



MOVE 2040 Amendment #2 Summary

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Amendment Approval

The MOVE 2040 Amendment #2 was approved by the WAMPO Transportation Policy Body on August 8, 2017, after the following public review and comment opportunities.

Activity	Date	Location	Purpose
Public Review	Wednesday, July 28	Electronic Review at www.wampo.org <i>Documents were available for review online or in hard copy upon request</i>	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing.
Transportation Advisory Committee (TAC)	Monday, July 24 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	TAC will make a recommendation on the proposed amendment.
Advanced Public Comment Closed	Monday, July 31 5:00 PM	Electronic Review	Comments will be accepted in person, via phone, or in writing.
Transportation Policy Body Meeting	Tuesday August 8 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	During this meeting the TPB will taking formal action on the proposed amendment.

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

Public Review & Comment

A print media advertisement was released on July 18th announcing the review and comment opportunity as well as the availability of WAMPO staff to share information within the community. Staff also distributed printed reference copies of the amendment summary and details to all regional libraries (and city halls where libraries were not present).

WAMPO staff responded to two requests for presentations on the amendment. Both were meetings open to the public as listed below:

- Health & Wellness Coalition of Wichita (July 12, 2017)
- Bike Walk Wichita Monthly Meeting (July 20, 2017)

WAMPO received three comments from members of the public on this amendment. None concerned individual projects or changes being made in the amendment. All three were supportive of public transit. One also expressed support for bicycle and pedestrian investments.

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Background

MOVE2040 recognized that conditions, projects, programs, federal and state requirements and transportation funding could undergo significant changes. These changes might occur prior to the adoption of the next metropolitan transportation plan, and included a process to amend MOVE 2040.

An amendment request may be made by any member of the Transportation Policy Body (TPB) and the Kansas Turnpike Authority (KTA). The KTA is not a member of the TPB, but is an independent authority owning and operating a transportation facility in the region. The request will be considered by the Technical Advisory Committee (TAC) that will recommend action to the TPB.

Each plan amendment for a project, program, or planning related study must:

- Demonstrate consistency with the Investment Strategy
- Have regional significance
- Include estimated costs – federal share, source of match funds
- Be consistent with MAP-21 (or the federal law in place at the time of the proposed amendments)

The TAC will use the following guidelines to evaluate amendment requests:

- Funding changes – e.g. improved project cost estimates, grant program application, new funding categories, private sector investment
- Change in project or program scope
- Government mandate or regulations
- Emergency response – severe weather damage, seismic activity related repairs, acts of God
- Project sponsor unable to provide local match or otherwise meet fiscal constraint requirements

Public input shall be solicited consistent with the WAMPO Public Participation Plan in effect at the time of the requested amendment. The TAC shall review the public input and provide a recommendation on final action to the TPB.

Amendment Summary

MOVE 2040 amendment #2 changes have been tracked from the following four main sources:

1. Project tracker
2. End-of-year balance
3. KDOT and Wichita Transit “bucket” projects
4. Responses to the amendment “call for changes”

1. Project Tracker Related Changes

In 2016 WAMPO procured new Project Tracker software to help manage project listings in the Transportation Improvement Program (TIP) and MOVE 2040. We have been using this software for the TIP since late 2016. As part of the process of entering the MOVE 2040 projects into the Project Tracker Software, project sponsors were asked if there were any changes that needed to be made to their projects. In addition, WAMPO staff cross checked the TIP projects in Project Tracker against the original MOVE 2040 project listings to see if any changes to the projects rose to the level of requiring a MOVE 2040 Amendment. This process produced changes to the following projects:

- Tyler, Maple to Central
- Wichita TMC Phase 4
- US-54: Greenwich to 127th

2. End of the Year Balance Related Changes

WAMPO allocates funding for three federal programs, the Surface Transportation Program (STP), the Transportation Alternatives program (TA), and the Congestion Mitigation and Air Quality program (CMAQ) to transportation projects in the WAMPO region. The costs for the projects that WAMPO has funded through these programs changes throughout the year, which often leaves WAMPO with a surplus (costs are less than what was allocated) at the end of the Federal Fiscal Year. The Kansas Department of Transportation (KDOT) administers these programs in Kansas on behalf of the Federal Highway Administration (FHWA). Until recently, KDOT allowed WAMPO to “roll over” any unused funds at the end of one fiscal year for the following year. Recently, KDOT informed WAMPO that they would be discontinuing this practice.

Now it is incumbent on WAMPO to ensure that our balance of remaining funds is as close to zero as possible at the end of the year. WAMPO has pursued multiple avenues to accomplish this, two of which are relevant to this amendment. We initiated the Planning Walkable Places program to provide small grants to our member jurisdictions for planning purposes using some of the extra funds available at the end of the year. In addition, we worked with KDOT and our member jurisdictions to ready certain technology related projects in MOVE 2040 so that they are ready to go as a secondary use of end-of-year funds not absorbed by the Planning Walkable Places program. These efforts have led to changes to the following projects:

- Planning Walkable Places
- K15 Synchronization; Derby to Canal Route
- ITS Outlier Coverage

- ITS on West US-54 to Goddard & Garden Plain
- Arterial ITS at Rock Road & K-96
- ITS Deployment East K-96
- US-54 & Rock and US-54 & Armour
- Fiber Deployment US-54 from Woodlawn to I-135
- Rock Road Signal Improvements from US-54 to 103rd St

3. Bucket Projects

KDOT and Wichita Transit each administer on-going programs which fund smaller transportation projects in the WAMPO region. As originally adopted, MOVE 2040 originally listed some specific projects funded by these programs, but the programs themselves were not fully represented. This created issues when additional projects under these programs were added to the TIP. This amendment will add in “bucket” projects to represent these projects in MOVE 2040, each of which will cover all TIP projects that fall under the relevant programs. These bucket projects include:

- KDOT Safety Program Projects
- KDOT Road and Bridge Program Projects
- Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 Program)
- Formula Transit Grants for Rural Areas (FTA 5311 Program)
- Bus and Bus Facilities (FTA 5339 Program)

4. Projects from the Call for Changes

WAMPO issued a Call for Changes to our project sponsors in June, 2016, asking for any additional changes to their projects in MOVE 2040. This call for changes lead to changes to the following projects:

- Pawnee & 127th St
- Personal Rapid Transit, Wichita State to Old Town
- Asset Management
- Fare Equipment
- Bust Stop Accessibility Study

Detailed discussion on each of the project change categories listed above may be found on pages **8 - 18** of this document.

Partner and Stakeholder Consultation

In developing this MOVE 2040 Amendment WAMPO worked extensively with our planning partners, the Kansas Department of Transportation and Wichita Transit, as well as all of our member jurisdictions. WAMPO conducted a review of existing projects MOVE 2040 projects as entered in the Project Tracker software, conducted an open Call for Changes, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Transportation

Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Fiscal Constraint Analysis

Introduction

WAMPO's long range plan, MOVE 2040, was originally adopted in July 2015. The associated Financial Plan and Financial Plan Supplemental demonstrated how the region will pay for all of the projects listed in the MOVE 2040 long range transportation plan, while adequately operating and maintaining the existing regional transportation system in the WAMPO region from 2015 to 2040. In other words, the Plan is, fiscally constrained. The Plan does this by showing that the projected costs for maintenance and operation of the existing system as well as for planned improvements (e.g., projects in the plan) is less than the forecasted revenues that are reasonably expected to be available to pay for them.

MOVE 2040 was first amended in October 2016; that Amendment (Amendment #1) included changes to the costs and/or scopes of four projects and one revenue stream. Amendment #1 was fiscally constrained.

The currently proposed Amendment (Amendment #2) makes changes to projected funding availability (e.g., revenues) through two federal funding programs. Changes were also made to local, state, and federal costs to 21 projects. No changes were made to the estimated expenses for operations and maintenance costs. The fiscal constraint analysis demonstrates that the Plan remains fiscally constrained through Amendment #2 because the planned funding availability exceeds the projected costs to adequately operate and maintain the system plus the projected costs to the projects included in MOVE 2040.

Use of Year of Expenditure Dollars (YOE)

All dollar figures presented in this analysis are in "Year of Expenditure" (YOE) dollars, meaning that they represent the dollar value when it was spent (for spending that took place in the past) or is anticipated to be available to be spent or actually spent on a project (for spending in the future). For future revenues and costs, this approach makes assumptions, which are detailed below, regarding the rate of change in funding sources and inflationary effects on costs.

Projected Funding Availability

The net change of Amendment #2 is adding \$12,727,500 (in year of expenditure dollars) to projected funding availability as compared to the projected revenue in Amendment #1. This new funding comes from two Federal Transit Adminstrating (FTA) programs that had been previously unaccounted for in MOVE 2040. After accounting for the Amendment #2 changes, it is estimated that over \$6.4 billion will be available to spend on new capital projects and operations and maintenance.

Time Band	Dollar Amount
2015 - 2018	\$1,148,083,871
2019 - 2025	\$1,694,516,082
2026 - 2040	\$3,631,783,330
Total	\$6,474,383,283

Specific Changes to Projected Funding Availability

- Revenue Stream: Formula Transit Grants for Rural Areas (FTA 5311 program)
 Funding Source: Kansas Department of Transportation
 Change: Added \$227,500 (in year of expenditure dollars) federal revenues coming from this program.
 Revenue Change Assumption: Assumed flat line revenue, based on 5% of the state's 2015 apportionment. It is estimated that 5% of the state's rural population lives within WAMPO's planning area, so it was reasonable to assume 5% of the total apportionment would be used in this region.
- Revenue Stream: Bus and Bus Facilities Program (FTA 5339 program)
 Funding Source: Wichita Transit
 Change: Added \$12,500,000 (in year of expenditure dollars) federal revenues coming from this program.
 Revenue Assumption: Assumed flat line revenue, based on 2016 FAST Act apportionment to this metro area (\$500,000/year)

Projected Costs for Projects in the MOVE 2040 Plan

The net effect of Amendment #2 is adding \$145,995,485 through cost estimate changes to 21 projects. After accounting for the Amendment #2 changes, the Plan includes over \$5.1 billion in new capital transportation projects in the WAMPO region.

Time Band	Dollar Amount*
2015 - 2018	\$1,194,363,220
2019 - 2025	\$1,110,660,183
2026 - 2040	\$2,807,619,586
Total	\$5,112,642,989

Impacts to Fiscal Constraint

The Plan remains fiscally constrained. After accounting for the total projected revenues reasonably expected to be available for spending on the regional transportation system between 2015 and 2040 (\$6.4 billion) and the amount estimated to be spent to adequately maintain the system (\$980 million), the amount available for the MOVE 2040

projects equals \$5.1 billion, which is approximately \$380 million greater than the total estimated cost of projects in MOVE 2040.

Fiscal Constraint Summary Table

Revenue Projection

Federal	<u>\$605,375,599</u>
State*	<u>\$2,349,188,000</u>
Local	<u>\$2,583,819,684</u>
Private/Non-Profit	<u>\$936,000,000</u>
Total Projected Revenue	<u>\$6,474,383,283</u>

Estimated O & M Expenses **\$980,436,915**

Fiscal Constraint Summary

Total Projected Revenue Less Total Estimated O & M Expenses \$5,493,946,368

Total Estimate Project Cost (MOVE 2040) \$5,114,275,028

Projected Balance \$379,671,340

**State revenue projects include a mix of state and federal sources*

Project Tracker Related Changes

**Tyler, Maple
to Central**

As this project went through the public review process – namely when it was presented to the District V Advisory Board, adjacent property owners/residents inquired about extending the limits north to tie into the existing 5-lane section south of Central. We asked our consultant (PEC) to investigate the possibility of accommodating the request. Utilities, Right-of-way, and drainage were reviewed and concepts were drawn up to be presented back to DAB V and it was recommended to extend the limits.

The project is consistent with the MOVE 2040 Investment Strategy in that it will improve air quality with the construction of the two-way left turn lane. Left turn vehicles will no longer block the inside through movement lane, thereby, reducing delay. Safety should be improved with the continuation of the two-way left turn lane by reducing the potential of rear-end collisions by providing left turn vehicles their own space. Additional sidewalk width will be constructed on the east side of Tyler, providing a wider walking path for students attending Wilbur Middle School.

The Wichita City Council has approved the revised project scope and additional funding.

Changes:

Summary: Changes to scope, project limits, and cost.

Scope: Construct left turn improvements at 2nd & Tyler to provide left turn access to Wilbur Elementary School. After concepts were presented to the District Advisory Board and adjacent property owners, it was determined to extend the project north to tie into the existing 5-lane section south of Central.

Total Project Cost: Increase from \$936,000 to \$1,900,000

Wichita TMC Phase 4	When MOVE 2040 was drafted, it was intended to include all projects from the 2015 Transportation Improvement Program in the project listing. The Wichita TMC Phase 4 was listed in the 2015 TIP and should have been included in MOVE 2040, however it was erroneously omitted from the final project listing. Fixing this error through the amendment process is consistent with the policies adopted during the drafting of MOVE 2040 and WAMPO's values of fairness and transparency.
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Changes:	<p><u>Summary:</u> Add project.</p> <p><u>Scope:</u> Installation of up to 7 cameras and sensors along K-96 and southwest corner of I-235. Communication upgrades from radio to fiber will also be made.</p> <p><u>Time Band:</u> 2015-2018</p> <p><u>WAMPO Funding:</u> \$144,000</p> <p><u>Total Project Cost:</u> \$1,014,000</p>
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US-54: Greenwich to 127th	In the MOVE 2040 project listing a major project on east Kellogg (US-54) was divided into two projects: US-54: Cypress to Wiedemann, with KDOT as the project sponsor; and E Kellogg Webb - K-96, with the City of Wichita as the project sponsor. However, the listed project cost for the E Kellogg Webb - K-96 erroneously included the cost for both portions of the project (double counting the Cypress to Wiedemann portion). This amendment corrects the cost for this project. It also renames the project to US-54: Greenwich to 127 th , to match the project name as listed in the TIP.
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Changes:	<u>Summary:</u> Reduce total project cost from \$286,840,320 to \$156,127,965
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End of Year Balance Related Changes

Planning Walkable Places	The Planning Walkable Places program is a non-construction grant program using funds that are "left over" from planned construction projects. Formally approved in May 2017, the program focuses on community goals that can be achieved through increasing walkability. These goals include, but are not limited to, improving health, safety, and connectivity; improving community vitality and 'sense of place'; enhancing tourism, attracting young talent, improving the mobility of seniors and children; increasing the enjoyment and safety of community events; and providing a distinctive place that promotes community identity and serves as a landmark.
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This program was approved by the WAMPO Transportation Policy Body in May 2017. This program is being amended into the WAMPO Transportation Improvement Program (TIP) because it is funded with federal transportation funds. Given that federal regulations require that projects listed in the TIP be consisted with projects in the MTP, this program must be amended into the MTP. These programs fund projects that further many of the goals of MOVE 2040, including safety and choice and connectivity.

Changes:

Summary: Add project.

Scope: The Planning Walkable Places program is a non-construction grant program using funds that are "left over" from planned construction projects. Formally approved in May 2017, the program focuses on community goals that can be achieved through increasing walkability. These goals include, but are not limited to, improving health, safety, and connectivity; improving community vitality and 'sense of place'; enhancing tourism, attracting young talent, improving the mobility of seniors and children; increasing the enjoyment and safety of community events; and providing a distinctive place that promotes community identity and serves as a landmark.

Time Band: 2015-2018, 2019-2025

WAMPO Funding: \$3,200,000

Total Project Cost: \$3,999,999

Transportation Systems Management & Operations Projects (TSMO)

As part of efforts to address WAMPO's end-of-year balance issues, WAMPO staff, in cooperation with our planning partners and member jurisdictions, have prepared a group of technology projects that can receive extra WAMPO funding remaining at the end of the year. Many of these projects are already in MOVE 2040, but some require changes to the scope, year, WAMPO funding, or total project cost. Two projects are new additions as part of this effort. These project changes serve MOVE 2040's goals of addressing system reliability and bottlenecks, as well as WAMPO's value of collaboration.

Changes:

**K15 Synchronization; Derby to Canal Route
MOVE 2040 Project #40-019**

Scope: Retrofit the existing signals along K-15/Southeast Blvd. with new controllers, GPS clocks, Ethernet/Fiber capable switches, PTZ cameras with fiber optic connections or modem connections. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Two arterial Digital Message Signs (DMS's) and two camera sites are planned in addition to the signal upgrades. All cameras and fiber will be connected into the WICHway Center. An existing trunk line conduit is in place; new trunk fiber will be

TSMO Changes Continued

necessary, in addition to connections to the pole mounted cameras. Modems will connect the switches to the respective city or county that requires access. Additional dark fiber will be installed for later use by KDOT, cities or county. GPS clocks will synch the clocks to run time of day programs.

Intersections are expected to include:

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

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

Time Band: Change from 2019-2025 to 2015-2019

WAMPO Funding: Increase from \$138,000 to \$1,020,000

Total Project Cost: Increase from \$187,500 to \$1,275,000

ITS Outlier Coverage MOVE 2040 Project #40-118

WAMPO Funding: Increase from \$200,000 to \$804,000

Total Project Cost: Increase from \$600,000 to \$1,005,000

ITS on West US-54 to Goddard & Garden Plain
MOVE 2040 Project #40-121

Time Band: Change from 2026-2040 to 2015-2019

Arterial ITS at Rock & K-96 MOVE 2040 Project #40-115

Scope: Install 2 variable message signs on Rock Road. Construct a new signal cabinet to work with the existing signal heads and

**TSMO Changes
Continued**

intersection in place. Signal box will utilize one new controller, GPS clocks and Ethernet/Fiber capable switches with modem connections. Pre-terminated Fiber pigtail will be provided from new cabinet to a new splice vault for future use. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Modems will connect the switches to the respective KDOT, city or county that requires access. GPS clocks will synch the clocks to run time of day programs. The existing signals will be retrofitted with Radar sensors due to shadow/occlusion issues.

WAMPO Funding: Increase to \$120,000

Total Project Cost: Increase from \$250,000 to \$400,000

**ITS Deployment East K-96
MOVE 2040 Project #40-113**

Time Band: Change from 2019-2025 to 2015-2019

WAMPO Funding: Increase from \$100,000 to \$208,160

Total Project Cost: Increase from \$500,000 to \$608,160

**US-54 & Rock and US-54 & Armour
MOVE 2040 Project #40-204**

Summary: Add Project.

Scope: Retrofit the existing signals along US-54 at Rock and Armour with new controllers, GPS clocks and Ethernet/Fiber capable switches with modem connections. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Modems will connect the switches to the respective KDOT, city or county that requires access. GPS clocks will synch the clocks to run time of day programs. The existing signals will be retrofitted with Radar sensors due to shadow/occlusion issues.

WAMPO Funding: \$88,000

Total Project Cost: \$110,000

**Fiber Deployment US-54 from Woodlawn to I-135
MOVE 2040 Project #40-202**

Summary: Add project.

Scope: A key gap in the WICHway network fiber is between the Woodlawn exit and I-135. Project includes connecting fiber to the

**TSMO Changes
Continued**

Mid-Continent East camera, removal of existing Radios and placing fiber and conduit between Woodlawn and I-135. Existing city of Wichita Conduit is in place between Oliver and Woodlawn that may be used. Additional dark fiber will be installed for later use by KDOT, cities or county. The existing WICHway sites will be attached into the network. The planned connections along US-54 include:

- I-135 East
- Hillside (2 sites)
- Oliver
- Edgemoor
- Woodlawn

Time Band: 2015-2019

WAMPO Funding: \$331,520

Total Project Cost: \$414,400

**Rock Road Signal Improvements from US-54 to 103rd St
MOVE 2040 Project #40-203**

Summary: Add project.

Scope: Retrofit the existing signals along Rock Road with new controllers, GPS clocks and Ethernet/Fiber capable switches with modem connections. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Modems will connect the switches to the respective KDOT, city or county that requires access. GPS clocks will synch the clocks to run time of day programs. Intersections are expected to include:

- Rock Road & Eastgate
- Rock Road & Pedestrian Crossing near Gilbert
- Rock Road & Lincoln
- Rock Road & Harry
- Rock Road & Pawnee
- Rock Road & Arnold Blvd.
- Rock Road & 47th Street
- Rock Road & Freedom Street
- Rock Road & Independence Ave.
- Rock Road & 63rd Street/Patriot
- Rock Road & Tall Tree Road
- Rock Road & Meadowlark
- Rock Road & Madison
- Rock Road & Chet Smith Ave.
- Rock Road & 103rd

Time Band: 2015-2019

WAMPO Funding: \$276,000

Total Project Cost: \$345,000

Bucket Project Changes

Bucket Projects

KDOT and Wichita Transit administer several on-going transportation funding programs that address a variety of needs, including road safety, highway preservation, bridge work, and public transit services for elderly and disabled people. Individual projects awarded by these programs are carried out by local governments and non-profit organizations in the region.

The projects that are funded through these on-going programs are often first introduced to WAMPO as a request to be included in the Transportation Improvement Program (TIP), without any sort of associated project or program in the Metropolitan Transportation Plan (MTP). Federal regulations require that projects listed in the TIP be consistent with projects in the MTP. Adding these on-going programs as “bucket” projects to the MOVE 2040 Plan will address that issue.

Adding these projects as “bucket” programs supports the WAMPO value of transparency because these on-going programs will now be listed in MOVE 2040 prior to the projects funded through them being listed in the MTP. These programs fund projects that further many of the goals of MOVE 2040, including infrastructure condition, safety, and choice and connectivity.

Changes:

Formula Transit Grants for Rural Areas (FTA 5311 Program)

Summary: Add Project.

Scope: Provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000.

Time Bands: 2015-2019, 2019-2025, 2026-2040

Total Project Cost: \$284,375

KDOT Safety Program Projects

Summary: Add Project.

Scope: This includes the safety projects that KDOT administers through its Local Safety Program. These include the Highway Safety Improvement Program (HSIP), the High Risk Rural Roads (HRRR) program, and the Rail-Highway Grade Crossing program. These programs are all designed to improve traffic safety in the state by improving hazardous roads and rail/highway grade crossings.

Time Bands: 2015-2019, 2019-2025, 2026-2040

Total Project Cost: \$27,486,749.

**Bucket Project
Changes
Continued**

KDOT Road and Bridge Program Projects

Summary: Add Project.

Scope: This includes two of KDOT's local road and bridge funding programs - the City Connecting Link Improvement Program (CCLIP) and the Off System Bridge program. The CCLIP program includes surface preservation, pavement restoration and geometric improvements of city streets that carry a highway designation. The Off System Bridge program is for replacement or rehabilitation of bridges located on roads that are not on the federal-aid-system.

Time Bands: 2015-2019, 2019-2025, 2026-2040

Total Project Cost: \$119.6 million

Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310) Program

Summary: Add Project.

Scope: Transit capital, transit operating, and project administration.

Time Bands: 2015-2019, 2020-2024, 2025-2034, 2035-2040

Total Project Cost: \$13 million.

Bus and Bus Facilities (FTA Program 5339)

Scope: Replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Time Bands: 2015-2019, 2020-2024, 2025-2034, 2035-2040

Total Project Cost: \$15,625,000

Projects from the Call for Changes

<p>Pawnee & 127th St</p>	<p>The City of Wichita and USD 259 held many meetings with area residents that were concerned with traffic that would be generated by the new Southeast High School (SEHS) Campus on the southwest corner of Pawnee & 127th Street. Traffic studies were completed prior to and after school began. Some traffic control measures have been changed in the surrounding area to accommodate the additional traffic generated by SEHS. The intersection of Pawnee & 127th Street has been switched from a two-way stop to a four-way stop. Traffic signal warrants are not met for signalization.</p> <p>During the studies, signalization of this intersection was inquired about – as was a possible round-about. The intersection is being programmed in the proposed Capital Improvement Program for improvements.</p> <p>The improvements will should reduce delay at the intersection if a roundabout were to be installed as motorists should not have to stop. Sidewalk will also be constructed with the project which will provide a safe place for students to walk. Reducing delay will also improve air quality. Currently at dismissal time, there is a long northbound queue of traffic slowly navigating the 4-way stop. Sidewalk will be constructed along Pawnee and 127th Street connecting to the sidewalk network within the Casa Bella Addition providing students who live there, a route to school.</p>
<p>Changes:</p>	<p><u>Summary:</u> Add Project.</p> <p><u>Scope:</u> Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout.</p> <p><u>Time Bands:</u> 2019-2025</p> <p><u>Total Project Cost:</u> \$790,824.</p>
<p>Personal Rapid Transit, Wichita State to Old Town</p>	<p>WAMPO is develop a grant application for the next round of TIGER grants involving a Personal Rapid Transit system connecting Wichita State University to the Old Town neighborhood. This project would enhance the MOVE 2040 Goal of Choice and Connectivity by providing additional transportation options.</p>
<p>Changes:</p>	<p><u>Summary:</u> Add project.</p> <p><u>Scope:</u> This project covers the construction of a personal rapid transit system to serve two separate areas. The first would be a system to serve the Wichita State campus including the new Innovation Campus. The system would also provide service to the main campus as well as Koch Arena. The purpose is to utilize the existing surface parking area at the Hughes Metroplex at 29th and Oliver as primary parking for</p>

**Personal Rapid
Transit Changes
Continued**

students and users of athletic facilities on campus. The estimated 2.93 mile route including cars and alignment mechanics is estimated to cost \$20.372 million. Potential savings to the university could include reducing the need to construct one or possibly two parking structures on campus, and to reduce the amount of vehicular traffic on campus.

Phase II of the proposed project would involve constructing a PRT system on the Red Bud Trail alignment from the Wichita State campus to approximately Ninth Street and I-135. The alignment would utilize street rights-of-way on Hydraulic and then west on Douglas Avenue to approximately St. Francis Street. Primary purposes of the alignment would be to provide 24 hour per day, 7 day per week transit service for low-to-moderate income areas that would have access to Wesley Medical Center and ancillary medical clinics; retail shopping, dining and entertainment areas as well as service to Intrust Bank Arena. Estimated cost of the link is \$35.96 million.

The majority of the costs of the projects would be financed through grants including a TIGER grant through the Federal Highway Administration. Feasibility studies will be financed by Wichita State University. This project is a new option to the previous TIGER grant application developed by the City of Wichita.

This project serves the MOVE 2040 goals of choice and connectivity.

Time Bands: 2019-2025

Total Project Cost: \$56,332,000

**Asset
Management**

This request is to initiate the use of sub-allocated fund to support Asset Management in 2018. MOVE 2040 calls for the initial use of sub-allocated funds to support the activities for Asset Management beginning in 2019. The rationale for the earlier use of sub-allocated funds is that the previously identified planning funds will not be available for asset management. The level of effort to date has successfully advanced the scope of activities to require the acquisition of analysis tools, the collection of regional data to begin during the early portions of fiscal year 2018 in order to be support the regional scenario planning efforts and the initiation of the long range transportation plan in the final quarter of 2018.

The proposed activities remain consistent with the policies and focus of MOVE 2040. The proposed activities continue to be guided by the Asset Management Steering Group composed of members of the WAMPO Transportation Policy Body and WAMPO Transportation Advisory Committee. The Executive Director has committed to the required match when the Transportation Improvement Plan Amendment is submitted.

Changes:

Time Band: Change to 2015-2018

Fare Equipment

Changes:

Total Project Cost: Increase from \$432,640 to \$1,406,302

Bus Stop Accessibility Study

Changes:

Total Project Cost: Reduce from \$216,320 to \$50,000