



Technical Advisory Committee (TAC) meeting notice

Monday, May 24, 2021 at 10:00 am

ONLINE LINK: <https://global.gotomeeting.com/join/694541413>

Please call us at 316.779.1321 at least 48 hours in advance if you require special accommodations to participate in this meeting.
We make every effort to meet reasonable requests.

Meeting Agenda

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

	Page Numbers (in this packet)
1. Welcome	
2. Regular Business	
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B. Approval of March 22, 2021 Minutes	Pages 2 to 5
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4. New Business	
A. Action: 2021-2024 TIP (Transportation Improvement Program) Amendment	Pages 7 to 27
Nick Flanders, WAMPO	
B. Update: Improving roadway safety, and traffic calming to slow vehicle speeds	
Mike Armour, City of Wichita	
C. Discussion: Projects Evaluation Methodology & Scoring Criteria	Pages 28 to 68
5. Committee Reports/Updates	
A. Regional Freight Committee update	
B. Safety & Health Committee update, Elizabeth Ablah	
C. Active Transportation Committee, Alan Kailer & Jack Brown	
6. Other Business	
7. Adjournment	

Chad Parasa, TAC Secretary
May 17, 2021

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Meeting Summary

Technical Advisory Committee (TAC) Meeting Summary
Monday, March 22, 2021
Online via GoToMeeting

Meeting Duration: 58 minutes

Members in Attendance:

Troy Tabor, TAC Chair
Jim Weber, Sedgwick County
Les Mangus, Butler/Sumner
Jack Brown, Regional Pathways
Rene Hart, KDOT
Chad Parasa, WAMPO
Tonja Howard, Wichita Transit
Shawn Mellies, City of Wichita

Raven Alexander, Wichita Transit
Annette Graham, Coordinated Transit
District #9
Laura Rainwater, REAP
Elizabeth Ablah, Public Health
Alejandro Arias, Air Quality
Representative

Don Snyder, KDOT
Matt Williams, Urban Land Use
Planning and Development Trend
Expert
Tom Hein, WAMPO Representative
Pat Stivers, SCAC

Other Attendees:

Michelle Styles, WAMPO
Patricia Sykes, WAMPO
Nick Flanders, WAMPO
Alan Kailer, Bike Walk Wichita
Eva Steinman, FTA

Cathy Monroe, FTA
Becky Tuttle, City of Wichita
Matt Messina, KDOT
Brett Letkowski, TranSystems
Jane Byrnes, Public

Barbara Maley
Lynn Packer, Sedgwick County
Brad Shores, JEO
Brent Chesnut, Alfred Benesch
Bryan Frye, City of Wichita

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

Pat Stivers, council member for the City of Maize, was introduced to the committee. Mr. Stivers replaced Zach McHatton as a Sedgwick County Association of Cities (SCAC) representative. Tom Hein, with KDOT, was also introduced to the board; he will serve as WAMPO Representative.

2. Regular Business

A. Approval of March 22, 2021 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (17-0).

Motion: J. Weber

Second: R. Alexander

B. Approval of February 22, 2021 Minutes

Discussion: None

Action: Moved to approve minutes as presented. Motion passed (17-0).

Motion: J. Weber

Second: A. Arias

C. Director's Report

i. Committee Updates –

Mr. Parasa reported on upcoming presentations to the Transportation Policy Body (TPB) by various cities and jurisdictions within the WAMPO area. The topic planned to be presented is “[City/Jurisdiction] Connecting with the Region”. This topic can be subdivided as follows:

- Growth patterns (population, housing, jobs, employment centers, commuting patterns)
- Transportation projects/improvements planned
- Plans to tie growth patterns & transportation projects/improvements to the broader region

3. Public Comment

Jane Byrnes shared statistics on safety data. Encouraged all to keep in mind safety of pedestrians and bike riders.

4. New Business

A. Discussion: Project Evaluation Methodology & Scoring Criteria

WAMPO employees Chad Parasa and Nick Flanders presented to the TAC members the Transportation Project Evaluation Methodology for MTP & TIP projects. Project selection for the TIP and MTP occurs periodically at WAMPO. Evaluation criteria for regional transportation projects are based on federal goals, as well as regional goals. Troy Tabor noted that jurisdictions would need to fill out a project form, with data related to each transportation project. WAMPO staff would use these project forms to score all projects prior to project selection. The TAC will continue to review proposed methodology and scoring criteria and have further discussion in greater detail at upcoming meetings.

Methodology 1:

The evaluation criteria most recently used in 2020, during the development of the MTP, to determine eligibility for WAMPO suballocated federal funds:

Scoring utilized	Dimensions projects are scored on (all weighted equally, maximum total score is 32)
N/A = 0 Acceptable = 1 Good = 2 Excellent = 4	1. Quality of Place 2. Land-Use Transportation Connection 3. Multimodal Connectivity 4. Economic Development 5. Financial Sustainability 6. Regionalism 7. Safety 8. Technology

Methodology 2:

Attached "Project Evaluation Methodology & Scoring Criteria" that has following project types.

Types of transportation projects (each has a unique evaluation methodology)	Weighted scoring criteria
1. Bridge Rehabilitation/Replacement 2. Traffic Management Technologies (Roadway System Mgmt.) 3. Roadway Reconstruction/Modernization/Automation 4. Roadway Expansion 5. Multiuse Trails & Bicycle Facilities 6. Pedestrian Facilities/Safe Routes To School 7. Transit Expansion/Transit Modernization	<ul style="list-style-type: none"> • Role in the Regional Transportation System and Economy • Usage (number of users) • Equity and Housing Performance • Infrastructure Condition • Congestion/Air Quality • Connecting Communities/Regionalism • Safety • Multimodal Elements and Existing Connections • Consistency with Regional Plans • Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties) • Cost Effectiveness

5. Committee Reports/Updates

A. Regional Freight Committee update, Chad Parasa

TranSystems has continued to work with the committee on sourcing new technology that is relevant for the region. The next Regional Freight Committee meeting will be on March 31st, 2021.

B. Safety & Health Committee update, Elizabeth Ablah

Dr. Ablah gave a brief update on the Safety & Health Committee, stating that the committee has mapped out a general plan for the next two years. Chad Parasa will focus on safety and Dr. Ablah will focus on health. The next Safety & Health Committee meeting will be on May 19th, 2021.

C. Active Transportation Committee update, Alan Kailer

The committee is continuing to discuss and review the status of active transportation plans within the region. Mr. Kailer noted that the committee reviewed Derby's and Wichita's active transportation plans at its last meeting. The next Active Transportation Committee meeting will be on June 2nd, 2021.

6. Other Business

Mr. Parasa mentioned that WAMPO staff have been working on WAMPO's new project tracker and will host a presentation about it on Monday, April 12th, at 3:00 PM.

Meeting was adjourned at 10:58 AM

Next Meeting will be held May 24, 2021 at 10:00 AM



Agenda Item 3:
Public Comment Opportunity
Troy Tabor, Technical Advisory Committee (TAC) Chair

Background

The Public Comment Opportunity is an open forum for the general public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents.

- Comments are limited to two minutes per individual.



Agenda Item 4A: Action
2021 - 2024 Transportation Improvement Program (TIP), Amendment #3
Nick Flanders, GIS Analyst/Transportation Planner

Amendment #3 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the third scheduled amendment for this TIP. The 2021 – 2024 TIP took effect on October 1, 2020.

Action Options:

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

Recommendation:

- Recommend approval of 2021 - 2024 Transportation Improvement Program (TIP) Amendment #3, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on June 8, 2021.
- The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in July 2021.

Attachment:

- [WAMPO 2021 - 2024 TIP Amendment 3](#)

Projects in WAMPO 2021-2024 TIP Amendment 3

Amendment or Adjustment	Project Name
Amendment	Academy Avenue Improvements from Maize Road to Maize City Park
Amendment	West St., Harry to Pawnee
Amendment	North Junction Accelerated Project – SB I-135 and WB I-235 Flyover Option #2
Amendment	Right of Way Acquisition for Northwest Wichita Bypass
Amendment	Vehicle Maintenance Facility [Starkey]
Amendment	West Kellogg/US-54/400 Expansion
Amendment	Regional Asset Inventory [Removed from TIP]
Adjustment	SW Butler Rd/SW 150th St Intersection
Adjustment	North Andover Rd. Improvements Redbud Trail to Ira Ct.
Adjustment	West St., I-235-MacArthur
Adjustment	Redbud Path, K-96 to 159th
Adjustment	Redeck Bridge #113 on US-54 in Sedgwick County
Adjustment	KDOT Bridge Set Aside projects in the WAMPO Region 2021
Adjustment	KDOT Bridge Set Aside projects in the WAMPO Region 2022
Adjustment	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities

2021 – 2024

TRANSPORTATION IMPROVEMENT PLAN

Amendment #3



Staff Contact | Nick Flanders, GIS Analyst/Transportation Planner | nicholas.flanders@wampo.org | 316-779-1315

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	31 PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	April 30, 2021 thru May 31, 2021	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: chad.parasa@wampo.org
Technical Advisory Committee (TAC) Meeting	Monday, May 24 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, June 8 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

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

Background

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

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 121 projects, totaling \$836,809,335 in estimated cost. The complete project list and additional project information can be found on WAMPO's website, at <https://www.wampo.org/transportation-improvement-program>.

Amendment #3 Summary

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

Amendment #3 requests for changes were accepted for 15 projects. Of these,

- 7 will require formal action
- 8 were administrative changes*

*Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

Amendment #2 Total Financial Impact: added \$19,226,391

Formal Action Required

Project Name	Change	Type of Formal Action Change
Academy Avenue Improvements from Maize Road to Maize City Park (2022) (City of Maize)	Change the project scope without changing any programmed costs, funding sources, or years.	Significant modification
West St., Harry to Pawnee (2018, 2021, 2022, 2023, 2024, 2025) (City of Wichita)	Edit scope; change distribution of spending amongst fiscal years and project phases; large increase (74.6%, \$7,783,990) in the cost estimate, all from local funds.	Significant modification
Regional Asset Inventory (2021) (WAMPO)	Remove project from the TIP, \$225,000.	Remove project
North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2 (2020, 2021, 2022) (KDOT)	Edit scope and shift \$77,500 from local funding to KDOT-STP funding.	Significant modification
Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05) (2021) (KDOT)	Add new KDOT project to the TIP, \$10,100,000.	New project
Vehicle Maintenance Facility (2021) (Starkey (paratransit provider))	Add new Starkey project to the TIP, \$940,410.	New project
West Kellogg/US-54/400 Expansion (2023) (City of Wichita)	Add new City of Wichita project to the TIP, \$2,250,000	New project

Administrative Changes (do not require formal action)

Project Name	Change
SW Butler Rd/SW 150th St Intersection (2018, 2019, 2020) (Butler County)	Corrected designation of Highway Improvement Program funds from KDOT-distributed to MPO-distributed; added FHWA Project I.D. #.
North Andover Rd. Improvements Redbud Trail to Ira Ct. (2020, 2021, 2022) (City of Andover)	Shifted some MPO-STP funds from Construction Engineering to Construction; changed years, project phases, and amounts of local funding; small increase (11.2%, \$376,358) in the cost estimate, all from local funds; added KDOT Project I.D. #.
West St., I-235-MacArthur (2021, 2022, 2024, 2025) (City of Wichita)	Moved local spending on Utility Relocation and Construction back from 2023 to 2024; small increase (1.7%, \$100,000) in the cost estimate, all from local funds.
Redbud Path, K-96 to 159th (2018, 2019, 2020, 2021) (City of Wichita)	Moved \$345,763 MPO-TA conversion forward from 2022 to 2021.
Redeck Bridge #113 on US-54 in Sedgwick County (2021, 2022, 2023) (KDOT)	Added clarification that this project was split off from another project.
KDOT Bridge Set Aside projects in the WAMPO Region 2021 (2021, 2022) (KDOT)	Shifted \$270,000 from state funding to NHPP funding; corrected designation of county/ies project is in.
KDOT Bridge Set Aside projects in the WAMPO Region 2022 (2022, 2023) (KDOT)	Decreased estimated cost (28.8%, \$1,726,000) because project added to TIP in earlier amendment was split off from it; shifted some funds from state to NHPP; added KDOT Project I.D. #.
FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities (2021, 2022, 2023, 2024) (Wichita Transit)	Adjusted 2021 & 2022 FTA 5310 and local funding amounts for Capital and Operations to accurately reflect allocations and local match: Decrease (14.4%, \$373,367) in the cost estimate.

WAMPO-Funded Program

No changes are being proposed for WAMPO-funded projects.

Partner and Stakeholder Consultation

WAMPO worked extensively with regional planning partners, which include the Kansas Department of Transportation (KDOT) and Wichita Transit, as well as all of our member jurisdictions.

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary projects changes. WAMPO conducted an open Call for Changes to project sponsors, 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 Technical Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

A 30-day public comment period is planned during April-May 2021.

MTP Consistency

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

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

Fiscal Constraint Analysis

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

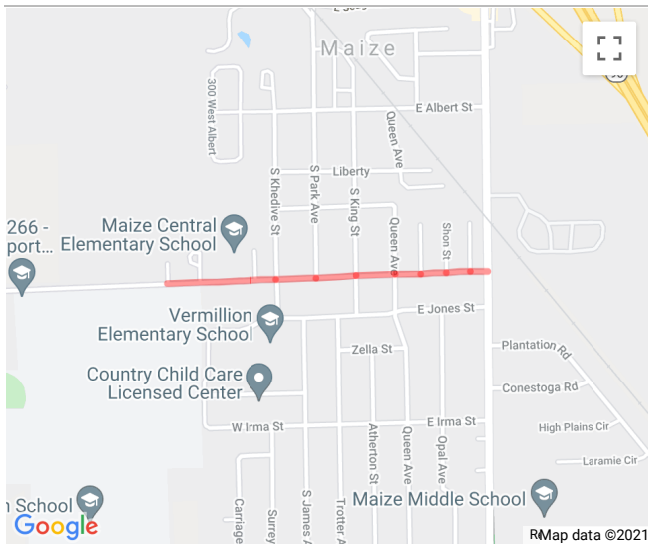
2021 - 2024			
PROGRAM	ANTICIPATED REVENUES	PROGRAMMED COSTS	BALANCE
EARMARK	\$1,800,000	\$1,800,000	\$0
FTA 5307	\$22,400,000	\$22,400,000	\$0
FTA 5310	\$1,737,204	\$1,737,204	\$0
FTA 5339	\$2,690,200	\$2,690,200	\$0
HSIP	\$9,944,614	\$9,944,614	\$0
KDOT-STP	\$3,777,500	\$3,777,500	\$0
MHIF	\$2,352,636	\$2,352,636	\$0
MPO-CMAQ	\$7,606,606	\$6,771,317	\$835,289
MPO-STP	\$41,223,188	\$39,693,600	\$1,529,588
MPO-TA	\$3,066,163	\$3,996,963	(\$930,800)
NHPP	\$96,262,937	\$96,262,937	\$0
FEDERAL SUBTOTAL	\$192,861,048	\$191,426,971	\$1,434,077
LOCAL SUBTOTAL	\$131,093,135	\$131,093,135	\$0
STATE SUBTOTAL	\$22,950,648	\$22,950,648	\$0
TOTAL	\$346,904,831	\$345,470,754	\$1,434,077

**WAMPO Transportation Improvement Program, 21-03 Amendment
2021-2025**

7 Projects Listed

<i>State TIP ID</i>	40-548	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	<i>Total Cost</i>	\$3,875,000
<i>Lead Agency</i>	City of Maize	<i>Contact</i>	Jolene Graham (316)722-7561		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2022 start
<i>Project Name</i>	Academy Avenue Improvements from Maize Road to Maize City Park (2022)					
<i>Project Limits</i>	Academy Avenue, from Maize Road to Maize City Park					
<i>Description</i>	Implement the paving, stormwater, sidewalk, shared-use path, and streetscape elements from the Academy Arts District Plan from Maize Rd to the west border of Maize City Park (Cathey St). Specific project elements are construction of the eastern gateway and various plaza spaces, Academy Ave residential segment, MOXI Crossing, City Park, reconstruction of Khedive St from Academy Ave south to the school parking lot, reconstruction of Park Ave from Academy Ave north approximately " block, added parking along Khedive St and Park Ave, and retaining wall extension south along King St.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	-	-	\$575,000	-	-	-	-	\$575,000
	<i>Total Preliminary Engineering</i>	-	-	\$575,000	-	-	-	-	\$575,000
ROW	Local	-	-	\$100,000	-	-	-	-	\$100,000
	<i>Total Right of Way</i>	-	-	\$100,000	-	-	-	-	\$100,000
CON	Local	-	-	\$625,000	-	-	-	-	\$625,000
CON	MPO-CMAQ	-	-	\$2,500,000	-	-	-	-	\$2,500,000
	<i>Total Construction</i>	-	-	\$3,125,000	-	-	-	-	\$3,125,000
UT	Local	-	-	\$75,000	-	-	-	-	\$75,000
	<i>Total UT</i>	-	-	\$75,000	-	-	-	-	\$75,000
	<i>Total Programmed</i>	-	-	\$3,875,000	-	-	-	-	\$3,875,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	12/08/2020	N/A	N/A	N/A
21-03 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

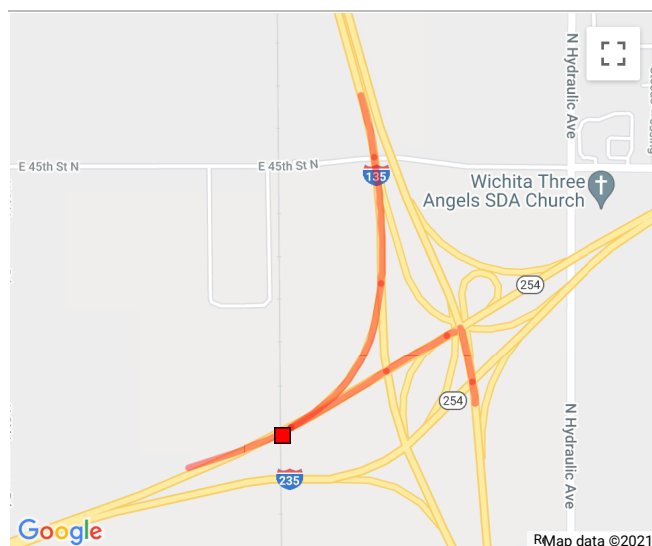
SCHEDULE / FUNDING / SCOPE - Significant change in the design or scope of any project identified in the STIP/RTIP.

Funding Change(s):

Total project cost stays the same \$3,875,000

<i>State TIP ID</i>	ICH-19-02	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	087 KA3232-03	<i>Total Cost</i>	\$49,932,479
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593			<i>County</i>	Sedgwick County
<i>Project Type</i>	Interchange	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2021 start
<i>Project Name</i>	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2 (2020, 2021, 2022)						
<i>Project Limits</i>	I-235, I-135 Interchange NB I-135 to SB I-235 Fly Over Bridge and SB I-135 to SB I-235 Directional Ramp						
<i>Description</i>	Construct the NB I-135 to SB I-235 flyover ramp, including the connection from NB I-135 with a new bridge over the North Chisholm Creek crossing, and the SB I-135 to SB I-235 directional ramp						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	NHPP (AC)	\$3,626,531	-	-	-	-	-	-	\$3,626,531
PE	NHPP (ACCP)	-	-	\$3,626,531	-	-	-	-	\$3,626,531
PE	NHPP (ACCP OFFSET)	-	-	\$-3,626,531	-	-	-	-	\$-3,626,531
PE	State	\$402,948	-	-	-	-	-	-	\$402,948
	<i>Total Preliminary Engineering</i>	\$4,029,479	-	-	-	-	-	-	\$4,029,479
ROW	State	\$1,150,000	-	-	-	-	-	-	\$1,150,000
	<i>Total Right of Way</i>	\$1,150,000	-	-	-	-	-	-	\$1,150,000
CON	KDOT-STP	-	\$3,777,500	-	-	-	-	-	\$3,777,500
CON	Local	-	\$3,777,500	-	-	-	-	-	\$3,777,500
CON	NHPP (AC)	-	\$20,028,500	-	-	-	-	-	\$20,028,500
CON	NHPP (ACCP)	-	-	\$20,028,500	-	-	-	-	\$20,028,500
CON	NHPP (ACCP OFFSET)	-	-	\$-20,028,500	-	-	-	-	\$-20,028,500
CON	State	-	\$2,636,500	-	-	-	-	-	\$2,636,500
	<i>Total Construction</i>	-	\$30,220,000	-	-	-	-	-	\$30,220,000
CE	NHPP (AC)	-	\$4,079,700	-	-	-	-	-	\$4,079,700
CE	NHPP (ACCP)	-	-	\$4,079,700	-	-	-	-	\$4,079,700
CE	NHPP (ACCP OFFSET)	-	-	\$-4,079,700	-	-	-	-	\$-4,079,700
CE	State	-	\$453,300	-	-	-	-	-	\$453,300
	<i>Total Construction Engineering</i>	-	\$4,533,000	-	-	-	-	-	\$4,533,000
UT	NHPP (AC)	\$9,000,000	-	-	-	-	-	-	\$9,000,000
UT	NHPP (ACCP)	-	-	\$9,000,000	-	-	-	-	\$9,000,000
UT	NHPP (ACCP OFFSET)	-	-	\$-9,000,000	-	-	-	-	\$-9,000,000
UT	State	\$1,000,000	-	-	-	-	-	-	\$1,000,000
	<i>Total UT</i>	\$10,000,000	-	-	-	-	-	-	\$10,000,000
	<i>Total Programmed</i>	\$15,179,479	\$34,753,000	-	-	-	-	-	\$49,932,479



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-04 Amendment 2019-2023	10/08/2019	11/07/2019	11/08/2019	N/A
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-03 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Significant change in the design or scope of any project identified in the STIP/RTIP., This amendment revises the local funding participations to reflect the terms outlined in the final City/County/State agreement dated 12/7/2020

Funding Change(s):

Total project cost stays the same \$49,932,479

<i>State TIP ID</i>	P-17-02	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	087 N0688-19	<i>Total Cost</i>	\$0		
<i>Lead Agency</i>	WAMPO	<i>Contact</i>	Chad Parasa (316)799-1320			<i>County</i>	Sedgwick County		
<i>Project Type</i>	Planning & Outreach	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A		
<i>Project Name</i>	Regional Asset Inventory (2021) - Deleted								
<i>Project Limits</i>	WAMPO Region								
<i>Description</i>	WAMPO will develop a regional asset inventory showing the current condition of potentially regionally significant roads and bridges and the locations of ITS and bike/ped facilities in the WAMPO region. This will include developing a database and website that will make this information publicly accessible for the use of WAMPO planning partners, member jurisdictions and other stakeholders; populating the database with current condition and location information on these assets from our planning partners and member jurisdictions; and developing procedures for updating the database on an ongoing basis.								
Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total

*Map Has Not Been Marked

Version History						
			MPO	State	FHWA	FTA
TIP Document			Approval	Approval	Approval	Approval
17-00	Adoption	2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
17-03	Amendment	2017-2021	08/08/2017	08/18/2017	08/18/2017	08/18/2017
17-05	Amendment	2017-2021	05/08/2018	05/10/2018	05/10/2018	05/10/2018
17-06	Amendment	2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00	Adoption	2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
21-00	Adoption	2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-03	Amendment	2021-2025	Pending	Pending	Pending	Pending
Current Change Reason						
Delete project						
Funding Change(s):						
Total project cost decreased from \$225,000 to \$0						

<i>State TIP ID</i>	R-19-16	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	<i>Total Cost</i>	\$18,214,039
<i>Lead Agency</i>	City of Wichita	<i>Contact</i>	Shawn Mellies (316)268-4632		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2023 start
<i>Project Name</i>	West St., Harry to Pawnee (2018, 2021, 2022, 2023, 2024, 2025)					
<i>Project Limits</i>	West Street from Harry to Pawnee					
<i>Description</i>	Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will be partially realigned.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$265,000	\$500,000	\$485,000	-	-	-	-	\$1,250,000
	<i>Total Preliminary Engineering</i>	\$265,000	\$500,000	\$485,000	-	-	-	-	\$1,250,000
ROW	Local	-	-	\$1,000,000	-	-	-	-	\$1,000,000
	<i>Total Right of Way</i>	-	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	Local	-	-	-	\$7,250,000	-	-	-	\$7,250,000
CON	MPO-STP	-	-	-	\$1,684,405	-	-	-	\$1,684,405
CON	MPO-STP (AC)	-	-	-	\$5,829,634	-	-	-	\$5,829,634
CON	MPO-STP (ACCP)	-	-	-	-	\$1,000,000	\$4,829,634	-	\$5,829,634
CON	MPO-STP (ACCP OFFSET)	-	-	-	-	\$-1,000,000	\$-4,829,634	-	\$-5,829,634
	<i>Total Construction</i>	-	-	-	\$14,764,039	-	-	-	\$14,764,039
CE	Local	-	-	-	\$350,000	-	-	-	\$350,000
CE	MPO-STP	-	-	-	\$350,000	-	-	-	\$350,000
	<i>Total Construction Engineering</i>	-	-	-	\$700,000	-	-	-	\$700,000
UT	Local	-	-	-	\$500,000	-	-	-	\$500,000
	<i>Total UT</i>	-	-	-	\$500,000	-	-	-	\$500,000
	<i>Total Programmed</i>	\$265,000	\$500,000	\$1,485,000	\$15,964,039	-	-	-	\$18,214,039



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	12/08/2020	N/A	N/A	N/A
21-03 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Misc administrative changes, Positive change in cost greater than 25%, Positive change in cost over \$5 million, Significant change in the design or scope of any project identified in the STIP/RTIP.

Funding Change(s):

Total project cost increased from \$10,430,049 to \$18,214,039

<i>State TIP ID</i>	R-21-04	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	087 K8234-05	<i>Total Cost</i>	\$10,100,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593			<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05) (2021)						
<i>Project Limits</i>	K-254 from near 167th St. W. located approximately 3.5 miles north of US-54 northeast to K-96 near 45th St. N. & US-54 from near the US-54/268th St. W. junction (west of Goddard) east to near the US-54/174th St. W. junction						
<i>Description</i>	Advanced Right of Way Acquisition for a 4 lane Freeway Section						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	State	-	\$100,000	-	-	-	-	-	\$100,000
	<i>Total Preliminary Engineering</i>	-	\$100,000	-	-	-	-	-	\$100,000
ROW	Local	-	\$5,000,000	-	-	-	-	-	\$5,000,000
ROW	State	-	\$5,000,000	-	-	-	-	-	\$5,000,000
	<i>Total Right of Way</i>	-	\$10,000,000	-	-	-	-	-	\$10,000,000
	<i>Total Programmed</i>	-	\$10,100,000	-	-	-	-	-	\$10,100,000

*Map Has Not Been Marked

Version History				
<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-03 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	R-21-05	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	<i>Total Cost</i>	\$2,250,000
<i>Lead Agency</i>	City of Wichita	<i>Contact</i>	Gary Janzen (316)268-4450		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Highway	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	N/A
<i>Project Name</i>	West Kellogg/US-54/400 Expansion (2023)					
<i>Project Limits</i>	111th Street West to 151st Street West					
<i>Description</i>	This project is the next segment extension in a 35-year, \$500 million investment by the City of Wichita to upgrade the Kellogg/US-54/400 corridor from an at-grade arterial street to a freeway thru the Wichita metro area.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	EARMARK	-	-	-	\$1,800,000	-	-	-	\$1,800,000
PE	Local	-	-	-	\$450,000	-	-	-	\$450,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$2,250,000	-	-	-	\$2,250,000
	<i>Total Programmed</i>	-	-	-	\$2,250,000	-	-	-	\$2,250,000

*Map Has Not Been Marked

Version History				
<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-03 Amendment 2021-2025	Pending	Pending	Pending	Pending
<i>Current Change Reason</i>				
SCHEDULE / FUNDING / SCOPE - New Project				

<i>State TIP ID</i>	T-21-01	<i>TIP</i>	WAMPO 21-03	<i>KDOT ID</i>	<i>Total Cost</i>	\$940,410
<i>Lead Agency</i>	Starkey	<i>Contact</i>	Doug Long (316)258-1457		<i>County</i>	Sedgwick County
<i>Project Type</i>	Transit	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	N/A
<i>Project Name</i>	Vehicle Maintenance Facility (2021)					
<i>Project Limits</i>	On West Douglas between Young St. and Tracy St., connected to the main Starkey campus					
<i>Description</i>	New construction					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
CAP	FTA 5339	-	\$660,000	-	-	-	-	-	\$660,000
CAP	Local	-	\$280,410	-	-	-	-	-	\$280,410
	<i>Total CAP</i>	-	\$940,410	-	-	-	-	-	\$940,410
	<i>Total Programmed</i>	-	\$940,410	-	-	-	-	-	\$940,410

*Map Has Not Been Marked

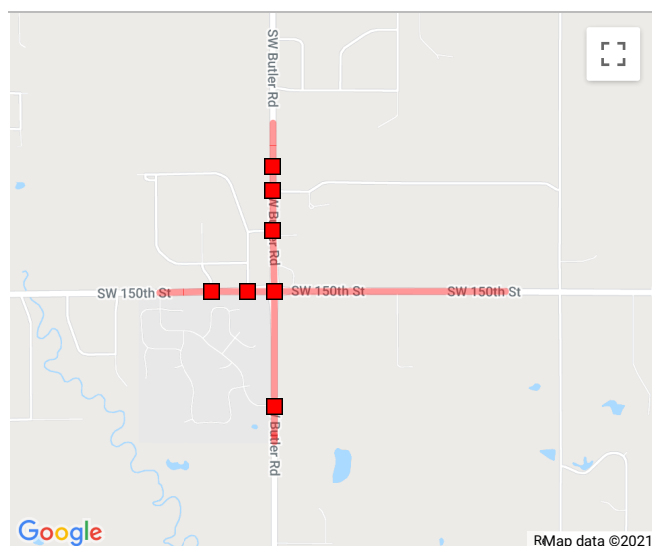
Version History						
<i>TIP Document</i>			<i>MPO</i>	<i>State</i>	<i>FHWA</i>	<i>FTA</i>
			<i>Approval</i>	<i>Approval</i>	<i>Approval</i>	<i>Approval</i>
21-03	Amendment	2021-2025	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>
Current Change Reason						
SCHEDULE / FUNDING / SCOPE - New Project						

**WAMPO Transportation Improvement Program, 21-02.1 Amendment
2021-2025**

3 Projects Listed

<i>State TIP ID</i>	R-17-01	<i>TIP</i>	WAMPO 21-02.1	<i>KDOT ID</i>	008 C4942-01	<i>Total Cost</i>	\$7,815,000
<i>Lead Agency</i>	Butler County	<i>Contact</i>	Darryl C. Lutz, P.E. 3163224101			<i>County</i>	Butler County
<i>Project Type</i>	Intersection	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2020 start
<i>Project Name</i>	SW Butler Rd/SW 150th St Intersection (2018, 2019, 2020)						
<i>Project Limits</i>	SW Butler Rd beginning 0.5 miles south of SW 150th St., thence north 1 mile.						
<i>Description</i>	Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in Rose Hill.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$265,000	-	-	-	-	-	-	\$265,000
	<i>Total Preliminary Engineering</i>	\$265,000	-	-	-	-	-	-	\$265,000
ROW	Local	\$250,000	-	-	-	-	-	-	\$250,000
	<i>Total Right of Way</i>	\$250,000	-	-	-	-	-	-	\$250,000
CON	Local	\$1,300,000	-	-	-	-	-	-	\$1,300,000
CON	MHIF	\$1,669,726	-	-	-	-	-	-	\$1,669,726
CON	MPO-STP	\$3,530,274	-	-	-	-	-	-	\$3,530,274
	<i>Total Construction</i>	\$6,500,000	-	-	-	-	-	-	\$6,500,000
CE	Local	\$100,000	-	-	-	-	-	-	\$100,000
CE	MPO-STP	\$400,000	-	-	-	-	-	-	\$400,000
	<i>Total Construction Engineering</i>	\$500,000	-	-	-	-	-	-	\$500,000
UT	Local	\$300,000	-	-	-	-	-	-	\$300,000
	<i>Total UT</i>	\$300,000	-	-	-	-	-	-	\$300,000
	<i>Total Programmed</i>	\$7,815,000	-	-	-	-	-	-	\$7,815,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
17-05 Amendment 2017-2021	05/08/2018	05/10/2018	05/10/2018	05/10/2018
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-07.2 Amendment 2019-2023	09/16/2020	N/A	N/A	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02.1 Amendment 2021-2025	02/24/2021	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Correct funding source back to MPO-HIF from KDOT-HIF.

Funding Change(s):

Total project cost stays the same \$7,815,000

State TIP ID	TA-17-01	TIP	WAMPO 21-02.1	KDOT ID	008 N0714-01	Total Cost	\$3,724,426
Lead Agency	City of Andover	Contact	Leslie E. Mangus 3167331303			County	Butler County
Project Type	Road - Other Road	Air Quality		TCM		Construction	2022 start
Project Name	North Andover Rd. Improvements Redbud Trail to Ira Ct. (2020, 2021, 2022)						
Project Limits	Andover Rd. - From Redbud Trail Crossing to Ira Ct.						
Description	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.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$260,000	-	-	-	-	-	-	\$260,000
	<i>Total Preliminary Engineering</i>	\$260,000	-	-	-	-	-	-	\$260,000
ROW	Local	-	\$25,215	-	-	-	-	-	\$25,215
	<i>Total Right of Way</i>	-	\$25,215	-	-	-	-	-	\$25,215
CON	Local	-	-	\$952,443	-	-	-	-	\$952,443
CON	MHIF	-	-	\$1,802,636	-	-	-	-	\$1,802,636
CON	MPO-STP	-	-	\$317,363	-	-	-	-	\$317,363
	<i>Total Construction</i>	-	-	\$3,072,442	-	-	-	-	\$3,072,442
CE	Local	-	-	\$67,594	-	-	-	-	\$67,594
CE	MPO-STP	-	-	\$270,375	-	-	-	-	\$270,375
	<i>Total Construction Engineering</i>	-	-	\$337,969	-	-	-	-	\$337,969
UT	Local	-	\$28,800	-	-	-	-	-	\$28,800
	<i>Total UT</i>	-	\$28,800	-	-	-	-	-	\$28,800
	Total Programmed	\$260,000	\$54,015	\$3,410,411	-	-	-	-	\$3,724,426



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-03 Amendment 2019-2023	08/13/2019	09/05/2019	09/11/2019	N/A
19-06 Amendment 2019-2023	06/09/2020	7/2/2020	7/2/2020	N/A
19-07.2 Amendment 2019-2023	09/16/2020	N/A	N/A	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02.1 Amendment 2021-2025	02/24/2021	N/A	N/A	N/A

Current Change Reason

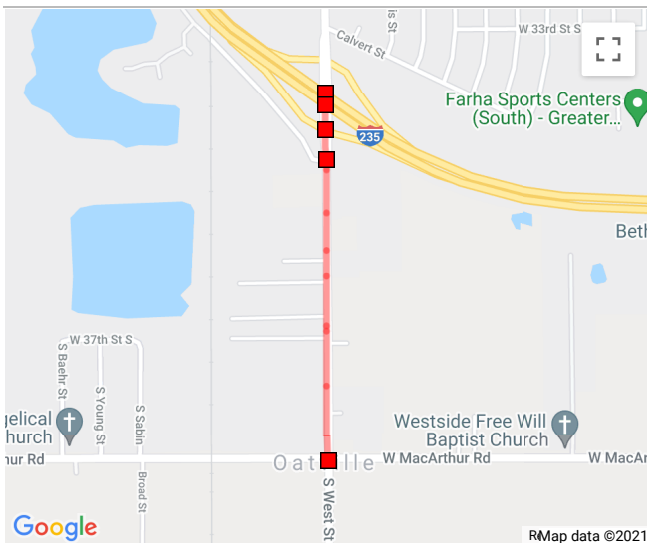
SCHEDULE / FUNDING / SCOPE - Other, Positive cost estimate change of less than \$5 Million is requested/anticipated., Project is moved back., Correcting distribution of cost between project phases.

Funding Change(s):

Total project cost increased from \$3,348,068 to \$3,724,426

<i>State TIP ID</i>	R-19-17	<i>TIP</i>	WAMPO 21-02.1	<i>KDOT ID</i>	<i>Total Cost</i>	\$5,892,694
<i>Lead Agency</i>	City of Wichita	<i>Contact</i>	Sean Mellies (316)268-4632		<i>County</i>	Sedgwick County
<i>Project Type</i>	Road - Other Road	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2024 start
<i>Project Name</i>	West St., I-235-MacArthur (2021, 2022, 2024, 2025)					
<i>Project Limits</i>	West St from I-235 to MacArthur					
<i>Description</i>	Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	-	\$300,000	-	-	-	-	-	\$300,000
	<i>Total Preliminary Engineering</i>	-	\$300,000	-	-	-	-	-	\$300,000
ROW	Local	-	-	\$150,000	-	-	-	-	\$150,000
	<i>Total Right of Way</i>	-	-	\$150,000	-	-	-	-	\$150,000
CON	Local	-	-	-	-	\$1,048,540	-	-	\$1,048,540
CON	MPO-STP	-	-	-	-	\$1,397,952	-	-	\$1,397,952
CON	MPO-STP (AC)	-	-	-	-	\$2,796,202	-	-	\$2,796,202
CON	MPO-STP (ACCP)	-	-	-	-	-	\$2,796,202	-	\$2,796,202
CON	MPO-STP (ACCP OFFSET)	-	-	-	-	-	-\$2,796,202	-	-\$2,796,202
	<i>Total Construction</i>	-	-	-	-	\$5,242,694	-	-	\$5,242,694
CE	Local	-	-	-	-	\$100,000	-	-	\$100,000
	<i>Total Construction Engineering</i>	-	-	-	-	\$100,000	-	-	\$100,000
UT	Local	-	-	-	-	\$100,000	-	-	\$100,000
	<i>Total UT</i>	-	-	-	-	\$100,000	-	-	\$100,000
	<i>Total Programmed</i>	-	\$300,000	\$150,000	-	\$5,442,694	-	-	\$5,892,694



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	07/14/2015	N/A	N/A	N/A
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02.1 Amendment 2021-2025	02/24/2021	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Misc administrative changes, Other, Local funded moved to match federal funding and CE funding added

Funding Change(s):

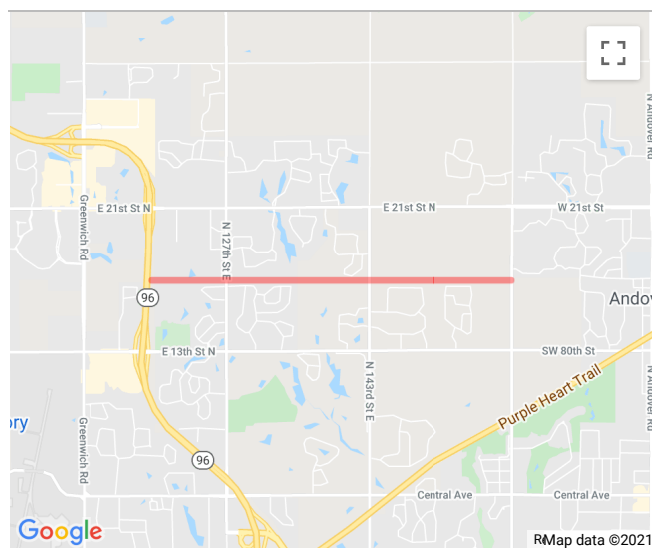
Total project cost increased from \$5,792,694 to \$5,892,694

**WAMPO Transportation Improvement Program, 21-02.2 Amendment
2021-2025**

1 Projects Listed

<i>State TIP ID</i> TA-17-02	<i>TIP</i> WAMPO 21-02.2	<i>KDOT ID</i> 087 TE0451-01	<i>Total Cost</i> \$4,589,000
<i>Lead Agency</i> City of Wichita	<i>Contact</i> Shawn Mellies (316)268-4632		<i>County</i> Sedgwick County
<i>Project Type</i> Ped/Bike	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2019 start
<i>Project Name</i> Redbud Path, K-96 to 159th (2018, 2019, 2020, 2021)			
<i>Project Limits</i> Redbud Path, K-96 to 159th			
<i>Description</i> Construct a 10' path along the old railroad corridor. This project will connect the recently completed Redbud Path east of 159th that City of Andover constructed to the K-96 path.			

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Local	\$329,000	-	-	-	-	-	-	\$329,000
	<i>Total Preliminary Engineering</i>	\$329,000	-	-	-	-	-	-	\$329,000
CON	Local	\$2,179,887	-	-	-	-	-	-	\$2,179,887
CON	MPO-CMAQ (AC)	\$169,179	-	-	-	-	-	-	\$169,179
CON	MPO-CMAQ (ACCP)	-	\$169,179	-	-	-	-	-	\$169,179
CON	MPO-CMAQ (ACCP OFFSET)	-	\$-169,179	-	-	-	-	-	\$-169,179
CON	MPO-TA	\$362,500	-	-	-	-	-	-	\$362,500
CON	MPO-TA (AC)	\$1,288,434	-	-	-	-	-	-	\$1,288,434
CON	MPO-TA (ACCP)	\$316,167	\$972,267	-	-	-	-	-	\$1,288,434
CON	MPO-TA (ACCP OFFSET)	\$-316,167	\$-972,267	-	-	-	-	-	\$-1,288,434
	<i>Total Construction</i>	\$4,000,000	-	-	-	-	-	-	\$4,000,000
CE	Local	\$260,000	-	-	-	-	-	-	\$260,000
	<i>Total Construction Engineering</i>	\$260,000	-	-	-	-	-	-	\$260,000
	<i>Total Programmed</i>	\$4,589,000	-	-	-	-	-	-	\$4,589,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
17-00 Adoption 2017-2021	10/11/2016	11/03/2016	11/03/2016	11/03/2016
17-04 Amendment 2017-2021	02/13/2018	03/08/2018	03/09/2018	03/08/2018
17-05 Amendment 2017-2021	05/08/2018	05/10/2018	05/10/2018	05/10/2018
17-06 Amendment 2017-2021	08/14/2018	08/20/2018	08/20/2018	08/20/2018
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-01 Amendment 2019-2023	02/12/2019	03/07/2019	03/07/2019	N/A
19-02.1 Amendment 2019-2023	07/15/2019	N/A	N/A	N/A
19-02.2 Amendment 2019-2023	08/13/2019	N/A	N/A	N/A
19-03.1 Amendment 2019-2023	09/13/2019	N/A	N/A	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-00.1 Adoption 2021-2025	12/08/2020	N/A	N/A	N/A
21-02.2 Amendment 2021-2025	03/10/2021	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in scheduling of conversions

Funding Change(s):

Total project cost stays the same \$4,589,000

* ACCP is not part of the Total

**WAMPO Transportation Improvement Program, 21-02.3 Amendment
2021-2025**

3 Projects Listed

<i>State TIP ID</i>	40-575	<i>TIP</i>	WAMPO 21-02.3	<i>KDOT ID</i>	106 KA6136-01	<i>Total Cost</i>	\$6,000,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593			<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2021 start
<i>Project Name</i>	KDOT Bridge Set Aside projects in the WAMPO Region 2021						
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region						
<i>Description</i>	Surface preservation, including, patching, overlay, re-decking, and bridge maintenance						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	NHPP (AC)	-	\$270,000	-	-	-	-	-	\$270,000
PE	NHPP (ACCP)	-	-	\$270,000	-	-	-	-	\$270,000
PE	NHPP (ACCP OFFSET)	-	-	\$-270,000	-	-	-	-	\$-270,000
PE	State	-	\$30,000	-	-	-	-	-	\$30,000
	<i>Total Preliminary Engineering</i>	-	\$300,000	-	-	-	-	-	\$300,000
CON	NHPP (AC)	-	\$4,860,000	-	-	-	-	-	\$4,860,000
CON	NHPP (ACCP)	-	-	\$4,860,000	-	-	-	-	\$4,860,000
CON	NHPP (ACCP OFFSET)	-	-	\$-4,860,000	-	-	-	-	\$-4,860,000
CON	State	-	\$540,000	-	-	-	-	-	\$540,000
	<i>Total Construction</i>	-	\$5,400,000	-	-	-	-	-	\$5,400,000
CE	NHPP (AC)	-	\$270,000	-	-	-	-	-	\$270,000
CE	NHPP (ACCP)	-	-	\$270,000	-	-	-	-	\$270,000
CE	NHPP (ACCP OFFSET)	-	-	\$-270,000	-	-	-	-	\$-270,000
CE	State	-	\$30,000	-	-	-	-	-	\$30,000
	<i>Total Construction Engineering</i>	-	\$300,000	-	-	-	-	-	\$300,000
	<i>Total Programmed</i>	-	\$6,000,000	-	-	-	-	-	\$6,000,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	04/14/2020	05/07/2020	05/07/2020	N/A
19-07 Amendment 2019-2023	08/11/2020	9/3/2020	9/3/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02.3 Amendment 2021-2025	03/16/2021	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Misc administrative changes, Other, Make PE phase 90% NHPP funding.

Funding Change(s):

Total project cost stays the same \$6,000,000

* ACCP is not part of the Total

<i>State TIP ID</i>	40-576	<i>TIP</i>	WAMPO 21-02.3	<i>KDOT ID</i>	<i>Total Cost</i>	\$4,274,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	Rene Hart (785)296-8593		<i>County</i>	Butler County, Sedgwick County, Sumner County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	2022 start
<i>Project Name</i>	KDOT Bridge Set Aside projects in the WAMPO Region 2022					
<i>Project Limits</i>	Various locations on K, US and Interstate routes in the WAMPO region					
<i>Description</i>	Surface preservation, including, patching, overlay, re-decking, and bridge maintenance					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	NHPP (AC)	-	-	\$30,600	-	-	-	-	\$30,600
PE	NHPP (ACCP)	-	-	-	\$30,600	-	-	-	\$30,600
PE	NHPP (ACCP OFFSET)	-	-	-	\$-30,600	-	-	-	\$-30,600
PE	State	-	-	\$3,400	-	-	-	-	\$3,400
	<i>Total Preliminary Engineering</i>	-	-	\$34,000	-	-	-	-	\$34,000
CON	NHPP (AC)	-	-	\$3,798,400	-	-	-	-	\$3,798,400
CON	NHPP (ACCP)	-	-	-	\$3,798,400	-	-	-	\$3,798,400
CON	NHPP (ACCP OFFSET)	-	-	-	\$-3,798,400	-	-	-	\$-3,798,400
CON	State	-	-	\$274,600	-	-	-	-	\$274,600
	<i>Total Construction</i>	-	-	\$4,073,000	-	-	-	-	\$4,073,000
CE	NHPP (AC)	-	-	\$163,600	-	-	-	-	\$163,600
CE	NHPP (ACCP)	-	-	-	\$163,600	-	-	-	\$163,600
CE	NHPP (ACCP OFFSET)	-	-	-	\$-163,600	-	-	-	\$-163,600
CE	State	-	-	\$3,400	-	-	-	-	\$3,400
	<i>Total Construction Engineering</i>	-	-	\$167,000	-	-	-	-	\$167,000
	<i>Total Programmed</i>	-	-	\$4,274,000	-	-	-	-	\$4,274,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-05.5 Amendment 2019-2023	04/14/2020	05/07/2020	05/07/2020	N/A
19-07 Amendment 2019-2023	08/11/2020	9/3/2020	9/3/2020	N/A
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02.3 Amendment 2021-2025	03/16/2021	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Misc administrative changes, Other, Making 90% of PE NHPP funding and then subtracting funds for split-off project B-21-01.

Funding Change(s):

Total project cost decreased from \$6,000,000 to \$4,274,000

* ACCP is not part of the Total

<i>State TIP ID</i>	B-21-01	<i>TIP</i>	WAMPO 21-02.3	<i>KDOT ID</i>	KA-6088-01	<i>Total Cost</i>	\$1,726,000
<i>Lead Agency</i>	KDOT	<i>Contact</i>	John Colbertson (785)296-5510			<i>County</i>	Sedgwick County
<i>Project Type</i>	Bridge - Highway	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2022 start
<i>Project Name</i>	Redeck Bridge #113 on US-54 in Sedgwick County						
<i>Project Limits</i>	US-54: Bridge #113 in Sedgwick County located at Junction K-251/US-54 (Westbound)						
<i>Description</i>	Replace Deck and Rails, Add Shear Studs, Paint Super, Replace Approach Pavement, Steel Repair						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	NHPP (AC)	-	\$239,400	-	-	-	-	-	\$239,400
PE	NHPP (ACCP)	-	-	-	\$239,400	-	-	-	\$239,400
PE	NHPP (ACCP OFFSET)	-	-	-	\$-239,400	-	-	-	\$-239,400
PE	State	-	\$26,600	-	-	-	-	-	\$26,600
	<i>Total Preliminary Engineering</i>	-	\$266,000	-	-	-	-	-	\$266,000
CON	NHPP (AC)	-	-	\$1,061,600	-	-	-	-	\$1,061,600
CON	NHPP (ACCP)	-	-	-	\$1,061,600	-	-	-	\$1,061,600
CON	NHPP (ACCP OFFSET)	-	-	-	\$-1,061,600	-	-	-	\$-1,061,600
CON	State	-	-	\$265,400	-	-	-	-	\$265,400
	<i>Total Construction</i>	-	-	\$1,327,000	-	-	-	-	\$1,327,000
CE	NHPP (AC)	-	-	\$106,400	-	-	-	-	\$106,400
CE	NHPP (ACCP)	-	-	-	\$106,400	-	-	-	\$106,400
CE	NHPP (ACCP OFFSET)	-	-	-	\$-106,400	-	-	-	\$-106,400
CE	State	-	-	\$26,600	-	-	-	-	\$26,600
	<i>Total Construction Engineering</i>	-	-	\$133,000	-	-	-	-	\$133,000
	<i>Total Programmed</i>	-	\$266,000	\$1,460,000	-	-	-	-	\$1,726,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-02 Amendment 2021-2025	02/09/2021	03/04/2021	03/05/2021	N/A
21-02.3 Amendment 2021-2025	03/16/2021	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, To clarify that this project is split from 40-576.

Funding Change(s):

Total project cost stays the same \$1,726,000

**WAMPO Transportation Improvement Program, 21-02.4 Amendment
2021-2025**

1 Projects Listed

<i>State TIP ID</i>	T-19-01	<i>TIP</i>	WAMPO 21-02.4	<i>KDOT ID</i>	<i>Total Cost</i>	\$2,222,984
<i>Lead Agency</i>	Wichita Transit	<i>Contact</i>	Raven Alexander (316)352-4868	<i>County</i>	Butler County, Sedgwick County, Sumner County	
<i>Project Type</i>	Transit	<i>Air Quality</i>		<i>TCM</i>	<i>Construction</i>	N/A
<i>Project Name</i>	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities (2021, 2022, 2023, 2024)					
<i>Project Limits</i>	Wichita urbanized area					
<i>Description</i>	Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.					

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
OP	FTA 5310	-	\$114,525	\$114,526	\$157,834	\$162,569	-	-	\$549,454
OP	Local	-	-	-	\$157,834	\$162,569	-	-	\$320,403
	<i>Total OP</i>	-	\$114,525	\$114,526	\$315,668	\$325,138	-	-	\$869,857
CAP	FTA 5310	-	\$286,141	\$306,575	\$293,120	\$301,914	-	-	\$1,187,750
CAP	Local	-	\$64,679	-	\$49,605	\$51,093	-	-	\$165,377
	<i>Total CAP</i>	-	\$350,820	\$306,575	\$342,725	\$353,007	-	-	\$1,353,127
	<i>Total Programmed</i>	-	\$465,345	\$421,101	\$658,393	\$678,145	-	-	\$2,222,984

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-00 Adoption 2019-2023	10/09/2018	11/01/2018	11/02/2018	11/02/2018
19-02 Amendment 2019-2023	06/11/2019	07/05/2019	07/09/2019	07/09/2019
21-00 Adoption 2021-2025	06/09/2020	11/05/2020	11/05/2020	11/05/2020
21-02.4 Amendment 2021-2025	Pending	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Misc administrative changes, Other

Funding Change(s):

Total project cost decreased from \$2,596,351 to \$2,222,984



Agenda Item 4C: Discussion
Transportation Project Evaluation Methodology for MTP & TIP projects
 Nick Flanders & Chad Parasa, WAMPO

Background

Project selection for the development of the TIP and the MTP occurs periodically at WAMPO.

Methodology 1:

The evaluation criteria most recently used in 2020, during the development of the MTP, to determine eligibility for WAMPO suballocated federal funds:

Scoring utilized	Dimensions projects are scored on (all weighted equally; maximum total score is 32)
N/A = 0 Acceptable = 1 Good = 2 Excellent = 4	1. Quality of Place 2. Land-Use Transportation Connection 3. Multimodal Connectivity 4. Economic Development 5. Financial Sustainability 6. Regionalism 7. Safety 8. Technology

Methodology 2:

Attached “Project Evaluation Methodology & Scoring Criteria” that has following project types.

Types of transportation projects (each has a unique evaluation methodology)	Weighted scoring criteria
1. Bridge Rehabilitation/Replacement 2. Traffic Management Technologies (Roadway System Mgmt.) 3. Roadway Reconstruction/Modernization/Automation 4. Roadway Expansion 5. Multiuse Trails & Bicycle Facilities 6. Pedestrian Facilities/Safe Routes To School 7. Transit Expansion/Transit Modernization	<ul style="list-style-type: none"> • Role in the Regional Transportation System and Economy • Usage (number of users) • Equity and Housing Performance • Infrastructure Condition • Congestion/Air Quality • Connecting Communities/Regionalism • Safety • Multimodal Elements and Existing Connections • Consistency with Regional Plans • Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties) • Cost Effectiveness

Attachment:

- [“Project Evaluation Methodology & Scoring Criteria”](#)
- [“Examples of the Current Project Application Form”](#)

MTP projects Scoring Methodology

Name	Project Sponsor	Project ID	Mode	Quality of Place	Land-Use Transportation Connection	Multimodal Connectivity	Economic Development	Financial Sustainability	Regionalism	Safety	Technology	Scoring	Funds Requested
Major Regional Priority Planning	WAMPO	15.05	Planning										\$800,000
13th St N, McLean to Zoo Blvd	Wichita	16.18	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	23	\$4,800,000
Douglas, Seneca to Meridian	Wichita	16.06	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	23	\$3,360,000
Mt Vernon, SE Blvd to Oliver	Wichita	16.23	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	23	\$2,400,000
Webb Rd, Central to 13th St N	Wichita	16.4	Road	Excellent	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A	23	\$3,200,000
17th St N, I-135 to Hillside	Wichita	16.19	Road	Excellent	Excellent	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A	22	\$1,200,000
E 45th St N: N Oliver Ave to N Woodlawn St	Bel Aire	2.07	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A	21	\$5,120,000
31st St S Bikeway	Wichita	16.33	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A	21	\$320,000
Wichita State Bikeway Connections	Wichita	16.21	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Acceptable	N/A	20	\$440,000
143rd St E, Harry to Pawnee	Wichita	16.38	Road	Excellent	Excellent	Excellent	Acceptable	Acceptable	Acceptable	Excellent	N/A	19	\$3,200,000
Intelligent Transportation System - Central Business District	Wichita	16.02	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent	19	\$2,000,000
Intelligent Transportation System	Wichita	16.05	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent	19	\$1,600,000
119th St Improvements from 29th St to 53rd St	Maize	10.03	Road	Excellent	Acceptable	Excellent	Good	Acceptable	Acceptable	Excellent	N/A	17	\$13,598,080
Arkansas River to Haysville Bikeway	Wichita	16.27	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A	17	\$2,400,000
Pawnee, Greenwich to 127th St E	Wichita	16.35	Road	Excellent	Acceptable	Excellent	Acceptable	Acceptable	Excellent	Good	N/A	17	\$2,800,000
Maize, 31st St S to Pawnee	Wichita	16.32	Road	Good	Acceptable	Good	Excellent	Acceptable	Excellent	Good	N/A	16	\$3,400,000
Maize, 31st St to MacArthur	Wichita	16.31	Road	Good	Acceptable	Good	Excellent	Acceptable	Acceptable	Excellent	N/A	15	\$4,550,000
SW Butler Road Improvements from SW 155th St to SW 170th St	Butler County	3.01	Road	N/A	N/A	Good	Good	Excellent	Good	Excellent	N/A	14	\$7,840,000
Oliver Ave and 45th St N Intersection Improvements	Bel Aire	2.03	Road	Excellent	N/A	Excellent	Acceptable	Good	Acceptable	Good	N/A	14	\$1,262,400
Redbud Path, Woodlawn to Rock	Wichita	16.13	Bike/Ped	Excellent	Excellent	Good	Acceptable	N/A	Good	Acceptable	N/A	14	\$4,000,000
Santa Fe St: Main St to 391st St West	Cheney	4.01	Road	Excellent	Good	N/A	Good	Good	Acceptable	Good	N/A	13	\$1,158,525
Rock Road Corridor Improvements from 55th St to Freedom St	Derby	5.02	Road	Excellent	N/A	Excellent	Acceptable	N/A	Good	Good	N/A	13	\$3,382,400
Hillside, 37th to 45th	Wichita	16.3	Road	N/A	Good	N/A	Good	Excellent	Acceptable	Excellent	N/A	13	\$2,400,000
10' Path on Maple St from S 135th St W to 183rd St W and 167th sou	Sedgwick County	13.02	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Acceptable	N/A	13	\$2,022,316
183rd St Corridor Improvements from Maple St to US-54/400	Goddard	6.02	Road	Good	N/A	Good	Good	N/A	Acceptable	Excellent	N/A	11	\$5,201,120
Multi-Use Path along Seneca and 63rd Sts	Haysville	7.01	Bike/Ped	Excellent	N/A	Good	Good	N/A	Acceptable	Acceptable	N/A	10	\$955,700
Sedgwick County Replacement Vehicles	Sedgwick County	13.04	Transit	N/A	N/A	Acceptable	N/A	Excellent	Good	N/A	N/A	7	\$64,075
Scoring Criteria	N/A = 0	Acceptable = 1	Good = 2			Excellent = 4							



Projects Evaluation Methodology

The evaluation of regional transportation projects is specialized for the following types of transportation improvements:

1. Bridge Rehabilitation/Replacement (pages 2-3)
2. Traffic Management Technologies (Roadway System Mgmt.) (pages 4-5)
3. Roadway Reconstruction/Modernization/Automation (pages 6-7)
4. Roadway Expansion (pages 8-11)
5. Multiuse Trails & Bicycle Facilities (pages 12-13)
6. Pedestrian Facilities/Safe Routes To School (pages 14-17)
7. Transit Expansion/Transit Modernization (pages 18-19)

Evaluation criteria for regional transportation projects are based on federal goals, as well as regional goals.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the U.S. surface transportation system more streamlined, performance-based, and multimodal, and to address challenges facing the transportation system, including safety, infrastructure condition, traffic congestion, efficiency of freight movement, environmental impacts, and delays in project delivery. The Fixing America's Surface Transportation (FAST) Act builds on the changes made by MAP-21, including providing a dedicated source of federal dollars for freight projects.

The federal-aid highway program primarily focuses on the following goals:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The above types of transportation projects and evaluation criteria are described further in the following sections.

1. Bridges – Prioritizing Criteria and Measures

Definition: A bridge rehabilitation or replacement project located on a non-freeway principal arterial or minor arterial functionally-classified roadway, consistent with the latest approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans.

The bridge must carry vehicular traffic, but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic, are evaluated under one of the Bicycle and Pedestrian Facilities categories. Completely new bridges, interchanges, or overpasses fall under the Roadway Expansion scoring evaluation category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet, with a bridge condition classified as 'Poor', based on 'lowest condition rating' of the primary components of a bridge or culvert.
- Bridge replacement of 20 or more feet, with a bridge condition classified as 'Poor', based on 'lowest condition rating' of the primary components of a bridge or culvert.

Bridge Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		20
1a	Measure - Distance to the nearest alternate crossing bridge		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Infrastructure Condition		20
4a	Measure – Bridge Rating		10
4b	Measure – Load-Posting		10
5	Multimodal Elements and Existing Connections		10
5a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
6	Consistency with Regional Plans		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL	0	

2. Traffic Management Technologies (Roadway System Management) – Prioritizing Criteria and Measures

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Traffic Management Technology projects can include project elements along a single corridor, multiple corridors, or within a specific geographic area, such as a downtown. To be eligible, projects must make improvements to at least one minor arterial or non-freeway principal arterial. Projects that are more transit-focused are in the Transit Modernization scoring evaluation category.

Examples of Traffic Management Technology Projects:

<ul style="list-style-type: none">• Flashing yellow arrow traffic signals• Traffic signal retiming projects• Integrated corridor signal coordination• Traffic signal control system upgrades• New/replacement detectors• Passive detectors for bicyclists and pedestrians	<ul style="list-style-type: none">• New/replacement traffic mgmt. centers• New/replacement traffic communication• New/replacement CCTV cameras• New/replacement variable message signs & other info improvements• Incident management coordination
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Traffic Management Technology Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Functional classification of project, Priority Bicycle commuting corridors/trail corridors		5
1b	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		5
1c	Measure - Integration within existing traffic management systems		5
2	Usage		10
2a	Measure - Current daily person throughput		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Infrastructure Condition/Age		10
4a	Measure - Upgrades to obsolete equipment		10
5	Congestion Reduction/Air Quality		10
5a	Measure - Congested corridor		5
5b	Measure - Emissions and congestion benefits of project		5
6	Safety		15
6a	Measure - Crashes reduced		7.5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		7.5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

3. Roadway Reconstruction/Modernization and Spot Mobility– Prioritizing Criteria and Measures

Definition: A roadway project that does not add thru-lane capacity (with the exception of roundabouts), but reconstructs, reclaims, modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout). Projects must be located on a non-freeway principal arterial or a minor arterial functionally-classified roadway, consistent with the latest functional classification map.

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

<ul style="list-style-type: none">• Intersection improvements or alternative intersections such as unsignalized or signalized reduced conflict intersections.• Interchange reconstructions that do not involve new ramp movements or added thru lanes• Turn lanes• Two-lane to three-lane conversions (with a continuous center turn lane)• Lane conversion to on street parking, or bike lanes addition• Four-lane to three-lane conversions	<ul style="list-style-type: none">• Roundabouts• Addition or replacement of traffic signals• Shoulder improvements• Strengthening a non-10-ton roadway• Raised medians, frontage roads, access modifications, or other access management• Roadway improvements that add multimodal elements• New alignments that replace an existing alignment and do not expand the number of lanes• Resurfacing roadway projects
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Roadway Reconstruction/Modernization and Spot Mobility Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Level of Congestion		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, and Education		5
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity		10
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation.		10
4	Infrastructure Condition/Age		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	Congestion Reduction		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

4. (a) Roadway Expansion – Prioritizing Criteria and Measures

Definition: A roadway project that adds thru-lane capacity as a primary objective. Projects must be located on a minor arterial or above, functionally-classified roadway, consistent with the latest functional classification.

Examples of Roadway Expansion Projects:

<ul style="list-style-type: none">• Two-lane to four-lane expansions• Other thru-lane expansions (excludes additions of a continuous center turn lane)• Four-lane to six-lane expansions	<ul style="list-style-type: none">• New interchanges with or without associated frontage roads• Expanded interchanges with either new ramp movements or added thru lanes• New bridges, overpasses and underpasses
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Roadway Expansion Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Level of Congestion		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		5
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity		10
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		10
4	Infrastructure Condition/Age		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	Congestion Reduction/Air Quality		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit Routes, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

4(b) Roadway Expansion – Prioritizing Criteria and Measures

Definition: New roadways that would be classified as Minor Arterial or above once the project is built.

Examples of New Roadway Expansion Projects:

<ul style="list-style-type: none">• New roadways connecting communities	<ul style="list-style-type: none">• New Bridge connections providing trip connectivity between two or more communities
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Roadway Expansion Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		20
1a	Measure - Level of Congestion		5
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		5
2	Usage		10
2	Measure - Forecast 2040 average daily traffic volume		10
3	Equity		10
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		10
4	Connecting Communities in the region		10
4	Promotes regional roadway connections		10
5	Congestion Reduction		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6	Is the project addressing safety concerns		10
7	Multimodal Elements and Existing Connections		10
7a	Measure – Transit Routes, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure – Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

5. Multi-use Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Definition: A project that benefits bicyclists and/or other non-motorized users. All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses is eligible in this category.

Examples of Multi-use Trail and Bicycle Facility Projects:

<ul style="list-style-type: none">• Multi-use trails• Trail Bridges/underpasses	<ul style="list-style-type: none">• On-street bike lanes, improved signalization detectors for bicycles• Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor
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Multiuse Trails and Bicycle Facilities Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		15
1a	Measure - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas		3
1b	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle commuting corridors		4
1c	Measure - Connection to Jobs, Transit Routes and Educational Institutions		4
1d	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		4
2	Potential Usage		15
2a	Measure - Existing population and employment within 1 mile (potential usage), population density and employment density		10
2b	Measure - Snow and ice control		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Deficiencies and Safety		10
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		5
4b	Measure - Deficiencies corrected or safety problems addressed		5
5	Multimodal Elements and Existing Connections		20
5a	Measure - Transit or pedestrian/bicycle elements of the project and connections, level of traffic stress		20
6	Consistency with Regional Plans		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure - Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

6. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) /Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Definition:

Pedestrian Facilities: A project that primarily benefits pedestrians and the mobility impaired. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multi-use trail bridges or underpasses and bicycle facilities should be in the category of the 'Multi-use Trail and Bicycle Facilities' instead of this Pedestrian Facilities.

Examples of Pedestrian Facility Projects:	
<ul style="list-style-type: none">• Sidewalks• Streetscaping• Americans with Disabilities Act (ADA) improvements	<ul style="list-style-type: none">• Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Prioritizing			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		25
1a	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle Commuting Corridors (BCC), and Pedestrian Areas (PA)		9
1b	Measure - Connection to Jobs and Educational Institutions		8
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		8
2	Potential Usage		15
2a	Measure - Existing population and employment within 1/2 mile (potential usage)		10
2b	Measure - Snow and ice control		5
3	Equity and Housing Performance		15
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		7.5
3b	Measure - Housing Performance		7.5
4	Deficiencies and Safety		15
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		7.5
4b	Measure - Deficiencies corrected or safety problems addressed		7.5
5	Consistency with Regional Plans		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
6	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
6a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
7	Cost Effectiveness		10
7a	Measure - Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

6a. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)/Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Definition:

Safe Routes to School Infrastructure: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

Examples of Safe Routes to School Infrastructure Projects:	
<ul style="list-style-type: none">• Sidewalks benefiting people going to the school• Multi-use trails benefiting people going to the school	<ul style="list-style-type: none">• Improved crossings benefiting people going to the school• Multiple improvements

Safe Routes To School Infrastructure – Prioritizing			
Criteria and Measures		Points	%
1	Relationship between Safe Routes to School Program Elements		20
1a	Measure - Describe how project addresses 5 Es (Evaluation, Engineering, Education, Encouragement, and Enforcement) of SRTS program		15
1b	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		5
2	Potential Usage		20
2a	Measure - Average share of student population that bikes or walks; or student registrations		15
2b	Measure - Student population within school's walkshed		5
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Deficiencies and Safety		20
4a	Measure – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		10
4b	Measure - Deficiencies corrected or safety problems addressed		10
5	Consistency with Regional Plans		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
6	Public Engagement/Risk Assessment		10
6a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
7	Cost Effectiveness		10
7a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

7. Transit Expansion and Modernization – Prioritizing Criteria and Measures

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects are evaluated primarily on the ability to attract new riders. A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, these projects are evaluated primarily on the benefit to existing riders.

Routine facility maintenance and upkeep is not an evaluation criteria.

Examples of Transit Expansion and Modernization Projects:

Examples of Transit Expansion Projects: <ul style="list-style-type: none">• Operating funds for new or expanded transit service• Transit vehicles for new or expanded service• Customer facilities for new or expanded service, new transit centers or stations, along a route• Park-and-ride facilities or expansions• Bus/transit vehicle purchases	Examples of Transit Modernization Projects: <ul style="list-style-type: none">• Improved boarding areas, lighting, or safety and security equipment, real-time signage;• Passenger waiting facilities, heated facilities or weather protection• New transit maintenance and support facilities/garages or upgrades to existing facilities• ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area• Improved fare collection systems• Multiple eligible improvements along a route
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Transit Expansion and Modernization Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		10
1a	Measure - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas		4
1b	Measure - Project Location Relative to Population Density, Jobs, Manufacturing, Transit Routes, and Education		3
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		3
2	Usage – Demonstration of Need		20
2a	Measure - New Annual Riders (for Expansion Projects)		10
2b	Measure - Total existing annual riders (for Modernization Projects)		10
3	Equity and Housing Performance		10
3a	Measure - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
3b	Measure - Housing Performance		5
4	Air Quality Emissions Reduction		15
4a	Measure - Emissions and congestion benefits of project, Kg of emissions reduced		15
5	Multimodal Elements and Existing Connections		15
5a	Measure - Bicycle and pedestrian elements of the project and connections		15
6	Consistency with Regional Plans – Accessibility & Collaboration of MPO's Transit coordinated plan		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL	0	



Metropolitan Transportation Plan (MTP) WAMPO FUNDING MENU APPLICATION

One project per application

COVER LETTER & APPLICATION

Please provide one (1) electronic copy of the completed application (*handwritten applications will not be accepted*), map of project location, and cover letter by the end of business **Friday, August 16, 2019**. The cover letter should be signed by an individual with the authority to execute contracts on the organization's behalf and should include the following information:

- Addressed to WAMPO MTP Funding Menu Selection Committee
- Summary statement on the applicant's vision for these project(s) in their community and in the region.
- Ranked priority order of submitted projects, based on importance to the applicant's community/agency (including partnered projects)
- Summary statement on projects the applicant is partnering with other local governments or the State government (if applicable)
- Summary statement on applicant's ability to pay non-federal portions and match

Projects with partnering local and/or State governments:

- One partner must indicate they are serving as the "lead organization" on the application
- Other partners need to be listed on the lead organization's application
- Lead organization should include "letters of partnership" from each partnering organization
- All partnering jurisdictions must include a summary statement on the project in the cover letter as well as include the project in their ranked priority order

SUBMISSION DETAIL

One (1) electronic copy of the **COMPLETED APPLICATION with MAP and COVER LETTER** should be emailed to Chris Upchurch, MTP Project Manager, at cupchurch@wichita.gov by **5:00 pm, August 16, 2019**, with subject line of **MTP Funding Menu Application**.

Please submit one application per project. Applicants may submit more than one project, but we are asking for only one cover letter per applicant.

APPLICANT INFORMATION

Please include all of the following requested information to the fullest extent practical. Refer to the WAMPO Funding Menu Application Packet for details and clarification.

Lead Organization: City of Andover Date: 8/16/2019

Partnering Organization(s): KTA

Address: 1609 E Central Avenue, P.O. Box 295
Street Address

Andover KS 67002
City State ZIP Code

Contact Name: Les Mangus E-Mail: lmangus@andoverks.com

Phone: (316) 733-1303 Ext. 413 County: Butler

Project Title: 21st Street Improvements, from KTA Toll Booth to Andover Road

PROJECT COST

Please list the estimated cost in today's dollars.

Pre-Construction/Implementation Costs **\$1,100,000**
Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation

Construction/Implementation Costs **+ \$7,975,000**
Includes: construction, construction engineering

Total Project Costs **= \$9,075,000**
Sum of Pre-Construction Costs and Construction/Implementation Costs

WAMPO Funding Request **\$6,380,000**
No more than 80% of the cost of construction/implementation

PROJECT PROPOSAL

PROJECT TYPE BY CATEGORY

Please select the type of project you are applying for (select only one).

<input type="checkbox"/> Highway	<input type="checkbox"/> Transit
<input checked="" type="checkbox"/> Road – Non-highway	<input type="checkbox"/> Bicycle/Pedestrian
<input type="checkbox"/> Highway Bridge	<input type="checkbox"/> Highway Interchange
<input type="checkbox"/> Bridge – Non-highway	<input type="checkbox"/> Technology
<input type="checkbox"/> Rail	<input type="checkbox"/> Placemaking
<input type="checkbox"/> Planning & Outreach	<input type="checkbox"/> Other

SUPPLEMENTAL INFORMATION

Is there a bicycle/pedestrian component to the project?	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would this project be ready for construction and implementation by 2023-2024? Please keep in mind that most projects require approximately two to four years (depending on the type of project) of pre-construction activities prior to construction. This includes initial design, right of way acquisition, and many other activities thru the KDOT review process.	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CONCEPTUAL SCOPE

This is the scope that will be included in the MTP document and it will serve as the basis of assessing consistency with the MTP. Include only very basic info to indicate the location of the project and the desired outcome (e.g., address a safety issue, add capacity, build gateway to community, etc.). Do not include project specifics like specific features (e.g., 10-foot bikeway, or configuration of intersection, number of lanes).

The project reconstructs 21st Street from the KTA Toll Booth to Andover Road to add capacity to accommodate anticipated growth, improve access to I-35/KTA, and provide safe bicycle and pedestrian facilities. Traffic signals at the intersection of 21st Street and KTA Toll Booth also improve safety and traffic flow entering/existing I-35/KTA.

PROJECT BACKGROUND

Provide additional detail as to how the project came about and how the project is envisioned today (e.g, project specifics like number of lanes, intersection configuration, etc.). This will provide background to decision makers, this information will not be included in the MTP and it will not be used to assess consistency in the future.

21st Street is a rural, two-lane roadway that lacks bicycle and pedestrian facilities. The city's *Comprehensive Plan* identifies 21st Street as an east-west minor arterial linking northeast Wichita to the City of Andover. Future traffic growth is anticipated along the 21st Street corridor as the Wichita region grows eastward, particularly due to the

proximity to the I-35/KTA Toll Booth and east-west commuter traffic to/from Butler County. Destinations including a growing commercial/medical node at the intersection of 21st Street and Andover Road and Andover High School are also located near the corridor.

Therefore, the project reconstructs 21st Street from the KTA Toll Booth to Andover Road from an existing rural, two-lane roadway to an urban, four-lane roadway with curb and gutter and a 10-foot multi-use path on one side of the roadway. Typical section improvements align with the existing 21st Street corridor west of Andover Road. The project includes a new traffic signal at the 21st Street and KTA Toll Booth intersection to improve safety and traffic flow for motorists and freight entering/existing I-35/KTA. While a majority of this project segment is currently located within unincorporated Butler County, the City of Andover anticipates annexing the roadway before project construction.

The project would support economic development efforts along 21st Street given its prime location near the KTA interchange and supports greater east-west connectivity through the Wichita region. The city's vision to be the best place to live, work, learn, and play forms the foundation of the *Comprehensive Plan's* goals and objectives and this project will position the city in achieving that vision.

What MTP Outcome(s) does this project support? (Select all that apply)

<input checked="" type="checkbox"/>	Safety and Health
<input checked="" type="checkbox"/>	Integrated Multimodal Transportation Network
<input checked="" type="checkbox"/>	Economy and Mobility
<input type="checkbox"/>	Equity and Diversity
<input checked="" type="checkbox"/>	Quality of Place and Talent

How does this project help advance the MTP Outcomes listed above?

Safety and Health: Reconstructing 21st Street to a four-lane roadway with a new traffic signal will reduce crash risk associated with turning movements, particularly as both commuter and truck traffic is anticipated to increase along the corridor. The multi-use path will provide a safe option for users regardless of mode of transportation.

Integrated Multimodal Transportation Network: The multi-use path will build upon the existing multimodal network to enable safe access for all users. The multi-use path will connect to existing paths on 21st Street west of the project, existing paths on Andover Road south of the project, and planned facilities on Prairie Creek Road south of the project. Improvements will also provide first-mile and last-mile connectivity to a potential future transit route identified near the 21st Street and Andover Road intersection.

Economy and Mobility: The project increases capacity near the I-35/KTA Toll Booth to support commuter and freight traffic along 21st Street. This KTA interchange is the only turnpike access point serving the northeast Wichita region.

Quality of Place and Talent: Creating an appealing corridor for motorists, bicyclists, and pedestrians further establishes the City of Andover's goal of promoting an active lifestyle and enhancing the Andover Road corridor.

ADDITIONAL PROJECT SELECTION CRITERIA QUESTIONNAIRE

Please answer all of the following questions that apply to your project. Not all questions will apply to all projects.

A. ACCESS TO DESTINATIONS

1. Are there any schools within 0.5 miles of the project?	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, which schools and how large is the student body?		
Cottonwood Elementary School (391 students), Andover Middle School (674 students), Andover High School (834 students), and Butler Community College (4,000 students) are located within 0.5 miles of the project. Collectively, these educational institutions have an estimated enrollment of nearly 5,900 students.		

2. Is there a YMCA, recreation center, library, or public park within 0.5 miles of the project? YES NO
☒ ☐

If yes, please list.

The Andover District Stadium and Andover Cornerstone Park are adjacent to the project.

3. Is the project within 0.5 miles of one of the following facilities? (Kansas Heart Hospital, Kansas Spine & Specialty Hospital, Kansas Surgery & Recovery Center, Select Specialty Hospital-Wichita, Via Christi Hospital Wichita St Teresa, Via Christi Hospital St Francis, Via Christi Hospital St. Joseph, Via Christi Rehabilitation Hospital, Wesley Medical Center, Wesley Rehabilitation Hospital, Wesley Woodlawn Hospital, Wichita-AMG Specialty Hospital, Kansas Medical Center, Via Christi St Joseph, VA Medical Center, Via Christi Behavioral Health Center, Galachia Heart Hospital, Robert J. Dole VA Medical Center, Rock Regional Hospital) YES NO
☒ ☐

If yes, please list.

The Kansas Medical Center and Ambulatory Surgery Center complex is located on 21st Street approximately 0.5 miles west of Andover Road.

4. Is there a medical clinic or urgent care center within 0.5 miles of the project? YES NO
☒ ☐

If yes, please list.

Andover Family Medicine and Kansas Medical Center Clinic are located within 0.5 miles of the project.

5. Does the project serve a facility or group of facilities that ships or receives freight? YES NO
☒ ☐

If the project serves freight facilities, which facilities and how many truckloads per day do those facilities ship and receive?

Freight trucks serving the Sherwin-Williams Paint Manufacturing Plant, International Cold Storage, and Vornado are frequently routed by online mapping applications from the KTA Toll Booth at 21st Street as the fastest/shortest route. This Andover Industrial Area receives up to 50 truckloads per day.

6. Are there any employers within 0.5 miles of the project? YES NO
☒ ☐

If yes, which employers and how many employees do those employers have?

There are many employers within 0.5 miles of the project including USD 385 - Andover School District (565 employees), Kansas Medical Center (269 employees), Andover Court Assisted Living Life Care Center (132 employees), Butler Community College, Legacy Driving School of Andover, Andover Triple E's Self Storage, Mixx Entertainment, Countryside Pet Clinic, Balloon World, Casey's General store, and more. It is estimated that approximately 1,520 employees are employed within 0.5 miles of the project.

B. SURROUNDING LAND USE

1. Is the project adjacent to an area that has been redeveloped or infilled within the last 10 years? YES NO
☒ ☐

Land adjacent to the project was passed over as development in Andover moved northeast. Infill development included a Casey's General Store directly adjacent to the project.

2. Is the project adjacent to an area that has concrete, in progress plans for redevelopment or infill development? YES NO
☐ ☒

If yes, please describe.

3. Is the project adjacent to an area with more than 8 households per acre in the 2010 census or zoned for more than 8 dwelling units per acre? YES NO
☐ ☒

If yes, please describe.

- | | | |
|--|--|---|
| 4. Is the project adjacent to an area with 6-8 households per acre in the 2010 census or zone for 6-8 dwelling units per acre?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 5. Is the project adjacent to an area with more than 50 employees per acre or a planned development of more than 50 employees per acre?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 6. Is the project adjacent to an area with 20-50 employees per acre a planned development with 20-50 employees per acre?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 7. Is the project adjacent to transit oriented development?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 8. Is the project adjacent to mixed use land use or mixed use zoning?
If yes, please describe.
<i>The project is adjacent to the Cornerstone mixed-use higher density residential and commercial development located near the 21st Street and Andover Road intersection. The area is identified as a commercial and medical node in the Comprehensive Plan, which includes the Kansas Medical Center.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 9. If the project is adjacent to mixed use zoning, are there any minimum parking requirements?
If yes, please describe.
<i>The city's zoning regulations prescribe minimum parking requirements based on land use.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 10. Is the project adjacent to an area that is a community's historic downtown or an area included in a plan as a town center of similar, higher density, mixed use development?
If yes, please describe.
<i>The project is adjacent to the Cornerstone mixed-use higher density residential and commercial development located near the 21st Street and Andover Road intersection. The area is identified as a commercial and medical node in the Comprehensive Plan, which includes the Kansas Medical Center.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 11. Is the project adjacent to any land that was undeveloped greenfield in the last 10 years?
If yes, please describe.
<i>The northeast area adjacent to the project was an undeveloped greenfield ten years ago but is currently developed as residential neighborhood. There are other undeveloped greenfields adjacent to the project.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 12. Is the project adjacent to green space that is preserved from future development?
If yes, please describe.
<i>Andover Cornerstone Park, located approximately 0.25 miles west of the project, will remain undeveloped green space.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |

C. BICYCLE/PEDESTRIAN

- | | | |
|---|--|--------------------------------|
| 1. Does the project include on-street bike lanes or a multi-use path (minimum 10 foot width)?
If yes, please describe.
<i>The 10-foot multi-use path will build upon the existing multimodal network to enable safe access for all users. The multi-use path will connect to existing paths on 21st Street west of the project, existing paths on Andover Road south of the project, and planned facilities on Prairie Creek Road south of the project.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
|---|--|--------------------------------|

2. If the project includes a bike/ped component, does the project improve bike/ped access to a transit route? YES NO
☒ ☐
 If yes, please describe.
The project is located along the Andover-Wichita Connection Transit Route identified in the Wichita Transit Feasibility Study. Andover Road and 21st Street are designated as the route for this service. The multi-use path will improve first-mile and last-mile access to the future transit route.
3. Does the project include protected bike lanes and sidewalks (bike lanes are physically separated from traffic)? YES NO
☒ ☐
 If yes, please describe.
The project includes a 10-foot multi-use path on one side of the roadway, which is consistent with ongoing roadway typical section improvements along 21st Street.
4. Does the project include pedestrian signals or beacons? YES NO
☐ ☒
 If yes, please describe.

D. ADA

1. Does the project go significantly beyond ADA minimums in accommodating people with disabilities and/or other special needs? YES NO
☐ ☒
 If yes, please describe.

E. TRANSIT

1. Does the project include transit features? YES NO
☒ ☐
 If yes, please describe.
The project is located along the Andover-Wichita Connection Transit Route identified in the Wichita Transit Feasibility Study. Andover Road and 21st Street are designated as the route for this service.
2. Does the project add a new transit route, decreases headways on an existing route, or expands an existing route's hours of service? YES NO
☐ ☒
 If yes, please describe.
3. If the project adds a new transit route, does that transit route serve more than one jurisdiction? YES NO
☐ ☒
 If yes, please describe.
4. Does the project incorporate transit service other than fixed route bus or paratransit? YES NO
☐ ☒
 If yes, please describe.
5. Does the project include a transportation mode new to the Wichita region such as BRT, light rail, or passenger rail? YES NO
☐ ☒
 If yes, please describe.

F. TRAVEL TIME RELIABILITY

1. Does the project include technology or other design features intended to increase travel time reliability? YES NO
☒ ☐
 If so, please describe, including the percentage of project cost dedicated to those features.
Increasing the number of travel lanes from two lanes to four lanes will improve capacity and travel time reliability. A new traffic signal at the KTA Toll Booth will also improve delay associated with turning movements.

G. ROAD AND BRIDGE CONDITION PRESERVATION

- | | | |
|---|---|---|
| | YES | NO |
| 1. Does the project preserve or maintain an existing roadway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 1a. If yes, what is the current condition of the roadway? | GOOD
<input checked="" type="checkbox"/> | FAIR
<input type="checkbox"/> |
| Describe how the condition was measured.
A Pavement Condition Index (PCI) rating of 77 indicates this roadway is generally in good condition. | | |
| 2. Is the roadway condition expected to deteriorate to poor in the next 10 years without this project? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 3. Will the project bring the roadway up to good condition? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 4. Does the roadway meet current design standards? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If not, please describe.
The roadway does not meet current design standards for urban typical sections including curb and gutter and bicycle/pedestrian facilities. | | |
| 5. Will the project bring the roadway into compliance with current standards? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| If yes, please describe.
Reconstruction to an urban, four-lane roadway with curb and gutter and a multi-use path will meet city standards. | | |
| 6. Please describe the maintenance history of the roadway. | | |
| This segment of 21st Street is currently maintained by Butler County and limited maintenance history is available. While a majority of this project segment is currently located within unincorporated Butler County, the City of Andover anticipates annexing the roadway before project construction. | | |
| 7. Does the project preserve or maintain an existing bridge? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 8. What is the current condition rating of the bridge deck in the National Bridge Inventory? | | |
| 9. What is the current condition rating of the bridge superstructure in the National Bridge Inventory? | | |
| 10. What is the current condition rating of the bridge substructure in the National Bridge Inventory? | | |
| 11. Is the bridge condition expected to deteriorate to the point where it is structurally deficient in the next 10 years without this project? | YES
<input type="checkbox"/> | NO
<input type="checkbox"/> |
| 12. Will the project bring the bridge up to good condition? | YES
<input type="checkbox"/> | NO
<input type="checkbox"/> |
| 13. Is the bridge rated as functionally obsolete? | YES
<input type="checkbox"/> | NO
<input type="checkbox"/> |
| If yes, please describe. | | |

14. Will the project bring remedy the bridge's functional obsolescence?	YES	NO
	<input type="checkbox"/>	<input type="checkbox"/>

If yes, please describe.

15. Please describe the maintenance history of the bridge.

H. ROAD CAPACITY CHANGE

1. Will the project reduce the capacity of an existing facility where usage no longer justifies the original capacity?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, please describe.

2. Does this project remove a traffic signal that is not warranted?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, please describe.

I. TRANSIT BUS SERVICE LIFE

1. Does this project replace a bus or busses that will be beyond their useful life expectancy when they are replaced?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If so, how many years beyond their useful life expectancy will the bus or busses be when they are replaced?

J. SAFETY

1. Does this project incorporate any safety improvements?	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If yes, please describe.

Reconstructing 21st Street to a four-lane roadway with a new traffic signal will reduce crash risk associated with turning movements, particularly as both commuter and truck traffic is anticipated to increase along the corridor. The multi-use path will provide a safe option for users regardless of mode of transportation.

YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. Does the project include a roundabout which replaces an existing traffic signal or will be installed instead of a signal where a new signal is warranted?		
--	--	--

If yes, please describe.

K. SMART TECHNOLOGY

1. Does the project include fiber optics along its entire length?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, please describe.

2. Does the project incorporate connected or autonomous vehicle infrastructure?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, please describe.

3. Does the project integrate traffic signals into an Advanced Traffic Management System?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, please describe, including the number of signals.

4. Does the project coordinate the timing of multiple traffic signals?	YES	NO
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, please describe, including the number of signals.

- | | | |
|--|---------------------------------|---|
| 5. Do the signals that will be coordinated or integrated into an ATMS span multiple jurisdictions?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 6. Will the project integrate with the WICHway Traffic Management Center?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 7. Does the project include dynamic message signs?
If yes, please describe, including the number of signs. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 8. Does the project include traffic cameras?
If yes, please describe, including the number of cameras. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| 9. Will the project include a smart work zone during construction?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |

L. PLACEMAKING/WALKABILITY

- | | | |
|---|--|--------------------------------|
| 1. Does the project incorporate complete streets or shared streets principals?
If yes, please describe.
<i>The multi-use path will support a Complete Streets approach to the project. Improvements will also provide first-mile and last-mile connectivity to a future transit route identified on 21st Street and Andover Road.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 2. Is the project recommended in a plan from developed as part of Planning Walkable Places?
If yes, please describe.
<i>Multi-use path elements are included in the Andover Wayfinding Policy and Conceptual Plan, which was developed through the Planning Walkable Places program.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 3. Does the project includes elements that establish or enhance a unique identity for the surrounding neighborhood?
If yes, please describe.
<i>The project is located at a western gateway to the community and could include placemaking elements to enhance the aesthetics of the area.</i> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |

M. REGIONAL CONNECTIONS

1. Describe the broader impact of this project will have on transportation in the WAMPO region.
As the City of Andover continues to grow, this project will enhance the safety and level of service on this important east-west corridor within the region that connects to I-35/KTA for both freight and commuter traffic. Investment in this corridor will encourage development and enhance the amenities provided throughout the City of Andover.

N. PROPOSED FUNDING SOURCES

1. What will the source of the projects non-WAMPO funding be? If there are multiple sources, please give the approximate percentage breakdown.
The City of Andover is committed to maintaining excellent transportation facilities and has a 1% sales tax dedicated to transportation maintenance and improvements. The dedicated sales tax and local budget will provide the local match required for the project.

2. Please describe how this project meets the WAMPO definition of regional significance (see application packet for the definition).

The project is regionally significant as a minor arterial that connects the City of Andover and western Butler County to the growing northeast Wichita region between 159th and Andover Road. The KTA Toll Booth provides access to and from I-35 for freight movement in the area. The 10-foot multi-use path will provide a safe, alternative transportation option within the City of Andover that also connect to the multimodal network in the City of Wichita. Additionally, this project supports transit options as this corridor is identified to host the Andover-Wichita connector in the future.

YES NO

3. Does this project include funding from more than one jurisdiction?

☐ ☒

If yes, please describe the funding breakdown by jurisdiction.

The local share of the project is a partnership between the City of Andover and the Kansas Turnpike Authority in recognition of the interface between KTA traffic needs and local traffic needs. Both entities have a longstanding partnership regarding area improvements and the KTA Director has verbally committed to a share of the cost for improvements at the KTA Toll Booth intersection.

APPLICATION & SUBMISSION

Applicants should submit one (1) electronic copy of the COMPLETED APPLICATION with MAP and COVER LETTER by the end of business on Friday, August 16, 2019.

Contact Info: WAMPO@wampo.org



Metropolitan Transportation Plan (MTP) WAMPO FUNDING MENU APPLICATION

One project per application

COVER LETTER & APPLICATION

Please provide one (1) electronic copy of the completed application (*handwritten applications will not be accepted*), map of project location, and cover letter by the end of business **Friday, August 16, 2019**. The cover letter should be signed by an individual with the authority to execute contracts on the organization's behalf and should include the following information:

- Addressed to WAMPO MTP Funding Menu Selection Committee
- Summary statement on the applicant's vision for these project(s) in their community and in the region.
- Ranked priority order of submitted projects, based on importance to the applicant's community/agency (including partnered projects)
- Summary statement on projects the applicant is partnering with other local governments or the State government (if applicable)
- Summary statement on applicant's ability to pay non-federal portions and match

Projects with partnering local and/or State governments:

- One partner must indicate they are serving as the "lead organization" on the application
- Other partners need to be listed on the lead organization's application
- Lead organization should include "letters of partnership" from each partnering organization
- All partnering jurisdictions must include a summary statement on the project in the cover letter as well as include the project in their ranked priority order

SUBMISSION DETAIL

One (1) electronic copy of the **COMPLETED APPLICATION with MAP and COVER LETTER** should be emailed to Chris Upchurch, MTP Project Manager, at cupchurch@wichtia.gov by **5:00 pm, August 16, 2019**, with subject line of **MTP Funding Menu Application**.

Please submit one application per project. Applicants may submit more than one project, but we are asking for only one cover letter per applicant.

APPLICANT INFORMATION

Please include all of the following requested information to the fullest extent practical. Refer to the WAMPO Funding Menu Application Packet for details and clarification.

Lead Organization: City of Bel Aire Date: 8/16, 2019

Partnering Organization(s): City of Wichita

Address: 7651 E Central Avenue
Street Address

Bel Aire KS 67226
City State ZIP Code

Contact Name: Anne Stephens E-Mail: AStephens@belaireks.gov

Phone: (316) 744-2451 County: Sedgwick

Project Title: Rock Rd: Union Pacific Railroad to 53rd St N

PROJECT COST

Please list the estimated cost in today's dollars.

Pre-Construction/Implementation Costs <i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i>	\$830,000
Construction/Implementation Costs <i>Includes: construction, construction engineering</i>	+ \$8,211,000
Total Project Costs <i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>	= \$9,041,000
WAMPO Funding Request <i>No more than 80% of the cost of construction/implementation</i>	\$6,568,800

PROJECT PROPOSAL

PROJECT TYPE BY CATEGORY

Please select the type of project you are applying for (select only one).

<input type="checkbox"/> Highway	<input type="checkbox"/> Transit
<input checked="" type="checkbox"/> Road – Non-highway	<input type="checkbox"/> Bicycle/Pedestrian
<input type="checkbox"/> Highway Bridge	<input type="checkbox"/> Highway Interchange
<input type="checkbox"/> Bridge – Non-highway	<input type="checkbox"/> Technology
<input type="checkbox"/> Rail	<input type="checkbox"/> Placemaking
<input type="checkbox"/> Planning & Outreach	<input type="checkbox"/> Other

SUPPLEMENTAL INFORMATION

Is there a bicycle/pedestrian component to the project?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Would this project be ready for construction and implementation by 2023-2024? Please keep in mind that most projects require approximately two to four years (depending on the type of project) of pre-construction activities prior to construction. This includes initial design, right of way acquisition, and many other activities thru the KDOT review process.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

CONCEPTUAL SCOPE

This is the scope that will be included in the MTP document and it will serve as the basis of assessing consistency with the MTP. Include only very basic info to indicate the location of the project and the desired outcome (e.g., address a safety issue, add capacity, build gateway to community, etc.). Do not include project specifics like specific features (e.g., 10-foot bikeway, or configuration of intersection, number of lanes).

Reconstruct Rock Rd. from UP Railroad to 53rd St. North including the Rock Road and 53rd Street North intersection to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

PROJECT BACKGROUND

Provide additional detail as to how the project came about and how the project is envisioned today (e.g., project specifics like number of lanes, intersection configuration, etc.). This will provide background to decision makers, this information will not be included in the MTP and it will not be used to assess consistency in the future.

Reconstruct Rock Road from UP Railroad to 53rd Street North to a 3-lane, curb and gutter section with a 10-foot multi-use path and 6-foot sidewalk. In addition to these improvements a storm water sewer system will be constructed. The current pavement is in poor condition with an open ditch and no sidewalk. With the current open ditch configuration, there are frequent areas of standing water and drainage issues. The city will be developing this area and pedestrian connectivity as well as storm water management is a priority. The project also includes reconstructing the intersection of 53rd St. north and Rock Road according to the intersection study that was conducted. This area has recently been developed and vehicular and pedestrian traffic has greatly increased. A reconstructed intersection will improve vehicular traffic flow as well as pedestrian safety and connectivity .

What MTP Outcome(s) does this project support? (Select all that apply)

- ☒ Safety and Health
- ☒ Integrated Multimodal Transportation Network
- ☒ Economy and Mobility
- ☒ Equity and Diversity
- ☒ Quality of Place and Talent

How does this project help advance the MTP Outcomes listed above?

Reconstruction of Rock Road's proposed shared-use pathways increases overall public health and safety via the proposed sidewalk and multi-use pathway, promoting a decrease in roadway related fatalities and serious injuries, decreases in the need for individual vehicle use, and promotes community health by creating a more walkable space. The project works to expand the economy through mobility by preserving and reconstructing existing infrastructure in addition to enhancing pedestrian connectivity and safety, providing a platform for a more diverse user experience and interactions along the pathways. A higher quality of place is promoted through the revitalization of Rock Road through high quality design amenities, highly walkable pathways, transit-friendly land uses, a multitude of transportation options, and a betterment of existing stormwater sewer systems.

ADDITIONAL PROJECT SELECTION CRITERIA QUESTIONNAIRE

Please answer all of the following questions that apply to your project. Not all questions will apply to all projects.

A. ACCESS TO DESTINATIONS

1. Are there any schools within 0.5 miles of the project? YES NO
☒ ☐

If yes, which schools and how large is the student body? Northeast Magnet High School has an enrollment of 750.

2. Is there a YMCA, recreation center, library, or public park within 0.5 miles of the project? YES NO
☒ ☐

If yes, please list. Central Avenue Park

3. Is the project within 0.5 miles of one of the following facilities? (Kansas Heart Hospital, Kansas Spine & Specialty Hospital, Kansas Surgery & Recovery Center, Select Specialty Hospital-Wichita, Via Christi Hospital Wichita St Teresa, Via Christi Hospital St Francis, Via Christi Hospital St. Joseph, Via Christi Rehabilitation Hospital, Wesley Medical Center, Wesley Rehabilitation Hospital, Wesley Woodlawn Hospital, Wichita-AMG Specialty Hospital, Kansas Medical Center, Via Christi St Joseph, VA Medical Center, Via Christi Behavioral Health Center, Galachia Heart Hospital, Robert J. Dole VA Medical Center, Rock Regional Hospital) YES NO
☐ ☒

If yes, please list. [click here to enter text](#)

- | | | |
|---|--|--------------------------------|
| 4. Is there a medical clinic or urgent care center within 0.5 miles of the project? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
|---|--|--------------------------------|

If yes, please list. [Rock Ridge Family Medicine](#)

- | | | |
|---|---------------------------------|---|
| 5. Does the project serve a facility or group of facilities that ships or receives freight? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
|---|---------------------------------|---|

If the project serves freight facilities, which facilities and how many truckloads per day do those facilities ship and receive? [click here to enter text](#)

- | | | |
|---|--|--------------------------------|
| 6. Are there any employers within 0.5 miles of the project? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
|---|--|--------------------------------|

If yes, which employers and how many employees do those employers have? [There are 103 employers within ½ mile of the project corridor with a total of 461 employees. Some of the largest employers include Willowbend Golf Club, Executive Areshare, Rescare and the City of Bel Aire.](#)

B. SURROUNDING LAND USE

- | | | |
|--|---------------------------------|---|
| 1. Is the project is adjacent to an area that has been redeveloped or infilled within the last 10 years? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
|--|---------------------------------|---|

If yes, please describe. [click here to enter text](#)

- | | | |
|---|---------------------------------|---|
| 2. Is the project adjacent to an area that has concrete, in progress plans for redevelopment or infill development? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
|---|---------------------------------|---|

If yes, please describe. [click here to enter text](#)

- | | | |
|--|--|--------------------------------|
| 3. Is the project is adjacent to an area with more than 8 households per acre in the 2010 census or zoned for more than 8 dwelling units per acre? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
|--|--|--------------------------------|

If yes, please describe. [The area to the west of Rock Road north of 45th Street North is zoned R-5B. This zoning district allows up to 8.7 dwelling units per acre.](#)

- | | | |
|---|---------------------------------|---|
| 4. Is the project is adjacent to an area with 6-8 households per acre in the 2010 census or zone for 6-8 dwelling units per acre? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
|---|---------------------------------|---|

If yes, please describe. [click here to enter text](#)

- | | | |
|--|---------------------------------|---|
| 5. Is the project is adjacent to an area with more than 50 employees per acre or a planned development of more than 50 employees per acre? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
|--|---------------------------------|---|

If yes, please describe. [click here to enter text](#)

- | | | |
|---|---------------------------------|---|
| 6. Is the project is adjacent to an area with 20-50 employees per acre a planned development with 20-50 employees per acre? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
|---|---------------------------------|---|

If yes, please describe. [click here to enter text](#)

- | | | |
|--|-----|----|
| 7. Is the project is adjacent to transit oriented development? | YES | NO |
|--|-----|----|

If yes, please describe. [click here to enter text](#)

☐ ☒

8. Is the project is adjacent to mixed use land use or mixed use zoning?

YES NO
☒ ☐

If yes, please describe. [There are areas zoned C-1 along the corridor. This zoning district allows mixed use developments.](#)

9. If the project is adjacent to mixed use zoning, are there any minimum parking requirements?

YES NO
☒ ☐

If yes, please describe. [The minimum parking requirements are set forth in the Zoning Regulations](#)

10. Is the project adjacent to an area that is a community's historic downtown or an area included in a plan as a town center of similar, higher density, mixed use development?

YES NO
☐ ☒

If yes, please describe. [click here to enter text](#)

11. Is the project adjacent to any land that was undeveloped greenfield in the last 10 years?

YES NO
☒ ☐

If yes, please describe. [The residential subdivisions on the east and west side of Rock Road have developed since 2009.](#)

12. Is the project adjacent to green space that is preserved from future development?

YES NO
☐ ☒

If yes, please describe. [click here to enter text](#)

C. BICYCLE/PEDESTRIAN

1. Does the project include on-street bike lanes or a multi-use path (minimum 10 foot width)?

YES NO
☒ ☐

If yes, please describe. [The project includes a 10-foot wide multi-use path along the entire length of the project.](#)

2. If the project includes a bike/ped component, does the project improve bike/ped access to a transit route?

YES NO
☐ ☒

If yes, please describe. [click here to enter text](#)

3. Does the project include protected bike lanes and sidewalks (bike lanes are physically separated from traffic)?

YES NO
☐ ☒

If yes, please describe. [click here to enter text](#)

4. Does the project include pedestrian signals or beacons?

YES NO
☐ ☒

If yes, please describe. [click here to enter text](#)

D. ADA

- | | | |
|--|---------------------------------|---|
| 1. Does the project go significantly beyond ADA minimums in accommodating people with disabilities and/or other special needs? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If yes, please describe. click here to enter text | | |

E. TRANSIT

- | | | |
|--|---------------------------------|---|
| 1. Does the project include transit features? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If yes, please describe. click here to enter text | | |
| 2. Does the project add a new transit route, decreases headways on an existing route, or expands an existing route's hours of service? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If yes, please describe. click here to enter text | | |
| 3. If the project adds a new transit route, does that transit route serve more than one jurisdiction? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If yes, please describe. click here to enter text | | |
| 4. Does the project incorporate transit service other than fixed route bus or paratransit? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If yes, please describe. click here to enter text | | |
| 5. Does the project include a transportation mode new to the Wichita region such as BRT, light rail, or passenger rail? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If yes, please describe. click here to enter text | | |

F. TRAVEL TIME RELIABILITY

- | | | |
|---|---------------------------------|---|
| 1. Does the project include technology or other design features intended to increase travel time reliability? | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| If so, please describe, including the percentage of project cost dedicated to those features.
click here to enter text | | |

G. ROAD AND BRIDGE CONDITION PRESERVATION

- | | | | |
|---|--|---|----------------------------------|
| 1. Does the project preserve or maintain an existing roadway? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> | |
| 1a. If yes, what is the current condition of the roadway? | GOOD
<input type="checkbox"/> | FAIR
<input checked="" type="checkbox"/> | POOR
<input type="checkbox"/> |
| Describe how the condition was measured. City of Bel Aire Pavement Management System Rating of 4/10 (2018). | | | |
| 2. Is the roadway condition expected to deteriorate to poor in the next 10 years without this project? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> | |
| 3. Will the project bring the roadway up to good condition? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> | |

- | | | |
|---|--|---|
| <p>4. Does the roadway meet current design standards?</p> <p>If not, please describe. No curb and gutter, storm sewer or sidewalk.</p> | <p>YES
<input type="checkbox"/></p> | <p>NO
<input checked="" type="checkbox"/></p> |
| <p>5. Will the project bring the roadway into compliance with current standards?</p> <p>If yes, please describe. Curb and gutter, storm sewer and sidewalk.</p> | <p>YES
<input checked="" type="checkbox"/></p> | <p>NO
<input type="checkbox"/></p> |
1. Please describe the maintenance history of the roadway. [Bel Aire has performed crack sealing and patchwork on their section of roadway in the recent past – including the removal and replacement of a section of pavement just south of the intersection with Deer Run to remove a significant depression in the pavement. Pavement has also been removed and replaced immediately north of the intersection of 45th and Rock that was continually sinking and causing safety concerns. The City of Wichita has repeatedly performed patchwork at the intersection of 45th and Rock as well as on the pavement south of the intersection.](#)
- | | | |
|---|---|--|
| <p>2. Does the project preserve or maintain an existing bridge?</p> | <p>YES
<input type="checkbox"/></p> | <p>NO
<input type="checkbox"/></p> |
|---|---|--|
3. What is the current condition rating of the bridge deck in the National Bridge Inventory?
[click here to enter text](#)
4. What is the current condition rating of the bridge superstructure in the National Bridge Inventory?
[click here to enter text](#)
5. What is the current condition rating of the bridge substructure in the National Bridge Inventory?
[click here to enter text](#)
- | | | |
|--|---|--|
| <p>6. Is the bridge condition expected to deteriorate to the point where it is structurally deficient in the next 10 years without this project?</p> | <p>YES
<input type="checkbox"/></p> | <p>NO
<input type="checkbox"/></p> |
|--|---|--|
- | | | |
|---|---|--|
| <p>7. Will the project bring the bridge up to good condition?</p> | <p>YES
<input type="checkbox"/></p> | <p>NO
<input type="checkbox"/></p> |
|---|---|--|
- | | | |
|--|---|--|
| <p>8. Is the bridge rated as functionally obsolete?</p> <p>If yes, please describe. click here to enter text</p> | <p>YES
<input type="checkbox"/></p> | <p>NO
<input type="checkbox"/></p> |
|--|---|--|
- | | | |
|--|---|--|
| <p>9. Will the project bring remedy the bridge's functional obsolescence?</p> <p>If yes, please describe. click here to enter text</p> | <p>YES
<input type="checkbox"/></p> | <p>NO
<input type="checkbox"/></p> |
|--|---|--|

10. Please describe the maintenance history of the bridge. [click here to enter text](#)

H. ROAD CAPACITY CHANGE

1. Will the project reduce the capacity of an existing facility where usage no longer justifies the original capacity? YES NO
☐ ☒
If yes, please describe. [click here to enter text](#)
2. Does this project remove a traffic signal that is not warranted? YES NO
☐ ☒
If yes, please describe. [click here to enter text](#)

I. TRANSIT BUS SERVICE LIFE

1. Does this project replace a bus or busses that will be beyond their useful life expectancy when they are replaced? YES NO
☐ ☒
If so, how many years beyond their useful life expectancy will the bus or busses be when they are replaced? [click here to enter text](#)

J. SAFETY

1. Does this project incorporate any safety improvements? YES NO
☒ ☐
If yes, please describe. [The project corridor has experienced 35 traffic crashes over the past 10 years. The center turn lane will reduce vehicle conflicts. The multi-use pathway and sidewalk will separate bicycle/pedestrian and vehicular traffic. The intersection improvements will improve the safety of this growing area, as most if the crashes along this corridor are intersection related. It will also mitigate standing water on the roadway during rain events.](#)
2. Does the project include a roundabout which replaces an existing traffic signal or will be installed instead of a signal where a new signal is warranted? YES NO
☐ ☒
If yes, please describe. [click here to enter text](#)

K. SMART TECHNOLOGY

1. Does the project include fiber optics along its entire length? YES NO
☐ ☒
If yes, please describe. [click here to enter text](#)
2. Does the project incorporate connected or autonomous vehicle infrastructure? YES NO
☐ ☒
If yes, please describe. [click here to enter text](#)
3. Does the project integrate traffic signals into an Advanced Traffic Management System? YES NO
☐ ☒
If yes, please describe, including the number of signals. [click here to enter text](#)
4. Does the project coordinate the timing of multiple traffic signals? YES NO
☐ ☒
If yes, please describe, including the number of signals. [click here to enter text](#)

- | | | |
|--|---------------------------------|---|
| <p>5. Do the signals that will be coordinated or integrated into an ATMS span multiple jurisdictions?
 If yes, please describe. click here to enter text</p> | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| <p>6. Will the project integrate with the WICHway Traffic Management Center?
 If yes, please describe. click here to enter text</p> | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| <p>7. Does the project include dynamic message signs?
 If yes, please describe, including the number of signs. click here to enter text</p> | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| <p>8. Does the project include traffic cameras?
 If yes, please describe, including the number of cameras. click here to enter text</p> | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |
| <p>9. Will the project include a smart work zone during construction?
 If yes, please describe. click here to enter text</p> | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |

L. PLACEMAKING/WALKABILITY

- | | | |
|---|--|---|
| <p>1. Does the project incorporate complete streets or shared streets principals?
 If yes, please describe. The project includes dedicated space within the street right-of-way for motor vehicles, as well as bicyclists, pedestrians, and other non-motorized travel through the inclusion of multi-use pathway and sidewalk.</p> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| <p>2. Is the project recommended in a plan from developed as part of Planning Walkable Places?
 If yes, please describe. The multi-use path and sidewalk are recommended in the Bel Aire Bike Ped Plan, which was funded through the WAMPO Planning Walkable Places program.</p> | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| <p>3. Does the project includes elements that establish or enhance a unique identity for the surrounding neighborhood?
 If yes, please describe. click here to enter text</p> | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |

M. REGIONAL CONNECTIONS

1. Describe the broader impact of this project will have on transportation in the WAMPO region.
[This project provides stronger access for pedestrians, cyclists, and vehicular traffic to travel through Bel Aire, connecting to the surrounding pathways within the WAMPO region. It connects Bel Aire and Wichita directly.](#)

N. PROPOSED FUNDING SOURCES

1. What will the source of the projects non-WAMPO funding be? If there are multiple sources, please give the approximate percentage breakdown. [Local general funds](#)
2. Please describe how this project meets the WAMPO definition of regional significance (see application packet for the definition). [This project is classified as a bicycle/pedestrian facility in addition to a major collector road.](#)

3. Does this project include funding from more than one jurisdiction?

YES	NO
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If yes, please describe the funding breakdown by jurisdiction. [There have been initial discussions between Bel Aire and the City of Wichita to fund this project jointly.](#)

APPLICATION & SUBMISSION

Applicants should submit one (1) electronic copy of the COMPLETED APPLICATION with MAP and COVER LETTER by the end of business on Friday, August 16, 2019.

Contact Info: WAMPO@wampo.org