

# Transportation Improvement Program

Federal Fiscal Years (FFYs) 2023-2026

Adopted August 9, 2022



Andale - Andover - Bel Aire - Bentley - Butler County - Cheney  
Clearwater - Colwich - Derby - Eastborough - Garden Plain - Goddard  
Haysville - Kechi - Maize - Mount Hope - Mulvane - Park City - Rose Hill  
Sedgwick - Sedgwick County - Sumner County - Valley Center - Viola  
Wichita

Electronic copies of this document are available online at [www.wampo.org](http://www.wampo.org).  
Hard copy versions will be provided upon request. For more information, please  
contact:

**Wichita Area Metropolitan Planning Organization**

271 W 3rd St, Suite 208, Wichita, KS 67202

Office: (316) 779-1313 | Fax: (316) 779-1311



The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made by calling (316) 779-1313.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit [www.wampo.org/title-vi](http://www.wampo.org/title-vi) or call (316) 779-1313.

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

# TABLE OF CONTENTS

<b>SELF CERTIFICATION</b> .....	<b>V</b>
<b>INTRODUCTION</b> .....	<b>6</b>
WHAT IS A TIP?.....	6
THE TIP’S RELATIONSHIP TO THE MTP.....	8
<i>REIMAGINED MOVE 2040</i> .....	8
<i>REIMAGINED MOVE 2040 - TIP CONNECTIONS</i> .....	9
WHO DEVELOPS THE TIP? .....	10
<b>THE WAMPO REGION</b> .....	<b>12</b>
REGIONAL PROFILE .....	12
<b>THE TIP DEVELOPMENT PROCESS</b> .....	<b>14</b>
PROCESS OVERVIEW .....	14
<i>PROJECT SOLICITATION AND SUBMISSION</i> .....	14
<i>PLAN DEVELOPMENT</i> .....	16
<i>WAYS TO BE INFORMED</i> .....	17
<i>WAYS TO BE INVOLVED</i> .....	18
<i>TRANSPORTATION POLICY BODY MEETINGS</i> .....	18
<i>TECHNICAL ADVISORY COMMITTEE MEETINGS</i> .....	18
<i>OTHER COMMITTEE MEETINGS</i> .....	18
<b>PERFORMANCE REPORT</b> .....	<b>20</b>
CONGESTION MANAGEMENT PROCESS .....	22
<b>TIP PROJECT LIST</b> .....	<b>23</b>
<b>FINANCIAL PLAN</b> .....	<b>25</b>
ANTICIPATED FUNDING AND FINANCING .....	25
<i>FEDERAL HIGHWAY ADMINISTRATION PROGRAMS</i> .....	26
<i>FEDERAL TRANSIT ADMINISTRATION PROGRAMS</i> .....	27
LOCAL GOVERNMENT FUNDING .....	29
FUNDING AND FINANCING METHODS.....	29
COSTS.....	30
PROJECTS PROGRAMMED IN THE TIP.....	32
FISCAL CONSTRAINT ANALYSIS .....	35
<b>ENVIRONMENTAL JUSTICE ANALYSIS</b> .....	<b>37</b>
IDENTIFICATION .....	37
<b><i>REGIONAL COMMUNITY PROFILE</i></b> .....	37
ASSESSMENT .....	39
EVALUATION.....	39
<b>TIP AMENDMENTS</b> .....	<b>40</b>
AMENDMENTS.....	40
ADMINISTRATIVE ADJUSTMENTS.....	40

**TIP APPROVAL PROCESS.....42**

**APPENDICES .....43**

APPENDIX A: PROJECT DETAILS..... 43

APPENDIX B: PROJECTS AND PERFORMANCE MEASURES ..... 43

APPENDIX C: SIGNIFICANTLY DELAYED PROJECTS ..... 43

APPENDIX D: COMPLETED AND REMOVED PROJECTS ..... 43

APPENDIX E: ENVIRONMENTAL JUSTICE ANALYSIS ..... 43

APPENDIX F: PLAN DEVELOPMENT AND PUBLIC COMMENTS ..... 43

APPENDIX G: 2022 CALL FOR PROJECTS: SUBMITTED PROJECTS ..... 43

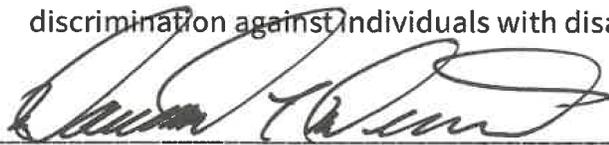
APPENDIX H: PROJECT EVALUATION CRITERIA..... 43

APPENDIX I: TIP POLICY DOCUMENT ..... 43

# SELF CERTIFICATION

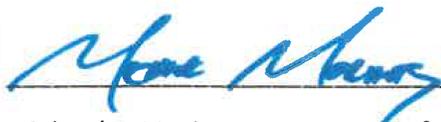
Concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the Wichita Area Metropolitan Planning Organization (WAMPO) and the Kansas Department of Transportation (KDOT) certifies that the metropolitan transportation planning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

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



David Dennis, WAMPO Transportation Policy Body Chairperson

Date 8-18-22



Michael J. Moriarty, KDOT - Chief of Transportation Planning

Date 8-16-22

# INTRODUCTION

## WHAT IS A TIP?

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific projects that will be implemented within the regional transportation system in the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. This TIP covers the period of October 1, 2022 through September 30, 2026 (Federal Fiscal Years (FFYs) 2023 through 2026).

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

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

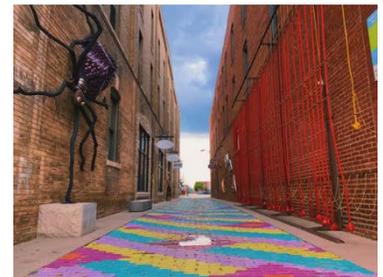
The TIP also includes a financial summary that shows how the projects and programs will be funded in a **fiscally constrained** manner. A “fiscally constrained” TIP is one that does not program more funds than are reasonably expected to be available.

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP). The current MTP, called *REIMAGINED MOVE 2040*, was adopted in June 2020. This 2023 – 2026 TIP is the second implementing *REIMAGINED MOVE 2040*.

The TIP document includes:

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

**Appendix A: Project Details** provides a listing of programmed projects for the 2023-2026 TIP, including descriptions of the proposed work, project location, costs, and funding breakdowns. It also includes the



names of the agencies responsible for the projects and the years when the projects are expected to have financial activity. The WAMPO TIP website (<https://www.wampo.org/transportation-improvement-program/>) is the most up to date source to view and learn about the current TIP projects, reflecting any amendments made to this TIP since its original adoption.

## THE TIP'S RELATIONSHIP TO THE MTP

### REIMAGINED MOVE 2040

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



To build a safe transportation system that increases quality of place and supports the economy of the Wichita region and south-central Kansas.

The MTP planning process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. It is based on a "performance-based planning" approach, which measures performance of the transportation system based on goals and data to inform future multi-modal transportation planning. The plan document includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals. The five focus areas for REIMAGINED MOVE 2040 are shown below. The WAMPO-funded projects programmed in FFY2023-FFY2026 implement these focus areas.



#### Safety & Health

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



#### Mobility & the Economy

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



#### Equity & Diversity

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



#### The Multimodal Network

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

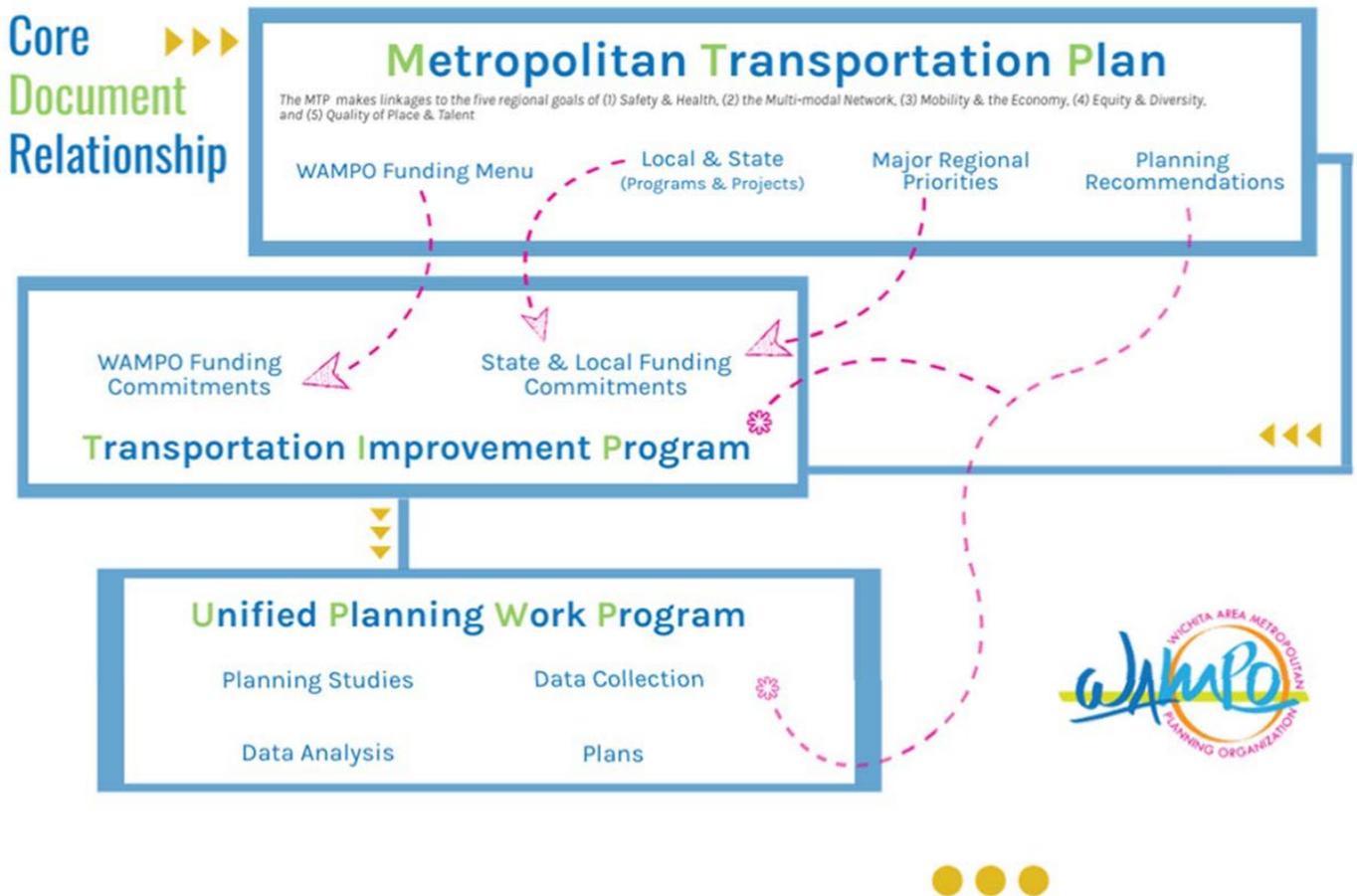


#### Quality of Place & Talent

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

## REIMAGINED MOVE 2040 - TIP CONNECTIONS

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



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

1. The 2023-2026 TIP implements a portion of the projects listed in REIMAGINED MOVE 2040, some by way of new projects and some by way of projects carried over from the 2021-2024 TIP.
2. Any project proposed or included in the TIP must come from the fiscally constrained list of projects in REIMAGINED MOVE 2040.
3. Any project proposed or included in the TIP for WAMPO funding must be listed on the MTP WAMPO Funding Menu. The MTP WAMPO Funding Menu is a sub-set of the overall MTP Project/Program list that includes those projects and programs eligible for federal funding in the future through WAMPO's suballocated funding program.
4. Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure that they are consistently aligned with the MTP. Those projects that have significant differences are determined to be ineligible or require an MTP amendment request.



## WAMPO FUNDING

WAMPO suballocates approximately \$12 million per year in federal funding for transportation projects, though that amount may change with the implementation of the federal Bipartisan Infrastructure Law. Currently, the federal funding sources that WAMPO suballocates include:

- The Surface Transportation Block Grant program
- The Congestion Mitigation and Air Quality program
- The Transportation Alternatives program

## WHO DEVELOPS THE TIP?

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

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

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

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

### Metropolitan Planning Organization (MPO)

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

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

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

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

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

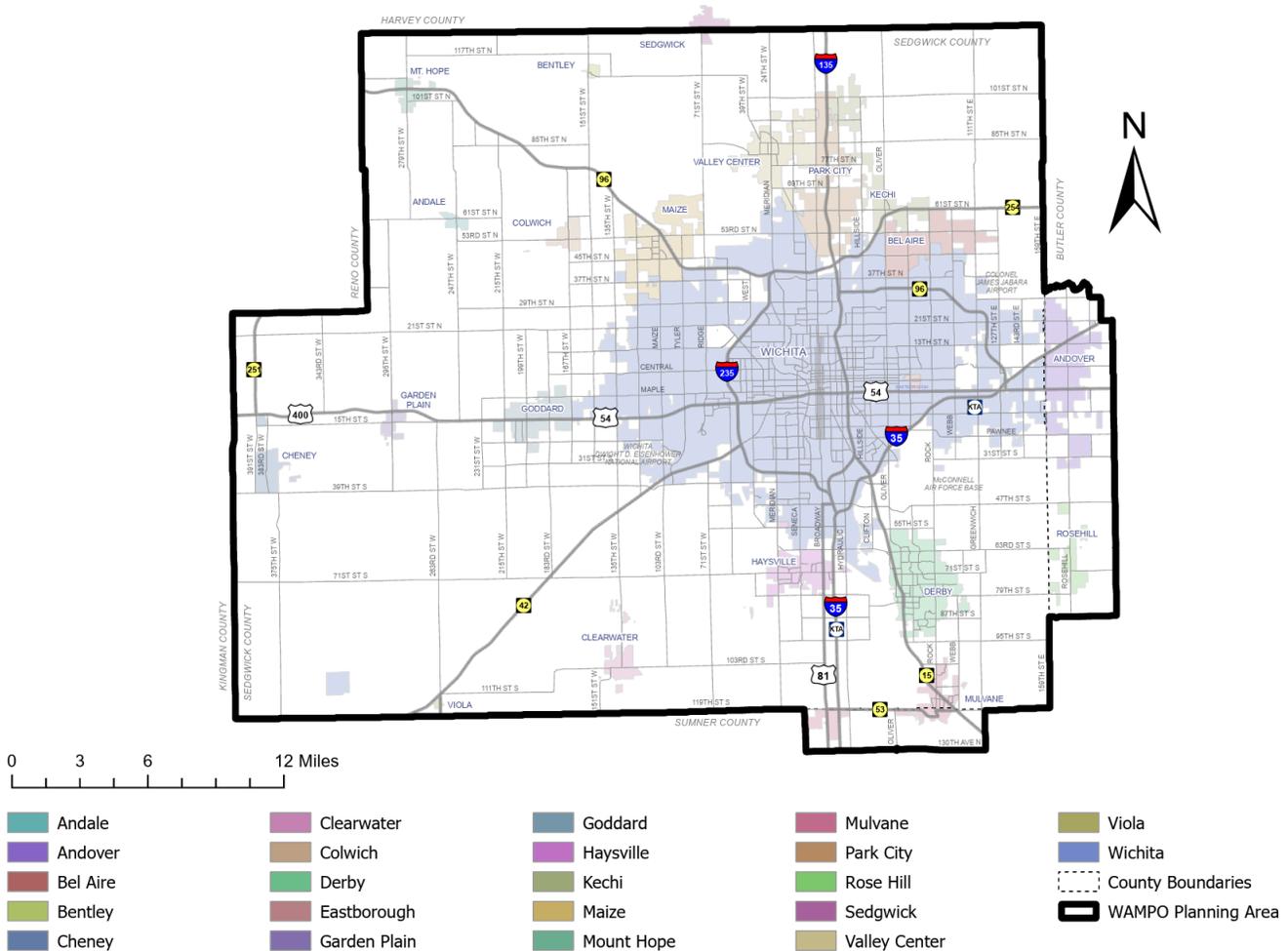
Once adopted, the TIP is sent to the Kansas Department of Transportation (KDOT) for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The TIP is amended on a quarterly basis; amendment processes are described later in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

# THE WAMPO REGION

## REGIONAL PROFILE

The WAMPO region contains 25 jurisdictions (22 cities and three counties), including all of Sedgwick County and portions of Butler County and Sumner County, as shown in **Map 1**. The WAMPO boundary is reviewed after each decennial Census.

**Map 1: WAMPO Regional Map**



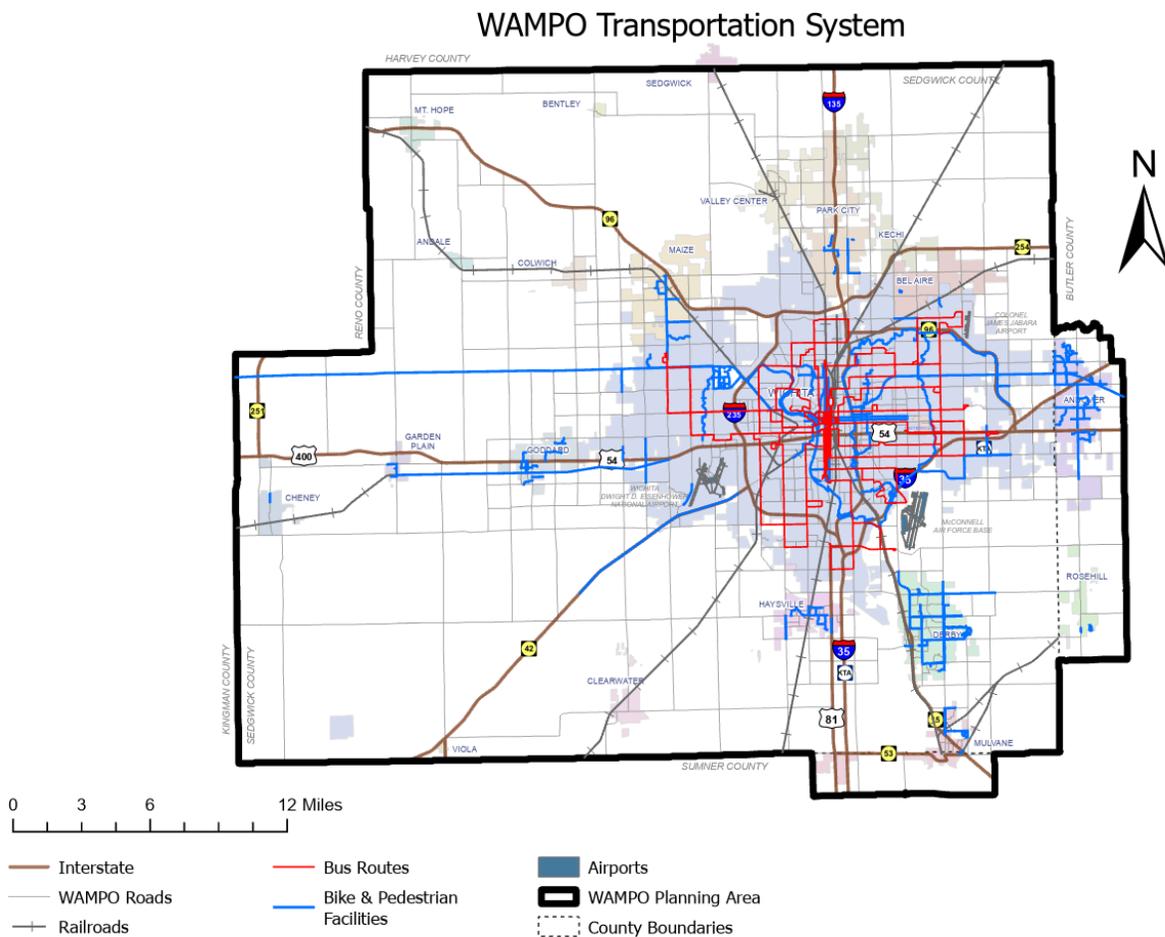
### 2020 CENSUS POPULATION

Approximately 550,000 people live in the WAMPO region today. Since 2000, the population has experienced a slow, steady increase (less than 1% per year). Projections suggest this trend will continue.

An extensive exploration of the WAMPO region’s relevant characteristics was conducted as part of the *REIMAGINED MOVE 2040* planning process. Of the many areas and trends examined, a few conditions and anticipated changes are especially significant for the regional transportation system, these are:

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

**Map 2: WAMPO Transportation System**



Produced by: WAMPO  
 Date Exported: 5/18/2022  
 Folder: T:\Plans & Projects\TIP\2023-2026 TIP\Mapping\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

# THE TIP DEVELOPMENT PROCESS

## PROCESS OVERVIEW

The 2023 - 2026 TIP is WAMPO’s second TIP to implement the updated MTP – *REIMAGINED MOVE 2040*.

**Table 1: Process Step Highlights**

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

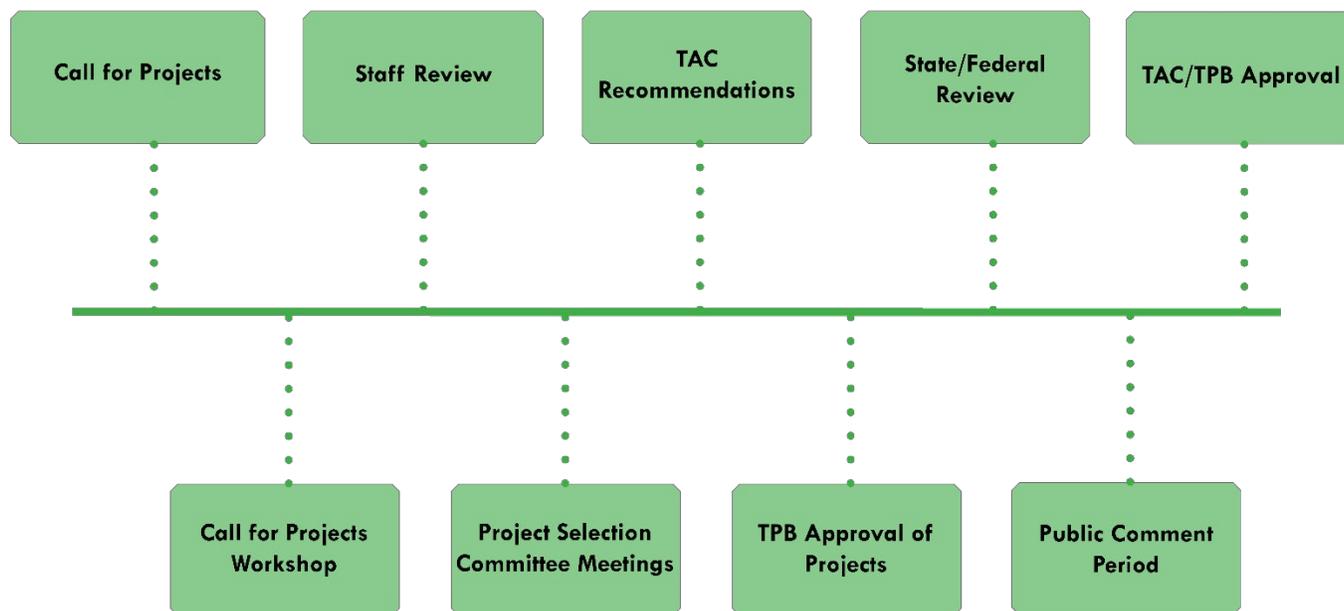
## PROJECT SOLICITATION AND SUBMISSION

WAMPO opened a Transportation Improvement Program (TIP) Call for Projects for FFY2025 and FFY2026 funds on February 9, 2022 and closed it on March 9, 2022. Project sponsors/member jurisdictions were e-mailed Access-database (or, upon request, Excel-workbook) forms to use for submitting projects (the forms are nearly identical to those used for TIP amendments, but with additional instructions to indicate if an existing project is completed and/or needs to be removed from the TIP). Project sponsors needed to review the [Metropolitan Transportation Plan \(MTP\) Funding Menu](#) to determine if any project(s) being submitted for WAMPO-suballocated funds are listed in the MTP. For a given project in the TIP, WAMPO-suballocated funding may be requested up to the limit listed in the MTP Funding Menu. A Call for Projects Workshop was held virtually on February 18, 2022, from 9:00 AM to 10:30 AM, to answer any questions project sponsors had.

The Transportation Policy Board (TPB) approved the following process for the FFY2023-FFY2026 TIP Call for Projects: WAMPO staff accepted applications for MTP-Funding-Menu projects, projects that are in the MTP but not in the Funding Menu, and projects that are not included in the MTP (so long as they fulfill the MTP’s goals) as part of this Call for Projects. WAMPO staff scored all projects, regardless of their MTP status.

Then, the Project Selection Committee (PSC) reviewed the scores and evaluated all submitted projects, without distinction on the basis of MTP status. If the PSC recommends awarding funds to a project that is not in the MTP Funding Menu or that is not in the MTP at all (but meets MTP goals), an MTP amendment is necessary. Such an amendment may be completed concurrently with the TIP update. This process was for the FFY2023-FFY2026 TIP only, due to disruptions and opportunities resulting from the ongoing pandemic, the recently enacted Bipartisan Infrastructure Law, and new developments specific to the WAMPO region since MTP projects were last selected in 2018-2019 and approved in 2020.

**Figure 1: TIP Timeline**



### **PROJECT SCORING**

After the close of the project solicitation period, WAMPO staff worked extensively with project sponsors to ensure the completeness and correctness of their application materials. On October 12, 2021, the TPB adopted new project-scoring criteria, wherein different project types (e.g., bridge projects, road projects, transit projects) are scored separately from one another and with different weights assigned to different criteria. WAMPO staff developed scorecards based on these adopted criteria (see Appendix H) and used them to generate scores for the projects for which WAMPO-suballocated funding was requested in the FFY2023-FFY2026 TIP. These scores were provided to the Project Selection Committee (PSC) as one of the pieces of information available as a basis on which to make their funding recommendations.

### **PROJECT SELECTION COMMITTEE**

The Project Selection Committee (PSC) for the FFY2023-FFY2026 TIP was formed to evaluate candidate projects and develop recommendations. It was composed of six individuals appointed by the Chair of the Transportation Policy Body (TPB) in February 2022. Membership included representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC met several times in spring 2022. At

these meetings, the PSC reviewed the project applications, discussed the candidate projects, and developed a recommended list of projects.

### SELECTED PROJECTS

The PSC ultimately selected eleven projects to recommend for WAMPO-suballocated funding or potential WAMPO-suballocated funding. Based on current projections of funding availability, these projects would receive approximately \$25 million in WAMPO-suballocated funding in Federal Fiscal Years 2025-2026 (the FFYs not covered by the previous FFY2021-FFY2024 TIP). The recommended projects are listed below. Four projects were selected to definitely receive full 80% funding on their qualifying phases. Another 7 projects were selected to share the remaining available funds proportionally among them, and 2 contingency projects were selected to have made available to them any funding that might remain after all of the other selected projects have been fully funded.

**Table 2: Projects Selected for 80% Funding**

WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed	Scorecard	Staff-Generated Score
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	Yes	Yes	Additional Funding	\$3,042,317	\$909,629	Road Reconstruction/Modernization	51.75
40-541	Derby	Nelson Drive Realignment	Yes	Yes	Additional Funding	\$8,498,914	\$1,759,855	Road Reconstruction/Modernization	38.25
P-23-01	WAMPO	MTP 2050 Planning Assistance	No	Yes	New TIP Project	\$400,000	\$320,000	N/A	N/A
P-23-03	WAMPO	Safe Routes to School Planning Assistance	No	Yes	New TIP Project	\$250,000	\$200,000	N/A	N/A

**Table 3: New Projects Initially Selected for Up to 80% Funding**

WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed (NOT EQUAL TO INITIAL AWARDED AMOUNT)	Scorecard	Staff-Generated Score
40-511	Sedgwick Co.	Maple Street Pathway	Yes	Yes	New TIP Project	\$1,650,000	\$1,320,000	Multiuse Trails/Bicycle Facilities	56.50
40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	No	Yes	New TIP Project	\$945,816	\$756,652	Multiuse Trails/Bicycle Facilities	56.25
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	No	Yes	New TIP Project	\$11,683,800	\$9,347,040	Road Expansion	79.75
40-510	Wichita	17th St N, I-135 to Hillside	Yes	Yes	New TIP Project	\$3,000,000	\$2,400,000	Road Reconstruction/Modernization	73.50
40-517	Wichita	Douglas, Seneca to Meridian	No	Yes	New TIP Project	\$4,890,000	\$3,900,000	Road Reconstruction/Modernization	72.75
40-540	Derby	Rock Road Corridor Improvements	No	Yes	New TIP Project	\$4,890,000	\$3,912,000	Road Reconstruction/Modernization	64.50
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	Yes	Yes	New TIP Project	\$5,250,000	\$4,200,000	Traffic Management	69.00

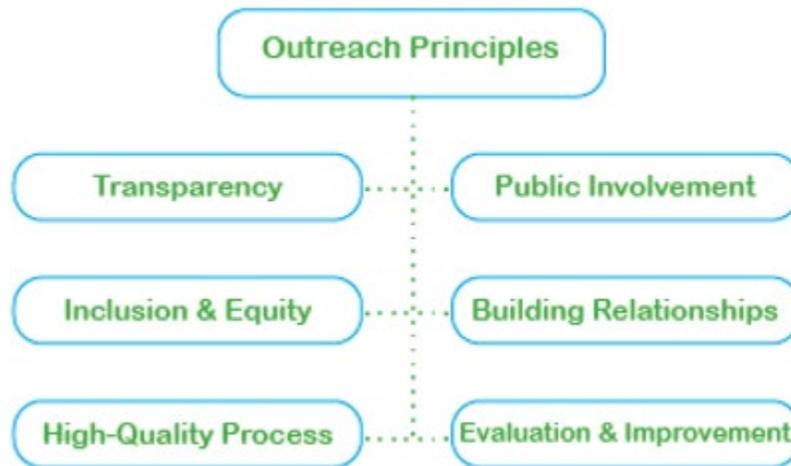
**Table 4: New Projects Prioritized for Funding if Extra Becomes Available**

WAMPO I.D.	Lead Agency	Project Title	Would Require MTP Amendment	In Current MTP	New TIP Project or Additional Funding	Cost of Qualifying Project Phase(s)	Requested Revised Fed. \$ minus \$ Already Programmed	Scorecard	Staff-Generated Score
40-522	Wichita	Redbud Path. Woodlawn to K-96	Yes	Yes	New TIP Project	\$5,000,000	\$4,000,000	Multiuse Trails/Bicycle Facilities	65.50
40-015	Bel Aire	45th St N, Oliver to Woodlawn	Yes	Yes	New TIP Project	\$13,640,000	\$10,912,000	Road Reconstruction/Modernization	63.50

### PLAN DEVELOPMENT

WAMPO is committed to fostering a robust and inclusive public outreach process for regional transportation planning. The principles are transparency, public involvement, inclusion and equity, building relationships, high-quality process, and evaluation and improvement. The following principles guide WAMPO’s efforts in public outreach:

**Figure 2: WAMPO Outreach Principles**



## **ENGAGEMENT OPPORTUNITIES**

### **WAYS TO BE INFORMED**

WAMPO’s website provides comprehensive up-to-date information about all the MPO’s work, such as:

- Studies, reports, technical memoranda, dashboards, certification documents, and other work products related to the regional planning process
- Information about the structure and composition of the MPO, including the full MPO members and designee lists with contact information
- MPO meeting agendas, minutes, virtual platform links to MPO meeting, and links to event video recordings
- Latest news that highlights MPO activities, programs, and the results of MPO studies and reports
- Links to all social media platforms

The WAMPO website features a translation function for Spanish and Vietnamese languages. In addition, vital documents and outreach materials are professionally translated into Spanish and Vietnamese, which are the most commonly spoken non-English languages in the WAMPO region. The digital translated materials are posted on the website and the print translated materials are available at the office, outreach events and upon request.

Videos of past MPO meetings and virtual MPO-sponsored activities are posted to the Wichita Area MPO YouTube channel and linked to the corresponding board and committees on the website. YouTube provides Closed Captions on all videos. In addition, the support documents and endorsed minutes are attached to each corresponding meeting.



WAMPO uses a variety of other tools to inform the public, including email subscriptions, Twitter, Facebook, Instagram, and LinkedIn. The MPO has email lists for Transportation Policy Body, Technical Advisory Committee, Freight Committee, Safety and Health Committee, Executive Committee, Active Transportation Committee, Project Advisory Committee, and Project Selection Committee.

### ***WAYS TO BE INVOLVED***

WAMPO hosts a number of meetings and events where the public can learn about MPO activities and participate in the regional transportation planning process. These include official board meetings, committee meetings, and hosting or presenting at outreach events. The purpose of the meetings is to present and discuss pertinent information, solicit feedback, and gather input from the public on specific topics and projects to inform transportation planning decisions for the region.

### ***TRANSPORTATION POLICY BODY MEETINGS***

TPB meetings are held every 2<sup>nd</sup> Tuesday of the month at 3:00PM, unless otherwise noted. Meetings are held in MAPC Meeting Room 203, inside the Ronald Raegan Building in Wichita, with the option to access and attend virtually through a video-conferencing platform. Links to virtual meetings are available on the WAMPO webpage, along with agendas and support materials for that day. Members of the public can provide a comment in any language. Staff will translate comments received in languages other than English.

### ***TECHNICAL ADVISORY COMMITTEE MEETINGS***

TAC meetings are held every 4<sup>th</sup> Monday of the month at 10:00AM, unless otherwise noted. Meetings are held in MAPC Meeting Room 203, inside the Ronald Raegan Building in Wichita, with the option to access and attend virtually through a video-conferencing platform. Links to virtual meetings are available on the WAMPO webpage, along with agendas and support materials for that day. Members of the public can provide a comment in any language. Staff will translate comments received in languages other than English.

### ***OTHER COMMITTEE MEETINGS***

Committees meet as needed and are open to the public; they also have a virtual participation component.

### **MPO Meetings and Activities**

WAMPO set a public-comment period for the FFY2023-FFY2026 TIP and for an amendment to the Metropolitan Transportation Plan (MTP) from June 15th through July 15th, 2022. During this public-comment period, WAMPO set a public open house on June 29th, 2022, from 4:00 PM to 6:30 PM.

For further information, refer to Appendix F.

# PERFORMANCE REPORT



Federal legislation requires performance-based planning, including 18 federal performance measures. When *REIMAGINED MOVE 2040* was approved (June 9, 2020), WAMPO adopted targets for the federally mandated performance measures for safety, reliability, pavement condition, bridge condition, and transit asset management. [Appendix 3: System Performance](#) of the *REIMAGINED MOVE 2040* plan has additional information.



In the years since *REIMAGINED MOVE 2040* was approved, WAMPO adopted the State’s yearly highway safety targets. The reliability, pavement condition, bridge condition, and transit asset management performance measures have not been updated as their targets were set for 2022. On December 8, 2020, WAMPO adopted KDOT’s statewide highway safety targets (required for 5307 recipients) for Butler County and Derby and the transit safety targets for Wichita Transit. Moving forward WAMPO will work with KDOT to support the State’s targets. Local data will be provided for context.



There are 5 categories of performance measures: safety, system condition, system reliability, transit asset management, and transit safety. Table 5 shows the performance measures.



[KDOT’s Federal Performance Report](#) identifies trends and targets for PM1, PM2, and PM3.



**Table 5: Performance Measures**

**PM1: Safety Performance Measures**

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-motorized Fatalities and Serious Injuries

**PM2: System Condition Performance Measures**

- Interstate Pavement in Good Condition
- Interstate Pavement in Poor Condition
- Non-Interstate NHS Pavement in Good Condition
- Non-Interstate NHS Pavement in Poor Condition
- NHS Bridges in Good Condition
- NHS Bridges in Poor Condition

**PM3: System Reliability Performance Measures**

- % of Interstate travel that is reliable
- % of non-Interstate travel that is reliable
- NHS Truck Travel Time Reliability Index

**Transit Asset Management Performance Measures**

- % of revenue vehicles that exceed the useful life benchmark
- % of non-revenue service vehicles that exceed the useful life benchmark
- % of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM)

**Transit Safety Performance Measures**

- Fixed Route Bus Service Safety
- Demand Response Bus Service Safety

The projects in the FFY2023-FFY2026 TIP assist in meeting these targets. Table 6, below, shows a summary of the number of projects assisting to meet each specific target. Projects can assist meeting more than one performance measure. Appendix B expands the full list of projects and indicates the performance measures whose targets each project assists in meeting.

**Table 6: Number of Projects Assisting to Meet Specific Targets**

	SAFETY				RELIABILITY		PAVEMENT CONDITION	BRIDGE CONDITION	TRANSIT ASSET MANAGEMENT	TRANSIT SAFETY
	GENERAL SAFETY	INTERSECTION/ INTERCHANGE RECONSTRUCTIONS	SLOWING VEHICLE SPEEDS THRU WALKABILITY FEATURES & ROAD DIETS	BICYCLE FACILITIES	TECHNOLOGY/ ITS PROJECTS	TRAFFIC FLOW PROJECTS				
<b>Number of Projects Helping to Achieve Target</b>	<b>10</b>	<b>23</b>	<b>15</b>	<b>18</b>	<b>11</b>	<b>24</b>	<b>14</b>	<b>24</b>	<b>10</b>	<b>4</b>

## CONGESTION MANAGEMENT PROCESS

MPOs like WAMPO are required to have a Congestion Management Process (CMP). The CMP is a performance-based planning process focused specifically on congestion. It entails establishing performance measures, deciding what constitutes an acceptable level of congestion based on those measures, and proposing congestion management strategies to help achieve that performance. WAMPO’s CMP has been addressed in [Appendix 3: System Performance](#) of *REIMAGINED MOVE 2040*.

The reliability measures are part of WAMPO’s Congestion Management Process. WAMPO is updating its Travel Demand Model in 2022-2024. This update will include an update to the Congestion Management Process.

# TIP PROJECT LIST

The FFY2023-FFY2026 TIP includes 108 individual projects and programs, valued at \$1.4 billion. The following map illustrates the locations of these projects, color-coded by project type. The current, detailed TIP project list, reflecting all amendments and adjustments to the TIP, can always be found on the WAMPO TIP website, at <https://www.wampo.org/transportation-improvement-program>, including project names, locations, scopes, and lead agencies, as well as tables showing how much money is programmed to be spent on each project, broken out by Federal Fiscal Year, project phase, and funding source. Also included is contact information for the individual(s) placed in charge of each project by the lead agency.

See Appendix A for the full, detailed project list.

See Appendix C for a list of projects from the FFY2021-FFY2024 TIP that have been significantly delayed.

See Appendix D for a list of projects from the FFY2021-FFY2024 TIP that have been either completed or removed.



# FINANCIAL PLAN

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

- The revenues projected are “reasonably expected to be made available to carry out the TIP.” (23 CFR 450.326)
- The estimated costs account for expected inflation and represent the dollar amounts that will actually be incurred.
- If the construction phase is not explicitly programmed in this TIP, funding can reasonably be expected to be available for full construction (or operating) of any project that is included in the TIP.

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

## ANTICIPATED FUNDING AND FINANCING

Funding for the transportation projects in this region comes from a variety of sources and programs.

Broadly speaking, these can be categorized by the level of government that provides the funds:

- **Federal Government Funding:** Funding programs that are made available through legislation passed by Congress and signed by the President. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation cabinet agency. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it was intended to be exclusively funded with federal motor fuel taxes. However, in recent years, Congress has also approved transfers from the General Fund to ensure the HTF’s solvency.
- **State of Kansas Funding:** Funding programs that are made available by the State of Kansas through approval by the State Legislature. These programs are usually administered by the Kansas Department of Transportation (KDOT) and include the State’s Motor Fuel Tax Sharing Program (also

known as the Special City County Highway Fund) and the Eisenhower Legacy Transpiration Program (2021 – 2030). State-provided revenue sources include state motor fuel taxes, vehicle registrations and permits, bond proceeds, and state sales taxes.

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

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

### **FEDERAL GOVERNMENT FUNDING**

Total projected federal revenues expected to be available for spending on the regional transportation system between FFY 2023 and FFY 2026 equal **\$99.8 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan; these projections assume marginal growth in federal funding.

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Bipartisan Infrastructure Law (BIL), signed into law in November 2021, which provides funding for Federal Fiscal Years (FFYs, October 1-September 30) 2022-2026. However, as of this TIP’s adoption, metropolitan-area-level apportionments have not yet been finalized for all funding programs in the BIL. For that reason, the revenue projections in this Financial Plan are instead based on the previous federal surface-transportation legislation, the Fixing America’s Surface Transportation (FAST) Act, which provided funding for FFYs 2016-2020 and was extended into FFY2021.

The programs funded through these laws are administered by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), and, in the WAMPO region, are awarded by KDOT, WAMPO, and Wichita Transit. See the table below for a breakdown of which agency awards which funding program. Eligible uses for federal funding are typically limited to capital-type projects, such as road construction, transit vehicle purchases, or construction of a bike facility. Federal funding is typically not eligible to be used to pay for routine maintenance and operations of the system.

The following federal funding programs fund projects in this TIP:

### **FEDERAL HIGHWAY ADMINISTRATION PROGRAMS**

- **National Highway Performance Program (NHPP):** Provides funding for the preservation of existing highways and roads on the National Highway System (NHS) and for construction of new facilities on

the NHS. In the WAMPO region, the NHS is composed of all Interstate and U.S. highways, state highways, and approximately 5 miles of the City of Wichita's arterial street network.

- **Surface Transportation Block Grant (STBG) program:** The most flexible federal transportation funding program available. Funds may be used for a wide variety of transportation projects, including, but not limited to, highway/road improvements, bridge/tunnel projects, public-transit capital projects, Intelligent Transportation Systems (ITS), planning, and safety.
- **Highway Safety Improvement Program (HSIP):** Provides funding for improvements intended to reduce traffic fatalities and injuries.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS) if those areas are designated as in non-attainment for a criteria pollutant. In states where no urbanized area is in non-attainment, CMAQ funding can be spent on any project eligible for STBG funds; this is currently the case in the state of Kansas. If the Wichita metropolitan area or any other area of Kansas ceases to be in attainment, some of the state's CMAQ funding will need to be directed towards transportation projects aimed specifically at improving air quality.
- **Transportation Alternatives (TA):** A set-aside within the STBG program. TA funding is for non-highway and non-road projects, including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation.
- **Highway Infrastructure Program (HIP):** Funds are used to construct capital road and bridge projects.
- **Better Utilizing Investments to Leverage Development (BUILD) grant program:** A discretionary grant program for surface-transportation projects with a significant impact in their local or regional communities, including roads, bridges, public transit, rail facilities, ports, and intermodal transportation.
- **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA):** A one-time funding opportunity made available in response to the COVID-19 pandemic. The allowed uses of funding are mostly the same as for the STBG program.

### **FEDERAL TRANSIT ADMINISTRATION PROGRAMS**

- **Urbanized Area Formula Program (Section 5307):** Supports urban transit systems, like Wichita Transit, in communities of over 50,000 people. These funds are allocated to urban areas based on a formula that takes into account population, population density, and performance evaluations of the transit system. Wichita Transit is the designated recipient for these funds in the WAMPO region.
- **Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** Formula grants for transit services that focus on serving the elderly and people with disabilities.
- **Bus and Bus Facilities Infrastructure Investment Program (Section 5339):** Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

**Table 7: Federal Program awarding Agencies**

FEDERAL PROGRAM	AWARDING AGENCY		
	KDOT	WAMPO	WICHITA TRANSIT
NHPP	✓		
STBG	✓	✓	
HSIP	✓		
CMAQ	✓	✓*	
TA	✓**	✓	
HIP	✓	✓	
BUILD***			
CRRSAA	✓	✓	
FTA Section 5307			✓
FTA Section 5310			✓
FTA Section 5339	✓		✓

\*KDOT chooses to pass through a portion of its CMAQ funding to WAMPO to award.

\*\*KDOT has previously chosen to spend its TA funding in areas of the state that are outside of the metropolitan Wichita and Kansas City areas. However, now, nonurbanized areas of the WAMPO region may qualify for these funds.

\*\*\*Competitive federal grant program.

## STATE OF KANSAS FUNDING

Total projected state revenues expected to be available for spending on the regional transportation system between FFY 2023 and FFY 2026 equal **\$292 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan, these projections assume marginal growth in state transportation funding.

This funding is provided through two State programs – the Eisenhower Legacy Transportation Program and the State’s Motor Fuel Tax Program. State-provided funding is typically used both for capital-type projects, such as road construction, transit vehicle purchases, or construction of a bike facility, and for routine maintenance and operations of the system.

- **Eisenhower Legacy Transportation Program:** The Kansas Legislature passed the Eisenhower Legacy Transportation Program in Spring 2020, and the Governor signed it into law soon after. The Eisenhower Legacy Transportation Program is a 10-year program guaranteeing at least \$8 million will be spent in each county in Kansas.
- **Motor Fuel Tax Program (also known as the Special City County Highway Fund):** KDOT receives funding from state motor fuel taxes, motor carrier property taxes, motor vehicle registration fees, and sales and compensating use taxes. State statute calls for KDOT to transfer some of these funds to cities and counties through the Special City and County Highway Fund (SCCHF) to be used for

construction, reconstruction, alteration, repair, and maintenance (including payment of bonds and associated interest) of the streets and highways in each city.

## LOCAL GOVERNMENT FUNDING

Total projected local revenues from cities and counties in the WAMPO region expected to be available for spending on the regional transportation system between FFY 2023 and FFY 2026 equal **\$424 million**. The revenue projections used in this TIP are derived from the *REIMAGINED MOVE 2040* Financial Plan. Local governments fund transportation improvements through a wide mix of property taxes, sales and use taxes, and other local tax revenue. These funds are typically used both for capital-type projects, such as road construction, transit-vehicle purchases, or construction of a bike facility, and for routine maintenance and operations of the system.

## FUNDING AND FINANCING METHODS

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

- **Cash:** The sponsoring entity (e.g., a local city or county or the state government) pays for the work with cash on hand that is collected through some sort of taxes (e.g., sales tax, income tax, or property tax).
- **Debt Financing:** Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future. As of 2019, the region held approximately \$245 million in debt principal and an additional \$56 million in interest. Each year, the region adds about \$38.7 million of new debt financing and pays off \$45.3 million in debt service.
- **Advance Construction:** This financing technique is used for many large-scale, expensive, multi-year projects that are fully or partially funded with federal funds. It is a financing technique that allows state or local governments to initiate a project using non-federal funds while preserving eligibility for future federal funds. In practice, it allows the sponsoring entity to start a project under the assumption that federal funding will be made available to reimburse the sponsoring agency in the future. Reimbursements in the future are planned to take place under either current federal legislation (the Bipartisan Infrastructure Law) or some future successor legislation. Approximately \$284 million of state- and local-government funding is being advanced during FFY2023-FFY2026. On some projects in this TIP, state funds that were spent prior to FFY2023 are programmed to be

reimbursed by the federal government during FFY2023-FFY2026, and other state funds are programmed to be spent during FFY2023-FFY2026 but not be reimbursed by the federal government until after FFY2026; in these cases, the below analysis counts the affected project or project phase as being in the FFY2023-FFY2026 period if the year of expenditure is during that period, as opposed to the year of reimbursement.

**Table 8: Funding and Financing Projections by Source**

FUNDING SOURCE	2020 – 2040	FFY 2023 – 2026
Local Government	\$2.6 billion	\$424 million
KDOT Programs (mix of state and federal funding)	\$1.6 billion	\$292 million
Federal Government	\$572 million	\$99.8 million
Debt Financing (state and local governments)	\$1 billion	\$155 million
<b>Total</b>	<b>\$5.8 billion</b>	<b>\$970 million</b>

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

## COSTS

The TIP includes three categories of costs: costs to adequately operate and maintain the federal aid transportation system in this region, debt service, and costs associated with programmed projects. For this TIP period, these costs total **\$890 million**.

**Table 9: Anticipated Costs**

EXPENDITURE TYPE	2020 - 2040	FFY 2023 - 2026
System Operations and Maintenance (O&M)	\$977 million	\$186 million
Debt Service	\$1.2 billion	\$181 million
New Projects (Local Governments, KDOT, WAMPO)	\$3.3 billion	\$522 million
<b>Total Expenditures</b>	<b>\$5.76 billion</b>	<b>\$890 million</b>

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

## SYSTEM OPERATIONS AND MAINTENANCE

It is projected to cost **\$186 million** to adequately maintain and operate the federal aid transportation system in this region over the course of this TIP. This amount is the projected year-of-expenditure cost that cities, counties, and the State will spend in aggregate maintaining and operating the federal aid transportation system in the region over the course of this TIP. The Federal-aid transportation system in this region includes all the interstates, state highways, most of the major roads, and Wichita Transit’s operations.

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

component was carried over for each year.

**Table 10: Operations and Maintenance Costs**

SYSTEM COMPONENT	AVERAGE ANNUAL EXPENDITURES (2013 – 2017)	2023 PROJECTION	2024 PROJECTION	2025 PROJECTION	2026 PROJECTION	2023 – 2026 TOTAL
<b>Interstates &amp; State Highways</b>	\$6 million	\$6 million	\$6 million	\$6 million	\$6 million	\$23 million
<b>Local Roads on the Regional System</b>	\$27 million	\$27 million	\$27 million	\$27 million	\$27 million	\$108 million
<b>Transit</b>	\$14 million	\$14 million	\$14 million	\$14 million	\$14 million	\$56 million
<b>Total</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$47 million</b>	<b>\$186 million</b>

*All projected expenditures are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation. The public transit system is defined as Wichita Transit’s operations, plus demand-response services provided by Sedgwick County, Butler County, and the City of Derby.*

**What types of expenses are considered maintain and operating costs?**

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

**Public Transit:** Administrative costs (personnel expenses, office supplies and expenses, computers and computer supplies, copies, postage, mileage, meals, registration fees, and uniforms) and the following operations costs: advertising; vehicle Insurance; personnel expenses for drivers, dispatchers, and mechanics; fuel; maintenance; repairs; lubrication; parts; labor; storage paid; contracted services (taxi vouchers); communications (telephones, cell phones); maintenance-facility costs; licenses & tags; Kansas Public Transit Association (KPTA) membership dues and annual meeting expenses; Rural Transit Assistance Program (RTAP) drivers’ training and managers’ training; Kansas Corporation Commission (KCC) registration fees; and Department of Transportation (DOT) drivers’ physicals.

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

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

## **DEBT SERVICE**

Based on current rates of indebtedness and issue frequency, it is estimated that the region will add \$38.7 million in new debt financing and pay off \$45.3 million in debt service. Over the four-year period of the TIP, \$181 million will be paid in debt service at state and local levels.

## **PROJECTS PROGRAMMED IN THE TIP**

**\$522 million** worth of projects are programmed in the TIP over its four-year period. This does not count projects and project phases programmed for years prior to FFY2023 that have been carried forward from the FFY2021-FFY2024 TIP into the FFY2023-FFY2026 TIP project list because the projects are not yet complete. On projects that are financed through Advance Construction (see above), the year of expenditure, rather than the year of reimbursement, is used to determine whether a project or project phase is during FFY2023-FFY2026.

Because it is important to use the most accurate possible estimates for the costs of these projects in the year(s) of actual expenditure, each project sponsor took future inflation into account when developing their cost estimates. Costs are inflated between 4.25% and 4.5% annually, depending on the project sponsor. KDOT projects are inflated 4.5% per state fiscal year, per KDOT policy. The remaining projects are inflated at 4.25% per year, to be consistent with the *REIMAGINED MOVE 2040* adopted annual inflation rate. Since the project sponsor is financially contributing to the project, they have a vested interest in ensuring the cost estimate is reasonable. The costs shown for the projects are Year of Expenditure (YOE) costs, meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred.

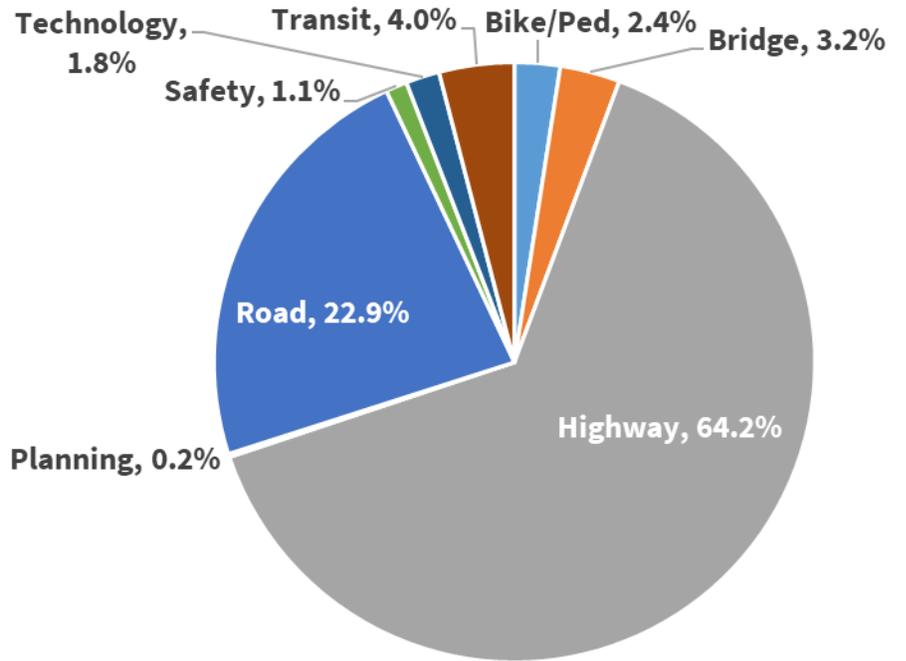
## PROJECTS BY TYPE

Converting US-54/US-400 (East Kellogg Avenue) between the I-35/K-96 interchange (in Sedgwick County) and a half-mile east of Prairie Creek Road (in Butler County) to a limited-access freeway is the most expensive project in the TIP, at approximately \$340 million (including the cost of preliminary project phases that are programmed in the TIP as separately from the construction phase). Table 11 and Figure 3 illustrate the distribution of spending by project type in FFY2023-FFY2026.

**Table 11: Project Types**

Project Type	\$ in Millions
Bike/Ped	\$12.8
Bridge	\$16.9
Highway	\$335.4
Planning	\$0.9
Road	\$119.8
Safety	\$6.0
Technology	\$9.5
Transit	\$21.1
Total	\$522.4

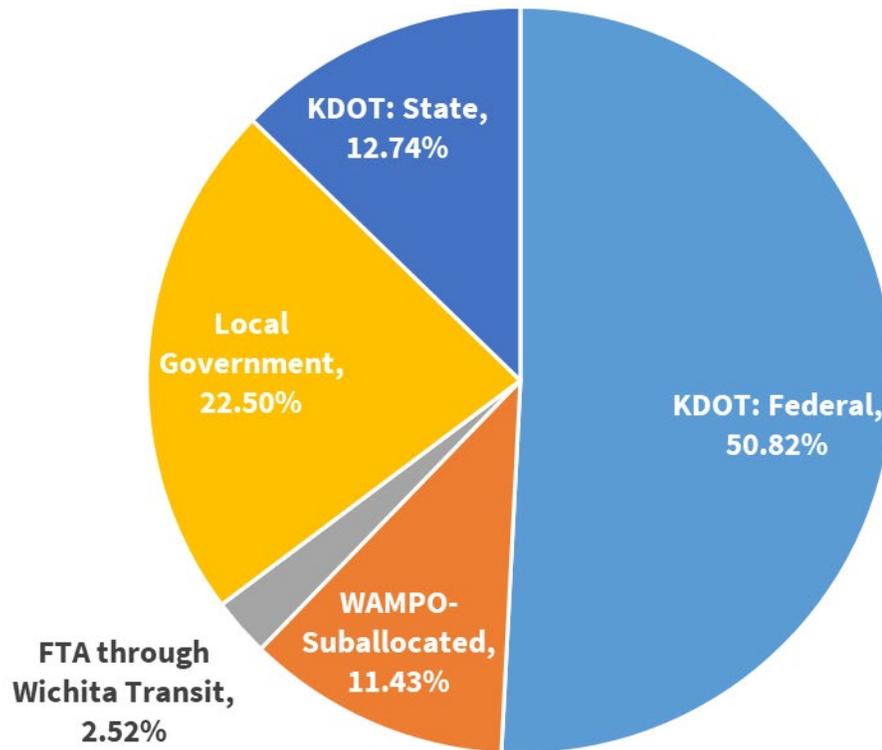
**Figure 3: Project Types**



## PROJECT FUNDING SOURCES

As illustrated in Figure 4, funding provided to TIP projects in the WAMPO region by the Kansas Department of Transportation (KDOT), both through its own funds and through federal funds that it distributes, far surpasses WAMPO-suballocated funding or local-government transportation funds directed to TIP projects.

**Figure 4: Project Finding Sources**



## FISCAL CONSTRAINT ANALYSIS

After accounting for revenues reasonably expected to be available for the regional transportation system during FFY2023-FFY2026 (\$970 million) and estimated spending to adequately maintain the system (\$186 million), and debt service payments (\$181 million), the amount available for programming in the TIP is \$603 million, approximately \$81 million more than what is programmed in this TIP, meaning this TIP is fiscally constrained.

**Table 12: FFY2023-FFY2026 Fiscal Constraint Analysis**

Anticipated Funding and Financing	
<b>Federal Funding</b>	\$100 million
<b>State Funding</b>	\$292 million
<b>Local Funding</b>	\$424 million
<b>Debt Financing</b>	\$155 million
<b>Total</b>	\$970 million
Anticipated Costs	
<b>Maintenance and Operations</b>	\$186 million
<b>Debt Service</b>	\$181 million
<b>TIP Projects</b>	\$522 million
<b>Total</b>	\$890 million

<b>ANTICIPATED FUNDING AND FINANCING</b>	-	<b>ANTICIPATED COSTS</b>	=	<b>BALANCE</b>
\$970 million		\$890 million		\$81 million

This projected positive balance may turn out to be greater than the true final balance of unspent revenues at the end of FFY2026 for the following reasons:

- The revenue projections include funds set aside for non-regionally-significant projects that do not qualify as routine maintenance and operations, since the accounting systems most local governments use for revenue projections do not separate out revenues and expenditures by road classification (Federal-aid vs. local). Therefore, the data from local governments is not as granulated as this analysis would ideally call for.
- There may be some projects that state and local governments plan to pursue but have not yet submitted to WAMPO for inclusion in the TIP, either because the projects are not yet internally authorized or are not yet sufficiently scoped out. Such projects would eventually either be submitted to be added to the TIP through an amendment or be submitted for inclusion in the next new TIP adoption, which conventionally happens well before the expiration of the current TIP and supersedes it.
- Individual projects' estimated costs could be revised upwards as their start-dates approach and more information becomes available.

## FISCAL CONSTRAINT BY YEAR

Most of the federal funds that WAMPO suballocates to transportation projects in the Wichita metropolitan area are either STBG, CMAQ, or TA funds. KDOT limits the overall amount of those funds that may be carried over from one FFY to the next, in addition to requiring that more overall funding not be spent in a given FFY than what is available. Therefore, for the sake of these funding programs, in addition to the above fiscal-constraint analysis, WAMPO also projects starting and ending balances for each of the four FFYs in the TIP period, separated out by funding program, as shown in Table 13:

- For the purposes of this table, Advance Construction funding on a project is associated with the programmed year of reimbursement by the federal government, rather than the programmed year of expenditure by the state or local government, because the year of reimbursement is when the federal funds need to be available.
- Amounts of STBG, CMAQ, and TA funds expected to be apportioned to WAMPO for suballocation in FFY2023, FFY2024, FFY2025, and FFY2026 are assumed to equal the amounts that were apportioned in FFY2022, as all five of those FFYs are covered by the same federal funding legislation, the Bipartisan Infrastructure Law (BIL).
- In light of the above finding of fiscal constraint for the WAMPO FFY2023-FFY2026 TIP and lacking more specific information from state and local governments, this table does not show maintenance and operations costs, debt financing, or debt servicing, and all revenues and expenditures of funds other than STBG, CMAQ, and TA funds are not shown.

**Table 13: Fiscal Constraint by TIP FFY and WAMPO-Suballocated Funding Source**

PROGRAM DESCRIPTION	FFY2023					FFY2024				FFY2025				FFY2026			
	FFY2022 CARRY-OVER	ANNUAL REVENUE	TOTAL REVENUE	PROGRAMMED	BALANCE	ANNUAL REVENUE	TOTAL REVENUE	PROGRAMMED	BALANCE	ANNUAL REVENUE	TOTAL REVENUE	PROGRAMMED	BALANCE	ANNUAL REVENUE	TOTAL REVENUE	PROGRAMMED	BALANCE
CMAQ	(\$1,944,481)	\$1,948,254	\$3,773	\$1,082,135	(\$1,078,362)	\$1,948,254	\$869,893	\$320,000	\$549,893	\$1,948,254	\$2,498,147	\$4,073,277	(\$1,575,130)	\$1,948,254	\$373,124	\$0	\$373,124
STBG	\$4,756,897	\$9,562,817	\$14,319,715	\$14,712,147	(\$392,432)	\$9,562,817	\$9,170,385	\$12,414,903	(\$3,244,518)	\$9,562,817	\$6,318,300	\$8,758,810	(\$2,440,510)	\$9,562,817	\$7,122,307	\$11,793,967	(\$4,671,660)
TA	\$946,621	\$1,434,801	\$2,381,422	\$733,823	\$1,647,599	\$1,434,801	\$3,082,400	\$200,000	\$2,882,400	\$1,434,801	\$4,317,201	\$0	\$4,317,201	\$1,434,801	\$5,752,002	\$1,280,173	\$4,471,829
<b>TOTAL</b>	<b>\$3,759,037</b>	<b>\$12,945,873</b>	<b>\$16,704,910</b>	<b>\$16,528,105</b>	<b>\$176,805</b>	<b>\$12,945,873</b>	<b>\$13,122,677</b>	<b>\$12,934,903</b>	<b>\$187,774</b>	<b>#####</b>	<b>\$13,133,647</b>	<b>\$12,832,087</b>	<b>\$301,560</b>	<b>\$12,945,873</b>	<b>\$13,247,433</b>	<b>\$13,074,140</b>	<b>\$173,293</b>

PROGRAM DESCRIPTION	FFY2023-FFY2026		
	TOTAL REVENUE	PROGRAMMED	BALANCE
CMAQ	\$5,848,536	\$5,475,412	\$373,124
STBG	\$43,008,167	\$47,679,827	(\$4,671,660)
TA	\$6,685,825	\$2,213,996	\$4,471,829
<b>TOTAL</b>	<b>\$55,542,528</b>	<b>\$55,369,235</b>	<b>\$173,293</b>

# ENVIRONMENTAL JUSTICE ANALYSIS

The U.S. Environmental Protection Agency (EPA) defines Environmental Justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice plays an important role in transportation planning. No group of people – by race, ethnicity or socio-economic status – should bear a disproportionate share of negative impacts as a result of decisions made at the federal, state, regional or local levels.

Incorporating non-discriminatory considerations and practices into the transportation planning and decision-making processes is one of the main focal areas of the efforts we have undertaken as part of the FFY2023-FFY2026 Transportation Improvement Program (TIP). For more information on Environmental Justice, view Appendix E.

The following sections include a summary of the presentation of the EJ analysis organized by the three defined core elements (identification, assessment, and evaluation).

## IDENTIFICATION

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

### **REGIONAL COMMUNITY PROFILE**

The EJ analysis process begins with developing an understanding of the EJ populations present in the region. To do this, WAMPO has gathered data on the size and location of low-income, minority, and LEP populations.

The following table (Table 14: Minority and Low-Income Populations) highlights the distributions of EJ populations in the WAMPO region. For the purposes of this analysis, minority and low-income populations are defined as “EJ populations.”

**Table 14: Minority and Low-Income Populations**

POPULATION CATEGORIES		# OF PEOPLE	PERCENTAGE
<b>Total Population Total</b>		533,530	100%
<b>RACE/ETHNICITY</b>	Minority	124,700	23.4%
	Black or African American	43,454	8.1%
	American Indian and Alaska Native	4,825	0.9%
	Asian	22,841	4.3%
	Native Hawaiian and Pacific Islander	326	0.1%
	Some other race	20,640	3.9%
	Two or more races	32,613	6.1%
	<i>[Hispanic or Latino*]</i>	<i>[79,054]</i>	<i>[14.1%]</i>
	White	408,830	76.6%
<b>LOW INCOME</b>	‘Persons Below Poverty’	68,777	13.1%

**\* Individuals with overlapping Hispanic or Latino ethnicity have been captured among one of the above listed race categories. Source: ACS 2016-2020 5-Year Estimate (B02001, B03003 and S1701)**

## ASSESSMENT

This section documents the conditions of the system in relation to the EJ populations including traditionally underserved population engagement strategies. WAMPO has used the information gathered from mapping to inform the engagement strategies for the FFY2023-FFY2026 Transportation Improvement Program (TIP) update. With a focused strategy designed to “going to them,” the WAMPO staff, board and committees took a proactive approach to recognizing the potential barriers to involvement, which include language barriers.

## EVALUATION

This section summarizes the assumptions related to regional benefits and burdens associated with the slated FFY2023-FFY2026 TIP projects. See Appendix E for more detailed information. This analysis indicates that the fiscally constrained transportation investments included in this plan do not disproportionately burden or deny benefits to EJ communities. As discussed in the previous sections, roughly between 25.6% and 29.3% of mappable projects fall within EJ areas in the WAMPO region. This is compared with 70.7% to 74.4% of mappable projects that are planned within non-EJ areas. It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects.

In the event that there are disproportionate and adverse impacts identified, WAMPO will work with our member jurisdictions, planning partners (Kansas Department of Transportation and Wichita Transit) and USDOT to identify and document strategies to avoid, mitigate, or minimize the impacts. This may include modifying or selecting additional projects that can be programmed prior to the adoption of the WAMPO Transportation Improvement Program (TIP) through line items and amendments. Individual project sponsors will consider potential project-level environmental justice impacts for federally funded transportation projects in conjunction with the National Environmental Policy Act (NEPA) process.

# TIP AMENDMENTS

Amendments to the FFY2023-FFY2026 TIP will be scheduled on a quarterly basis, and special amendments may occur when deemed necessary by the TPB or WAMPO Director. The TIP amendment process is similar to the TIP development and approval process. First, a Request for Amendments application period is opened. The Request for Amendments application period allows project sponsors to submit applications for changes to existing projects in the TIP or to request the addition of new non-suballocated projects. There are two types of requests that may be made to the TIP: amendments and administrative adjustments.

## AMENDMENTS

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

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

## ADMINISTRATIVE ADJUSTMENTS

These types of adjustments include changes to the TIP that do not reach any of the thresholds for an amendment. These changes may include:

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

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

It may:

- Approve the amendment as proposed
- Make changes to the amendment as deemed appropriate
- Table the item for further discussion
- Not approve the amendment
- Send it back to the TAC for further deliberation

Before TPB action on any amendment, a public review and comment period will be held. Guidelines for public review and comment may be found in the WAMPO Public Participation Plan (<https://www.wampo.org/public-participation>).

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

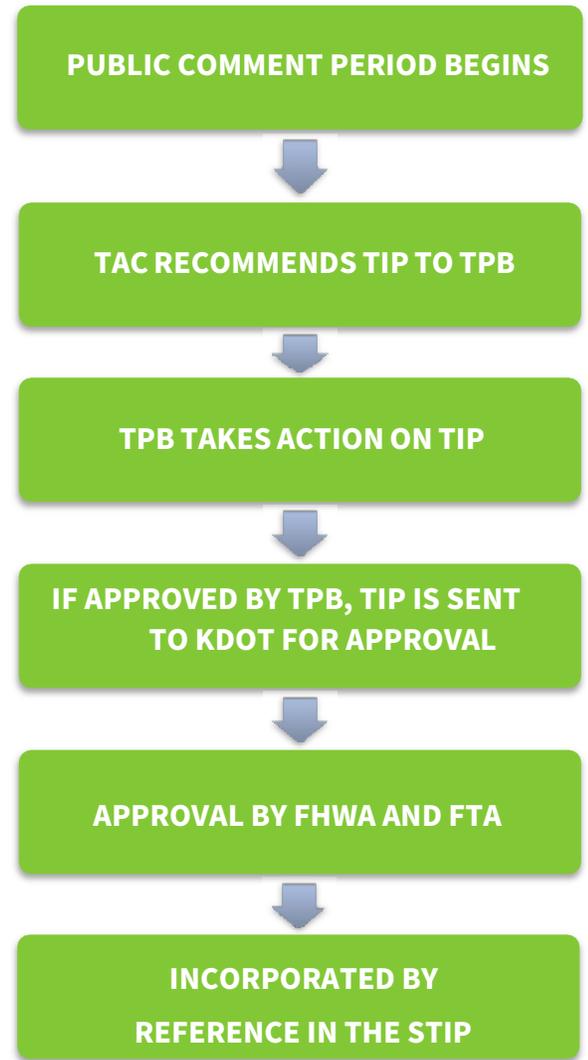
After the TPB approves a new TIP, WAMPO submits a letter to KDOT requesting inclusion of the new TIP into the STIP by reference. KDOT then processes an amendment to the STIP and request USDOT approval of the STIP amendment. Once USDOT approves the STIP amendment, KDOT and WAMPO are notified, and WAMPO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

# TIP APPROVAL PROCESS

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

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

**Figure 5: TIP Approval Process**



# APPENDICES

APPENDIX A: PROJECT DETAILS

APPENDIX B: PROJECTS AND PERFORMANCE MEASURES

APPENDIX C: SIGNIFICANTLY DELAYED PROJECTS

APPENDIX D: COMPLETED AND REMOVED PROJECTS

APPENDIX E: ENVIRONMENTAL JUSTICE ANALYSIS

APPENDIX F: PLAN DEVELOPMENT AND PUBLIC COMMENTS

APPENDIX G: 2022 CALL FOR PROJECTS: SUBMITTED PROJECTS

APPENDIX H: PROJECT EVALUATION CRITERIA

APPENDIX I: TIP POLICY DOCUMENT