santa Fe Street: Main Street to 391st Street West	Cheney	17	17	22	56
40-504	Arkansas River to Haysville Bikeway	Wichita	0	22.86	33	55.86
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	Derby	16.5	16.51	16.5	49.51
40-505	183rd Street Corridor Improvements from Maple Street to US-54/400	Goddard	17	15	17	48
R-19-12	37th St N, Hydraulic to Hillside	Wichita	0	19.05	27.5	46.55
40-079	Hillside, 37th-45th	Wichita	0	17.78	16.5	34.28

**CITY OF WICHITA**

## Project Type: Road Modernization

**Total Cost:** \$2,162,611  
**WAMPO Funding Request:** \$1,572,808  
**Sponsor Funding:** \$589,803

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

## Screening Criteria

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

## Readiness

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

## MTP Alignment

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

## Urgency

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



CITY OF WICHITA

Project (2): West St, Harry to Pawnee

Project Type: Road Modernization

Total Cost: \$17,431,953  
WAMPO Funding Request: \$7,864,039  
Sponsor Funding: \$9,567,914

Scope: Improve West Street from Harry to Pawnee.

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



## CITY OF WICHITA

## Project (3): Downtown Wichita Intelligent Transportation System

Project Type: Technology

Total Cost: \$3,604,351

WAMPO Funding Request: \$2,621,346

Sponsor Funding: \$983,005

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

## Screening Criteria

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

## Readiness

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

## MTP Alignment

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

## Urgency

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

CITY OF WICHITA

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

Project Type: Bike/Ped

Total Cost: \$786,404  
WAMPO Funding Request: \$524,269  
Sponsor Funding: \$262,135

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

Screening Criteria

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

Readiness

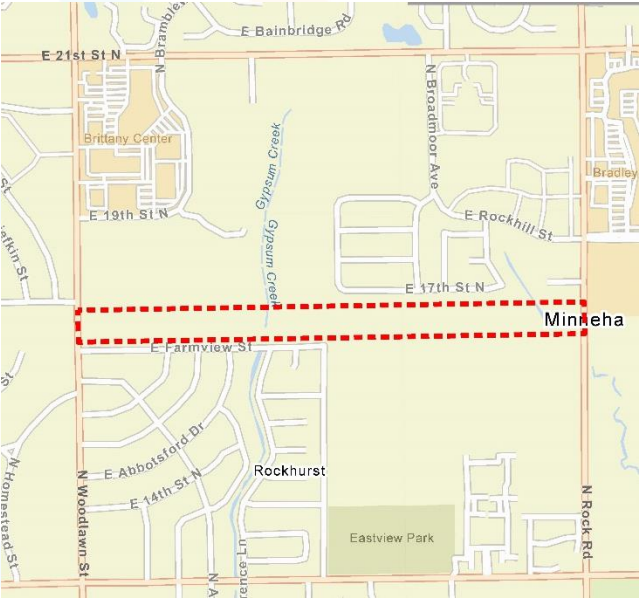
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

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

Urgency

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





Project (5): Wichita Bicycle Master Plan Update

Project Type: Planning

Total Cost: \$458,735  
WAMPO Funding Request: \$366,988  
Sponsor Funding: \$91,747

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





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

Project Type: Road Rehabilitation

Total Cost: \$3,348,068  
WAMPO Funding Request: \$2,390,374  
Sponsor Funding: \$957,694  
(Note: This is a current WAMPO-funded project for bicycle/pedestrian facility; current funding is \$615,168. Sponsor is requesting additional \$1,775,206 for scope expansion.)

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



# CITY OF WICHITA

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

Project Type: Road Modernization

Total Cost: \$5,963,562  
WAMPO Funding Request: \$4,194,154  
Sponsor Funding: \$1,769,408

Scope: Improve West Street from I-235 to MacArthur

### Screening Criteria

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

### Readiness

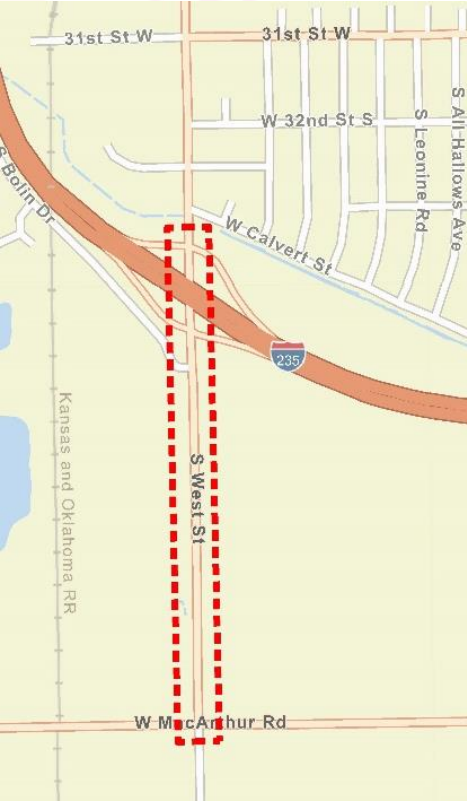
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

### MTP Alignment

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

### Urgency

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





Project (8): Nelson Drive Realignment

Project Type: Road Rehabilitation

Total Cost: \$7,183,799  
WAMPO Funding Request: \$5,039,276  
Sponsor Funding: \$2,144,523

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





Project (9): Wichita Transit Network Redesign Plan

Project Type: Transit

Total Cost: \$327,669  
WAMPO Funding Request: \$262,135  
Sponsor Funding: \$65,534

Scope: Develop a Transit Network Redesign plan

Screening Criteria

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

Readiness

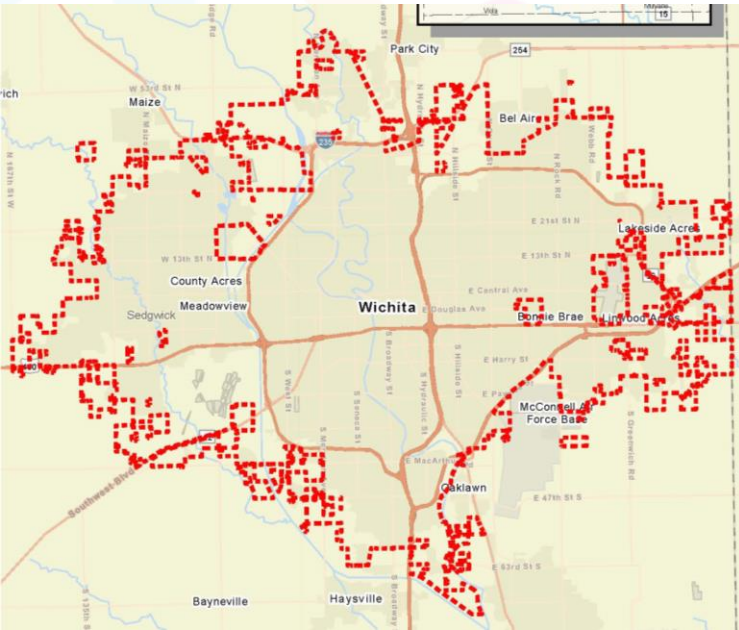
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

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

Urgency

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





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

Project Type: Road Rehabilitation

Total Cost: \$8,490,343  
WAMPO Funding Request: \$5,579,150  
Sponsor Funding: \$2,911,193  
(Note: This is a current WAMPO-funded project; current funding award is \$4,219,920; sponsor is requesting additional \$1,359,230 to meet the full 80% available.)

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



BUTLER COUNTY

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

Project Type: Road Rehabilitation

Total Cost: \$14,299,445  
WAMPO Funding Request: \$10,275,678  
Sponsor Funding: \$4,023,767

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



CITY OF VALLEY  
CENTER

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

Project Type: Road Rehabilitation

Total Cost: \$3,849,283  
WAMPO Funding Request: \$2,731,731  
Sponsor Funding: \$1,117,552

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

Screening Criteria

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

Readiness

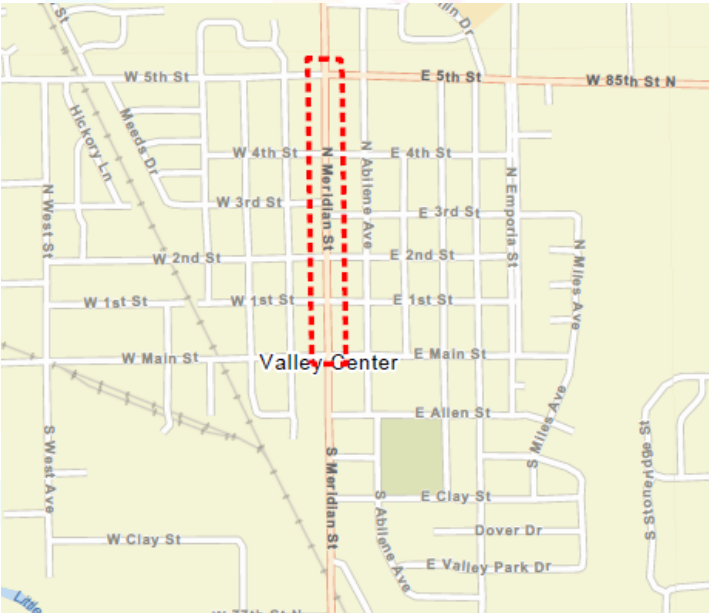
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

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

Urgency

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





Project (13): 143rd Kellogg-Harry

Project Type: Road Modernization

Total Cost: \$6,618,900  
WAMPO Funding Request: \$4,718,423  
Sponsor Funding: \$1,900,477

Scope: Improve 143rd Street East from Kellogg to Harry

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





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

**Project Type:** Technology

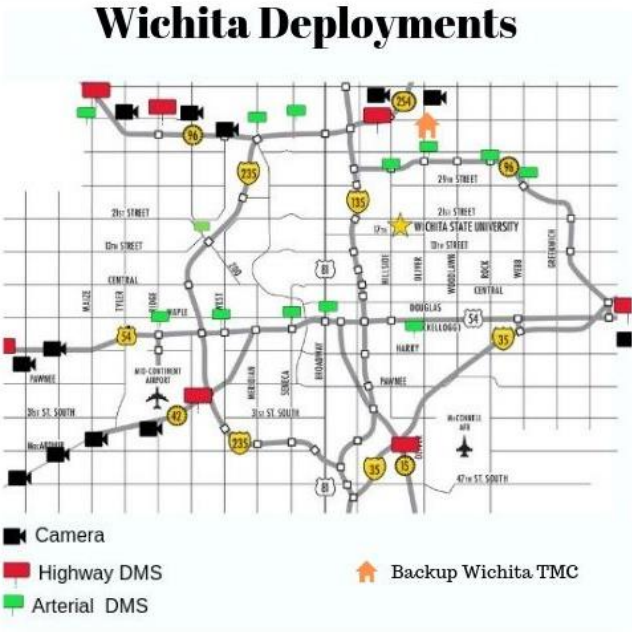
**Total Cost:** \$4,500,000  
**WAMPO Funding Request:** \$3,600,000  
**Sponsor Funding:** \$900,000

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

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

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

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





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

Project Type: Road Modernization

Total Cost: \$7,595,351  
WAMPO Funding Request: \$5,420,944  
Sponsor Funding: \$2,174,407

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

Screening Criteria

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

Readiness

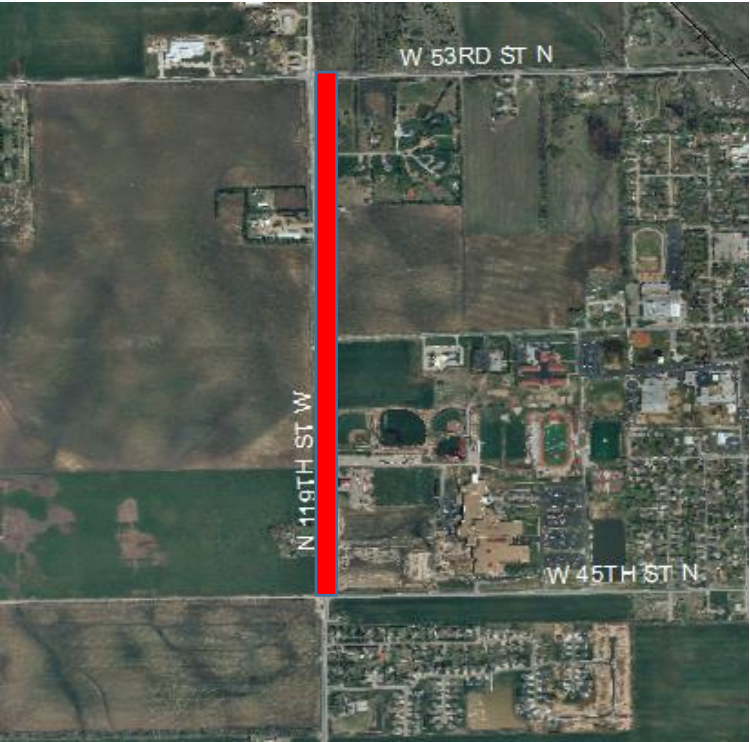
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

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

Urgency

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



SEDGWICK COUNTY

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

Project Type: Transit

Total Cost: \$104,976  
WAMPO Funding Request: \$83,981  
Sponsor Funding: \$20,995

Scope: Purchase two (2) modified minivans

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



SEDGWICK COUNTY

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

**Project Type:** Transit

**Total Cost:** \$222,815

**WAMPO Funding Request:** \$178,252

**Sponsor Funding:** \$44,563

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

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

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

**Accessibility:**

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

**Collaboration:**

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

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





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

Project Type: Technology

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



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

Project Type: Road Rehabilitation

Total Cost: \$10,283,493  
WAMPO Funding Request: \$7,440,390  
Sponsor Funding: \$2,843,103

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





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

Project Type: Technology

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





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

**Project Type:** Technology

**Total Cost:** \$4,000,000  
**WAMPO Funding Request:** \$3,200,000  
**Sponsor Funding:** \$800,000

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

**Screening Criteria**

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

**Readiness**

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

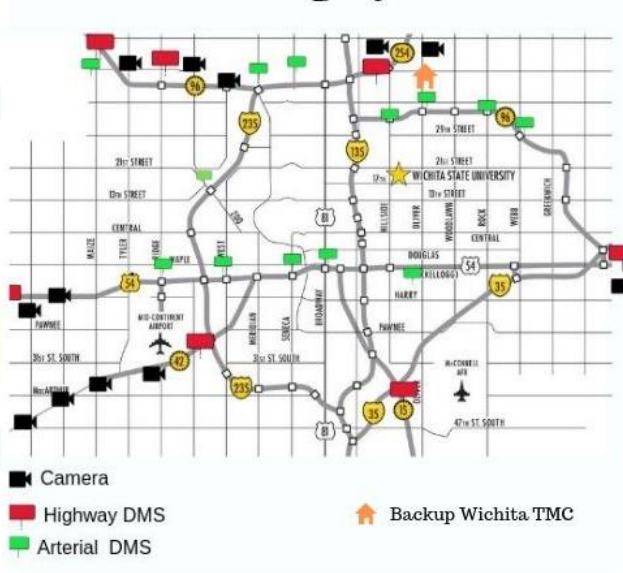
**MTP Alignment**

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

**Urgency**

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

**Wichita Deployments**





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

Project Type: Technology

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

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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





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

**Project Type:** Technology

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

**Screening Criteria**

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

**Readiness**

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

**MTP Alignment**

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

**Urgency**

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

Project (24): Maple Street Pathway

Project Type: Bike/Ped

Total Cost: \$2,064,310  
WAMPO Funding Request: \$1,310,673  
Sponsor Funding: \$753,637

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

Screening Criteria

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

Readiness

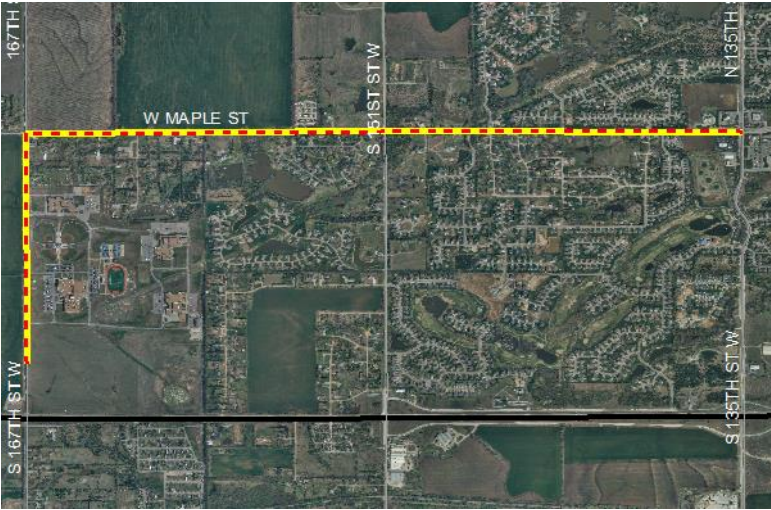
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

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

Urgency

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





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

Project Type: Technology

Total Cost: \$1,000,000

WAMPO Funding Request: \$800,000

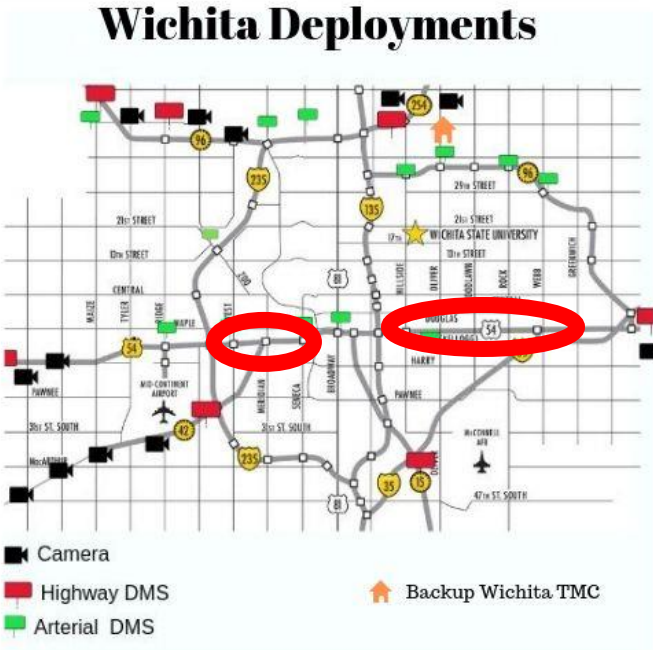
Sponsor Funding: \$200,000

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

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

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

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





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

Project Type: Technology

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



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

Project Type: Bike/Ped

Total Cost: \$3,635,418  
WAMPO Funding Request: \$2,279,212  
Sponsor Funding: \$1,356,206

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



# SEDGWICK COUNTY

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

Project Type: Bridge Rehabilitation

Total Cost: \$1,769,409

WAMPO Funding Request: \$1,258,246

Sponsor Funding: \$511,163

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

### Screening Criteria

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

### Readiness

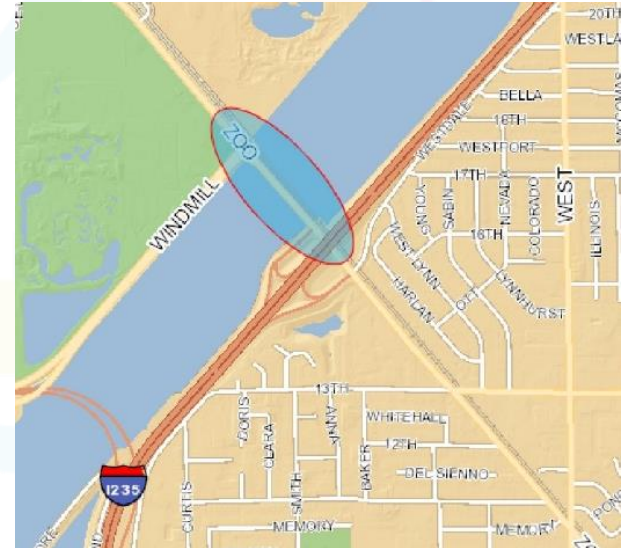
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

### MTP Alignment

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

### Urgency

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





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

Project Type: Road Rehabilitation

Total Cost: \$3,153,700  
WAMPO Funding Request: \$2,712,160  
Sponsor Funding: \$441,540  
(Note: This is a current WAMPO-funded project; current funding is \$2,242,960. Sponsor is requesting additional \$469,200 funding to accommodate alternative design options.)

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

Screening Criteria

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

Readiness

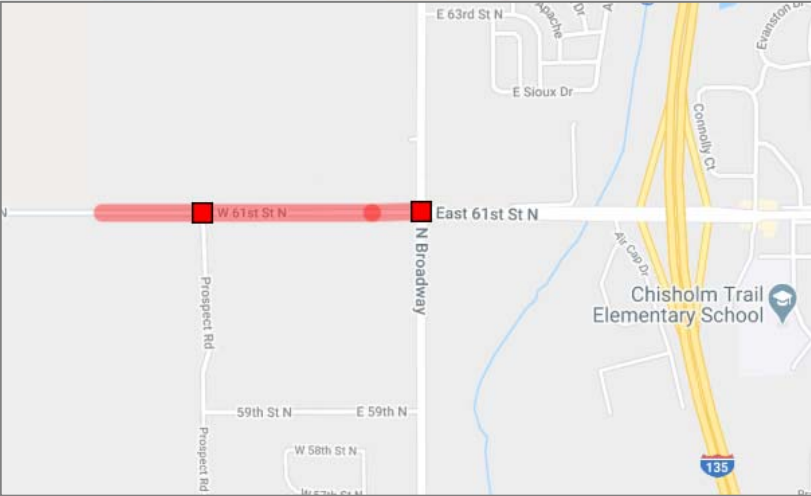
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	1	2	33
Explanation				

MTP Alignment

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

Urgency

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





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

Project Type: Bridge Modernization

Total Cost: \$6,440,009  
WAMPO Funding Request: \$4,549,098  
Sponsor Funding: \$1,890,911

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

Screening Criteria

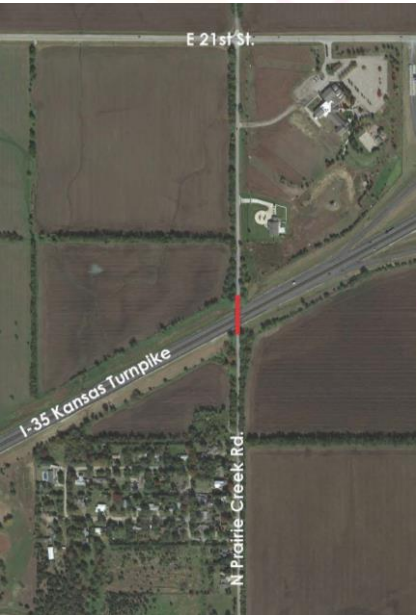
Readiness (max is 33 pts)	MTP Alignment (max is 33 pts)	Urgency (max is 33 pts)	Total (max is 100 pts)
33	11	16.5	61

Readiness

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

MTP Alignment

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



Urgency

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



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

Project Type: Bike/Ped

Total Cost: \$1,709,937  
WAMPO Funding Request: \$1,252,610  
Sponsor Funding: \$457,327

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



CITY OF CHENEY

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

Project Type: Road Rehabilitation

Total Cost: \$2,883,481  
WAMPO Funding Request: \$1,518,448  
Sponsor Funding: \$1,365,033

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

Screening Criteria

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

Readiness

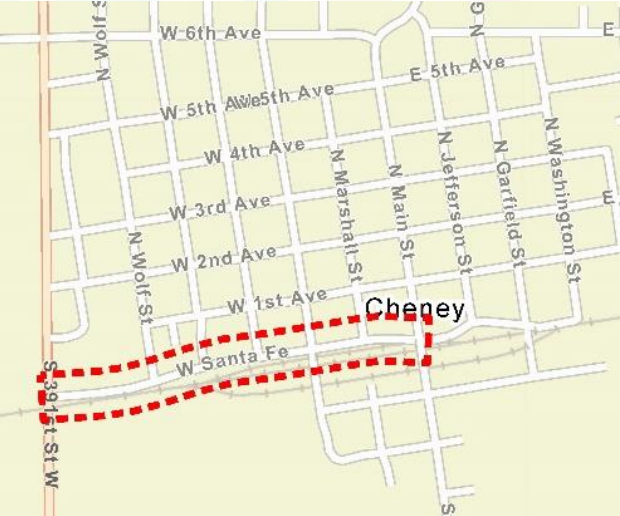
	Sponsor Says (Y/N) 1 pt for Y, 0 pts for N	Development Concern (Y/N) 1 pt for N, 0 pts for Y	Readiness Total (max is 2 pts)	Readiness Total (normalized to 33)
Screening	1	0	1	16.5
Explanation		functional classification		

MTP Alignment

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

Urgency

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



## CITY OF GODDARD

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

Project Type: Road Modernization

Total Cost: \$9,242,081

WAMPO Funding Request: \$6,816,969

Sponsor Funding: \$2,425,112

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

## Screening Criteria

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

## Readiness

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

## MTP Alignment

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

## Urgency

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





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

Project Type: Planning

Total Cost: \$655,336  
WAMPO Funding Request: \$524,269  
Sponsor Funding: \$131,067

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



Project (35): WAMPO Travel Demand Model Update

Project Type: Planning

Total Cost: \$1,703,875  
WAMPO Funding Request: \$1,363,100  
Sponsor Funding: \$340,775

Scope: Update WAMPO’s Travel Demand Model.

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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



Project (36): Major Regional Priority Planning

Project Type: Planning

Total Cost: \$1,310,674  
WAMPO Funding Request: \$1,048,539  
Sponsor Funding: \$262,135

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

Screening Criteria

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

Readiness

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

MTP Alignment

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

Urgency

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