



WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
40-540	City of Derby	Rock Road Corridor Improvements	23.0%	\$1,253,812	\$5,450,000	\$6,703,812	Extend project limits. Edit the scope. Increase cost estimate.	Amendment 4	Change Limits from "55th St. to Freedom St." to "Rock Rd. from 0.5 miles north of 55th St. S to Freedom St." Change Scope from "Reconstruct Rock Road from 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users." to "Reconstruct Rock Road from 1/2 mile north of 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users." Increase 2026 Local Construction funding from \$953,705 to \$2,207,517. Overall project cost increased from \$5,450,000 to \$6,703,812 (+\$1,253,812/23.0%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Rock Road Corridor Improvements" (I.D. # 40-540, page 7).
INT-19-01	City of Kechi	Oliver and Kechi Rd. Intersection	0.0%	\$0	\$4,355,217	\$4,355,217	Edit the scope. Change a portion of the STBG funding to TA funding.	Amendment 4	Change Scope from "Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering." to "Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, curb and gutter, and storm sewer. Project includes sidewalk along Kechi Road and Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering." Decrease 2024 MPO-STBG Construction funding from \$2,141,256 to \$1,979,016. Add 2024 MPO-TA Construction funding in the amount of \$162,240. Overall project cost unchanged (\$4,355,217).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Oliver and Kechi Rd. Intersection" (I.D. # INT-19-01, page 4).
R-19-07	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2.2%	\$251,798	\$11,444,103	\$11,695,901	Administrative Adjustment 3.1: Swap out MPO-HIP funds for the same amount of KDOT-STBG funds. Administrative Adjustment 3.16: Small increase in cost estimate. Increase in share of cost paid with KDOT-STBG funds and decrease in share paid with local funds. Amendment 4: Edit the scope.	Amendment 4	Administrative Adjustment 3.1 (6/12/2023): Remove 2023 MPO-HIP Construction funding in the amount of \$556,717. Add 2023 KDOT-STBG Construction funding in the amount of \$556,717. Administrative Adjustment 3.16 (8/2/2023): Decrease 2023 Local Construction funding from \$2,627,182 to \$2,054,800. Increase 2023 KDOT-STBG Construction funding from \$556,717 to \$1,380,897. Amendment 4 (8/8/2023): Change Scope from "Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, tra" to "Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a roundabout at 69th and Meridian and 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, with full depth replacement, full stormwater, lighting, a 8-foot multiuse path on west side, and 6-foot sidewalk on east side." Overall project cost increased from \$11,444,103 to \$11,695,901 (+\$251,798/2.2%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Meridian, from Ford (77th St. N.) to Seward (69th St. N.)" (I.D. # R-19-07, page 4) and Project "Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)" (I.D. # 40-052, page 4).
40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	0.0%	\$0	\$5,500,000	\$5,500,000	Extend project limits. Edit the scope.	Amendment 4	Change Limits from "21st St N, I-135 to K-96" to "21st St N, Cleveland St. to 159th St. E". Change Scope from "Traffic signal optimization of 6.5 miles of 21st St N from I-135 to K-96. Project includes 19 signalized intersections and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project." to "Traffic signal optimization of 9.25 miles of 21st St N from Cleveland Ave to 159th St E. Project includes 24 signalized intersections and crosswalks, and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project." Overall project cost unchanged (\$5,500,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Intelligent Transportation System program" (I.D. # 40-056, page 8).
P-23-04	City of Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	N/A	\$1,250,000	\$0	\$1,250,000	New project.	Amendment 4	New project (\$1,250,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Accessibility and Mobility; Economic Vitality; Connectivity.



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B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	3.5%	\$30,104	\$864,996	\$895,100	Edit the limits and scope and update the title to reflect the changes. Small increase in cost estimate, to be paid with state funds and NHPP funds. Move back Advance Construction conversion from FFY2027 to FFY2029. Add a project note.	Amendment 4	Change Title from "Bridge #305 on I-135 in Sedgwick County" to "Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County". Change Limits from "Bridge #305 (I-135 North & Southbound Lanes & Canals) on I-135 in Sedgwick County located at Junction I-135/US-54" to "I-135: Bridge #305 (I-135 north & southbound lanes & canals) located at junction I-135/US-54. U.S. 54: Bridge #302 (ramp/Grove Street) located at Kellogg and Grove Street". Change Scope from "Bridge Replacement" to "#305 bridge replacement. #302 deck rehabilitation (grinding, patching and MPC overlay)". Add Project Notes: "Project is authorized for PE Only. The total project cost is estimated to be \$9,361 K and should be used for planning purposes only. The PE phase will utilize AC in the amount of \$ 805.6 K with conversion to NHPP funds in 2029." Increase 2022 State Preliminary Engineering funding from \$86,500 to \$89,500. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$778,496 to \$805,600. Move back NHPP AC conversion payback for Preliminary Engineering from 2027 to 2029 and increase from \$778,496 to \$805,600. Overall project cost increased from \$864,996 to \$895,100 (+\$30,104/3.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Bridge #305 on I-135 in Sedgwick County" (I.D. # 40-576, page 4) and Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-07	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	N/A	\$747,400	\$0	\$747,400	New project.	Amendment 4	New project (\$747,400).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-08	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	N/A	\$3,621,500	\$0	\$3,621,500	New project.	Amendment 4	New project (\$3,621,500).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
B-23-09	KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue	N/A	\$9,490,000	\$0	\$9,490,000	New project.	Amendment 4	New project (\$9,490,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
B-23-10	KDOT	I-135: Bridge #048 (85th Street) located 5.44 miles North of I-235 in Park City	N/A	\$355,200	\$0	\$355,200	New project.	Amendment 4	New project (\$355,200).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-11	KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita	N/A	\$1,650,000	\$0	\$1,650,000	New project.	Amendment 4	New project (\$1,650,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-12	KDOT	US-54: Bridge #118 (on S 343rd Street W over US-54) located 3.03 miles East of K-251	N/A	\$417,600	\$0	\$417,600	New project.	Amendment 4	New project (\$417,600).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-13	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	N/A	\$2,060,500	\$0	\$2,060,500	New project.	Amendment 4	New project (\$2,060,500).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-14	KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135	N/A	\$2,056,600	\$0	\$2,056,600	New project.	Amendment 4	New project (\$2,056,600).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
R-22-02	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases	0.0%	\$0	\$4,003,900	\$4,003,900	Edit the scope.	Amendment 4	Change scope from "Preliminary Engineering (PE) for consultant project management for oversight of the entire project; PE for preconstruction activities including NEPA for the entire project; Right of way acquisitions and utility relocations for all phases of the project." to "PE to provide consultant project management for oversight of the entire project and PE for preconstruction activities including NEPA for the entire project." Overall project cost unchanged (\$4,003,900).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "US-54/400 Expansion - East" (I.D. # 40-575, page 8).



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WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	100.4%	\$2,232,607	\$2,222,984	\$4,455,591	Add local and FTA 5310 funding in FFY2025 and FFY2026. Decrease local and FTA 5310 funding for capital in FFY2023. Increase local and FTA 5310 funding for operations in FFY2023. Increase local and FTA 5310 funding for capital and operations in FFY2024.	Amendment 4	Decrease 2023 FTA 5310 Capital funding from \$293,120 to \$250,167. Increase 2023 FTA 5310 Operations funding from \$157,834 to \$186,778. Decrease 2023 Local Capital funding from \$49,605 to \$47,282. Increase 2023 Local Operations funding from \$157,834 to \$186,778. Increase 2024 FTA 5310 Capital funding from \$301,914 to \$453,420. Increase 2024 FTA 5310 Operations funding from \$162,569 to \$186,779. Increase 2024 Local Capital funding from \$51,093 to \$68,013. Increase 2024 Local Operations funding from \$162,569 to \$186,779. Add 2025 FTA 5310 Capital funding in the amount of \$432,315. Add 2025 FTA 5310 Operations funding in the amount of \$232,785. Add 2025 Local Capital funding in the amount of \$86,463. Add 2025 Local Operations funding in the amount of \$232,785. Add 2026 FTA 5310 Capital funding in the amount of \$447,446. Add 2026 FTA 5310 Operations funding in the amount of \$240,933. Add 2026 Local Capital funding in the amount of \$89,489. Add 2026 Local Operations funding in the amount of \$240,933. Overall project cost increased from \$2,222,984 to \$4,455,591 (+\$2,232,607/100.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Transit 5310 Program" (I.D. # T-19-01, page 5).
40-578	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022	0.0%	\$0	\$8,500,000	\$8,500,000	Add KDOT I.D. Swap out a portion of the project's programmed Advance Construction NHPP funding for KDOT-CRRSAA and KDOT-HIP funding that add up to the same amount and are on the same Advance Construction conversion schedule.	Administrative Adjustment 3.1	Add KDOT I.D. "KA-6231-01". Decrease 2022 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$7,267,500 to \$5,373,227. Decrease 2023 NHPP AC conversion payback for Construction from \$7,267,500 to \$5,373,227. Decrease 2022 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$382,500 to \$230,959. Decrease 2023 NHPP AC conversion payback for Construction Engineering from \$382,500 to \$230,959. Add 2022 State Construction spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$1,378,794. Add 2023 KDOT-CRRSAA AC conversion payback for Construction in the amount of \$1,378,794. Add 2022 State Construction Engineering spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$110,303. Add 2023 KDOT-CRRSAA AC conversion payback for Construction Engineering in the amount of \$110,303. Add 2022 State Construction spending to be paid back later through KDOT-HIP Advance Construction arrangement in the amount of \$515,479. Add 2023 KDOT-HIP AC conversion payback for Construction in the amount of \$515,479. Add 2022 State Construction Engineering spending to be paid back later through KDOT-HIP Advance Construction arrangement in the amount of \$41,238. Add 2023 KDOT-HIP AC conversion payback for Construction Engineering in the amount of \$41,238. Overall project cost unchanged (\$8,500,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022" (I.D. # 40-572, page 6).
B-21-01	KDOT	Redeck Bridge #113 on US-54 in Sedgwick County	0.0%	\$180	\$2,513,201	\$2,513,381	Swap out a portion of the project's programmed Advance Construction NHPP funding for KDOT-CRRSAA and KDOT-HIP funding that are on the same Advance Construction conversion schedule. Increase the project cost by \$180, coming from federal funds.	Administrative Adjustment 3.1	Decrease 2021 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$212,800 to \$177,779. Decrease 2023 NHPP AC conversion payback for Preliminary Engineering from \$212,800 to \$177,779. Decrease 2022 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$1,634,400 to \$175,212. Decrease 2023 NHPP AC conversion payback for Construction from \$1,634,400 to \$175,212. Decrease 2022 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$163,361 to \$57,750. Decrease 2023 NHPP AC conversion payback for Construction Engineering from \$163,361 to \$57,750. Add 2021 State Preliminary Engineering spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$35,021. Add 2023 KDOT-CRRSAA AC conversion payback for Preliminary Engineering in the amount of \$35,021. Add 2022 State Construction spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$1,459,188. Add 2023 KDOT-CRRSAA AC conversion payback for Construction in the amount of \$1,459,188. Add 2022 State Construction Engineering spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$105,791. Add 2023 KDOT-CRRSAA AC conversion payback for Construction Engineering in the amount of \$105,791. Overall project cost increased from \$2,513,201 to \$2,513,381 (+\$180/0.007%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Bridge Set Aside Program" (I.D. # 40-573, page 6).
40-570	Wichita Transit	Delano Transit Center	12.4%	\$2,189,392	\$17,725,520	\$19,914,912	Increase project cost, using federal (KDOT-STBG and KDOT-CMAQ) and local funds in an 80/20 split.	Administrative Adjustment 3.15	Add 2023 KDOT-CMAQ Capital funding in the amount of \$1,000,000. Add 2023 KDOT-STBG Capital funding in the amount of \$699,113. Add 2023 Local Capital funding in the amount of \$490,279. Overall project cost increased from \$17,725,520 to \$19,914,912 (+\$2,189,392/12.35%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Delano Transit Center" (I.D. # 40-570, page 3).



### WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
R-19-16	City of Wichita	West St., Harry to Pawnee	23.4%	\$4,532,512	\$19,399,039	\$23,931,551	Administrative Adjustment 3.1: Swap out MPO-HIP funds for the same amount of KDOT-STBG funds. Administrative Adjustment 3.16: Increase in cost estimate. For MPO-STBG funding, replace Advance Construction arrangement with direct funding.	Administrative Adjustment 3.16	Administrative Adjustment 3.1: Remove 2023 CRRSAA Construction funding in the amount of \$3,089,097. Add 2023 KDOT-STBG Construction funding in the amount of \$3,089,097. Administrative Adjustment 3.16: Decrease 2023 Local Utility Relocation funding from \$1,500,000 to \$686,866. Decrease 2022 Local Preliminary Engineering funding from \$485,000 to \$459,448. Add 2023 Local Preliminary Engineering funding in the amount of \$44,562. Decrease 2022 Local Right-Of-Way acquisition funding from \$1,000,000 to \$540,552. Add 2023 Local Right-Of-Way acquisition funding in the amount of \$989,551. Increase 2023 Local Construction funding from \$3,691,353 to \$7,476,555. Increase 2023 Local Construction Engineering funding from \$350,000 to \$449,786. Increase 2023 KDOT-STBG Construction funding from \$3,089,097 to \$4,000,642. Increase 2023 MPO-STBG Construction non-AC funding from \$1,382,516 to \$7,024,761. Increase 2023 MPO-STBG Construction Engineering non-AC funding from \$350,000 to \$600,000. Remove 2023 Local Construction spending to be paid back later through MPO-STBG Advance Construction arrangement in the amount of \$5,892,245. Remove 2023 MPO-STBG AC conversion payback for Construction in the amount of \$4,327,083. Remove 2025 MPO-STBG AC conversion payback for Construction in the amount of \$1,565,162. Add Project Notes reading "On the Construction phase, the participating costs are \$16,466,514. On the Construction Engineering phase, the entire \$1,049,786 cost is participating. The sum of all participating costs is \$17,516,300." Overall project cost increased from \$19,399,039 to \$23,931,551 (+\$4,532,512/23.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "West St, Harry to Pawnee" (I.D. # R-19-16, page 5).
40-541	City of Derby	Nelson Drive Realignment	0.0%	\$0	\$9,453,618	\$9,453,618	Change a portion of the STBG and CMAQ funding to TA funding.	Administrative Adjustment 3.2	Add 2024 MPO-TA Construction funding in the amount of \$338,012. Decrease 2024 MPO-STBG Construction funding from \$5,607,349 to \$5,430,165. Decrease 2024 MPO-CMAQ Construction funding from \$831,782 to \$670,954. Overall project cost unchanged (\$9,453,618).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Nelson Drive Realignment" (I.D. # 40-541, page 4).
40-538	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	0.0%	\$0	\$1,249,534	\$1,249,534	Move project back from FFY2023 to FFY2024.	Administrative Adjustment 3.2	Move back Local Construction funding (\$300,784) and Construction Engineering funding (\$37,598) from 2023 to 2024. Move back MPO-TA Construction funding (\$672,580) and Construction Engineering funding (\$84,072) from 2023 to 2024. Overall project cost unchanged (\$1,249,534).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Multi Use Path along Seneca and 63rd Sts" (I.D. # 40-538, page 7).
40-510	City of Wichita	17th St N, I-135 to Hillside	0.0%	\$0	\$3,300,000	\$3,300,000	Change a portion of the STBG funding to TA funding.	Administrative Adjustment 3.2	Add 2025 MPO-TA Construction funding in the amount of \$123,200. Decrease 2025 MPO-STBG Construction funding from \$2,027,587 to \$1,904,387. Add 2025 MPO-TA Construction Engineering funding in the amount of \$16,800. Decrease 2025 MPO-STBG Construction Engineering funding from \$300,000 to \$283,200. Overall project cost unchanged (\$3,300,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "17th St N, I-135 to Hillside" (I.D. # 40-510, page 6).
40-517	City of Wichita	Douglas, Seneca to Meridian	0.0%	\$0	\$5,775,000	\$5,775,000	Change a portion of the TA-STBG funding to TA funding and STBG funding. The STBG funding is in an Advance Construction arrangement, with FFY2024 and FFY2025 conversion years.	Administrative Adjustment 3.2	Add 2024 MPO-TA Construction funding in the amount of \$301,841. Add 2024 MPO-TA Construction Engineering funding in the amount of \$26,159. Increase 2024 MPO-CMAQ Construction funding from \$357,286 to \$383,445. Decrease 2024 MPO-CMAQ Construction Engineering funding from \$312,000 to \$285,841. Decrease 2024 MPO-TA-STBG Construction funding from \$810,924 to \$245,910. Increase 2024 Local Construction spending to be paid back later through MPO-STBG Advance Construction Arrangement from \$2,431,790 to \$2,668,804. Increase 2025 MPO-STBG AC conversion payback for Construction from \$2,431,790 to \$2,533,240. Add 2024 MPO-STBG AC conversion payback for Construction in the amount of \$135,564. Overall project cost unchanged (\$5,775,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Douglas, Seneca to Meridian" (I.D. # 40-517, page 6).
R-19-17	City of Wichita	West St., I-235-MacArthur	0.0%	\$0	\$6,192,694	\$6,192,694	Change a portion of the STBG funding to TA funding.	Administrative Adjustment 3.2	Add 2024 MPO-TA Construction funding in the amount of \$129,600. Decrease 2024 MPO-STBG Construction funding from \$1,397,952 to \$1,268,352. Overall project cost unchanged (\$6,192,694).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "West St, I-235 to MacArthur" (I.D. # R-19-17, page 5).
40-537	Butler County	SW Butler Rd improvements from SW 170th St to SW 155th St	0.0%	\$0	\$13,047,000	\$13,047,000	Change a portion of the TA-STBG funding to TA funding.	Administrative Adjustment 3.2	Increase 2025 MPO-TA Construction funding from \$476,907 to \$520,000. Increase 2025 MPO-TA Construction Engineering funding from \$0 to \$28,000. Decrease 2025 MPO-TA-STBG Construction Engineering funding from \$810,924 to \$739,831. Decrease 2025 Local Construction spending to be paid back later through MPO-STBG Advance Construction Arrangement from \$7,616,890 to \$7,573,797. Increase 2025 Local Construction Engineering spending to be paid back later through MPO-STBG Advance Construction Arrangement from \$160,300 to \$203,393. Decrease 2025 MPO-STBG AC conversion payback for Construction from \$847,282 to \$804,189. Increase 2025 MPO-STBG AC conversion payback for Construction Engineering from \$160,300 to \$203,393. Overall project cost unchanged (\$13,047,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "SW Butler Rd Improvements from SW 170th St to SW 155th St" (I.D. # 40-537, page 7).



### WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-23-02	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	3.8%	\$64,600	\$1,714,400	\$1,779,000	Small increase in cost estimate, to be paid with state funds and NHPP funds.	Administrative Adjustment 3.2	Increase 2023 State Construction funding from \$264,000 to \$275,500. Increase 2023 State Construction Engineering funding from \$26,400 to \$27,500. Increase 2023 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$1,054,400 to \$1,101,800. Increase 2023 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$105,600 to \$110,200. Increase 2027 NHPP AC conversion payback for Construction from \$1,054,400 to \$1,101,800. Increase 2027 NHPP AC conversion payback for Construction Engineering from \$105,600 to \$110,200. Overall project cost increased from \$1,714,400 to \$1,779,000 (+\$64,600/3.8%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-03	KDOT	I-235: Bridge #320 located 0.81 Miles East of West Street	3.5%	\$15,500	\$449,000	\$464,500	Small increase in cost estimate. Move project back from FFY2023 to FFY2024.	Administrative Adjustment 3.2	Move back \$70,000 of 2022 State Preliminary Engineering funding to 2023. Move back State Construction funding from 2023 to 2024 and increase from \$344,000 to \$359,500. Move back \$35,000 of 2023 State Construction Engineering funding to 2024. Overall project cost increased from \$449,000 to \$464,500 (+\$15,500/3.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-04	KDOT	US-54: Bridge #132 located 0.2 Miles East of Hoover Road	3.4%	\$22,200	\$644,000	\$666,200	Small increase in cost estimate. Move Preliminary Engineering phase back from FFY2022 to FFY2023.	Administrative Adjustment 3.2	Move back \$100,000 of 2022 State Preliminary Engineering funding to 2023. Increase 2023 State Construction funding from \$494,000 to \$516,200. Overall project cost increased from \$644,000 to \$666,200 (+\$22,200/3.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-05	KDOT	I-135: Bridge #036 located 0.42 Miles North of I-235	13.5%	\$70,000	\$520,000	\$590,000	Small increase in cost estimate. Move project back from FFY2023 to FFY2024.	Administrative Adjustment 3.2	Move back \$80,000 of 2022 State Preliminary Engineering funding to 2023. Move back State Construction funding from 2023 to 2024 and increase from \$400,000 to \$470,000. Move back \$40,000 of 2023 State Construction Engineering funding to 2024. Overall project cost increased from \$520,000 to \$590,000 (+\$70,000/13.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
ITS-21-01	KDOT	Install Fiber along US-54 in Sedgwick County	4.0%	\$153,000	\$3,855,000	\$4,008,000	Small increase in cost estimate.	Administrative Adjustment 3.2	Increase 2023 State Construction funding from \$2,600,000 to \$2,753,000. Overall project cost increased from \$3,855,000 to \$4,008,000 (+\$153,000/4.0%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Efficient system management and operation; reliability. ITS is also identified as supporting travel reliability and safety on page 10.
R-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	7.3%	\$4,161,400	\$57,000,000	\$61,161,400	Small increase in cost estimate, to be paid with state funds and NHPP funds. Move back Advance Construction conversion from FFY2027 to FFY2029. Add a project note.	Administrative Adjustment 3.2	Increase 2022 State Preliminary Engineering funding from \$5,700,000 to \$6,116,600. Increase 2023 State ROW-acquisition funding from \$3,800,000 to \$4,077,400. Increase 2024 State Utility Relocation funding from \$1,900,000 to \$2,038,700. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$22,800,000 to \$24,464,300. Increase 2023 State ROW-acquisition spending to be paid back later through NHPP Advance Construction arrangement from \$15,200,000 to \$16,309,600. Increase 2024 State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement from \$7,600,000 to \$8,154,800. Move NHPP AC conversion payback for Preliminary Engineering back from 2027 to 2029 and increase from \$22,800,000 to \$24,464,300. Move NHPP AC conversion payback for ROW acquisition back from 2027 to 2029 and increase from \$15,200,000 to \$16,309,600. Move NHPP AC conversion payback for Utility Relocation back from 2027 to 2029 and increase from \$7,600,000 to \$8,154,800. Add Project Notes: "Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$280,321 K and should be used for planning purposes only." Overall project cost increased from \$57,000,000 to \$61,161,400 (+\$4,161,400/7.3%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane" (I.D. # R-21-03, page 6).
<b>Total</b>				<b>\$36,625,905</b>	<b>\$185,179,206</b>	<b>\$221,805,111</b>				



# 2023-2026 Transportation Improvement Program Amendment 4 Projects

- Amendment 4 Projects
- Administrative Adjustment 3.1 Projects
- Administrative Adjustment 3.15 Projects
- Administrative Adjustment 3.16 Projects
- Administrative Adjustment 3.2 Projects
- County Boundaries
- WAMPO Planning Boundary

\*T-19-01 and 40-578 are not mappable

