



TIP 2027 - 2030

Transportation Improvement Program

Wichita Area Metropolitan Planning Organization

Adopted 08/11/2026

Wichita Area Metropolitan Planning Organization

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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.

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

Adopted by the WAMPO Transportation Policy Body (TPB) on 08/11/2026

For the most up-to-date information, please visit the WAMPO TIP webpage, www.wampo.org/transportation-improvement-program.

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) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 23 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 VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. The current surface transportation reauthorization act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises 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, 37, 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; and
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.



Russ Kessler, WAMPO Transportation Policy Body Chair

Date 08/11/2026



Patrick J. Toby, P.E., KDOT Bureau Chief of Transportation Planning

Date 08/13/2026

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Introduction

What Is a TIP?

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific transportation projects that are planned to be implemented 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, 2026, through September 30, 2030 (Federal Fiscal Years (FFYs) 2027 through 2030).

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

- Road, bridge, rail, or nonmotorized-facility construction projects
- Facility rehabilitation
- 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, meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. 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). Metropolitan Transportation Plan 2050 (MTP 2050) was adopted for the WAMPO region in May 2025. This FFY2027 – FFY2030 TIP is the second one implementing MTP 2050.

The TIP document includes:

- A list of programmed projects
- Funding summaries and cost estimates
- A fiscally constrained financial summary
- Other information related to public participation and emerging issues



Appendix A: Project Details provides a listing of programmed projects for the FFY2027-FFY2030 TIP, including descriptions of the proposed work, project locations, 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 webpage (www.wampo.org/transportation-improvement-program) is the most up-to-date source to view and learn about current TIP projects, reflecting any amendments made to this TIP since its original adoption.

The TIP's Relationship to the MTP

Metropolitan Transportation Plan 2050 (MTP 2050)

Metropolitan Transportation Plan 2050 (MTP 2050) is WAMPO's current Metropolitan Transportation Plan (MTP). Adopted in 2025, MTP 2050 sets the vision and strategy for all regional transportation decision-making over a 25-year horizon. The projects and strategies in the MTP are intended to lead to the development of an integrated, multimodal transportation system that ensures the safe and efficient movement of people and goods in the WAMPO region.

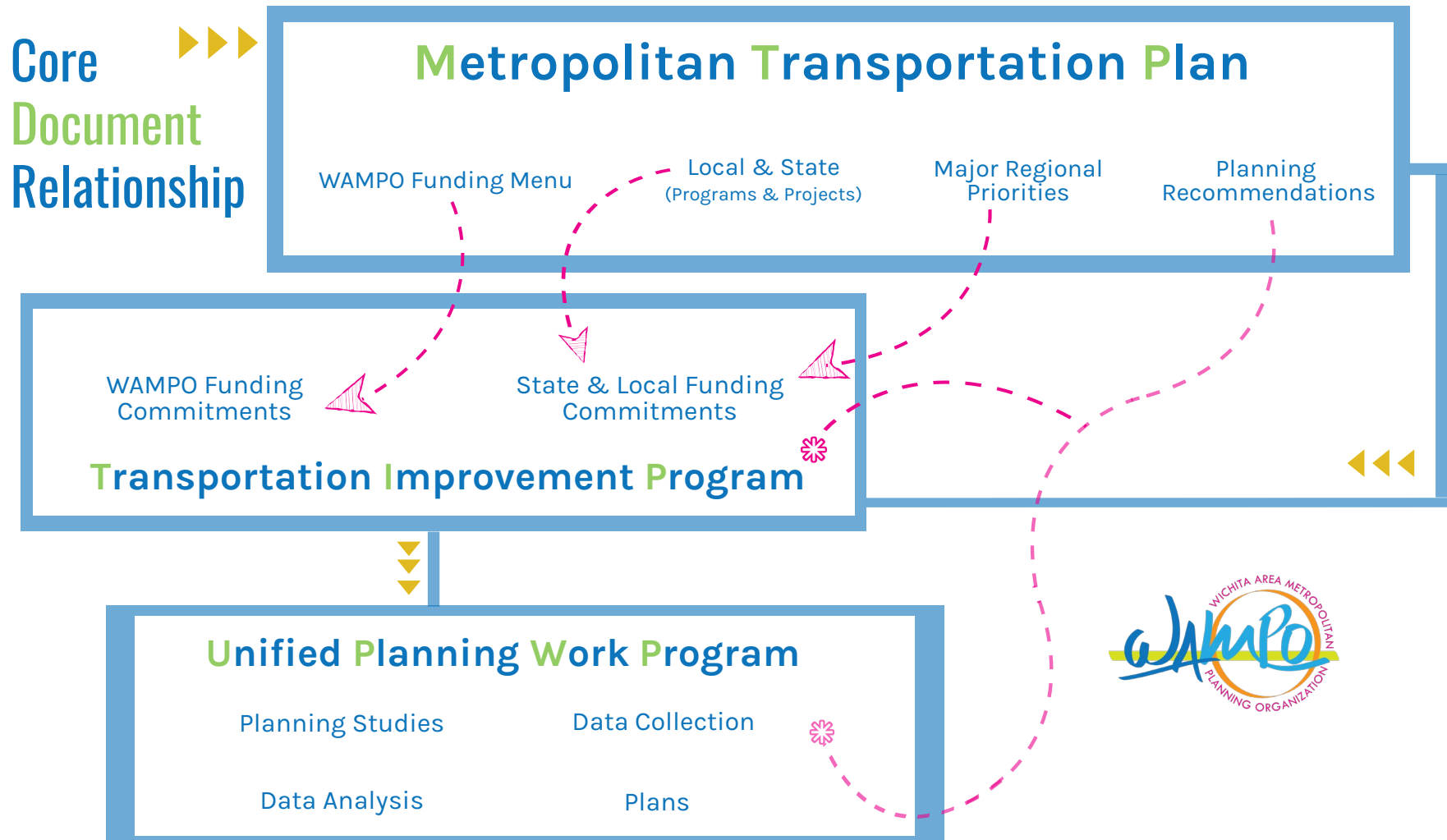
The MTP planning process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. It is based on a "performance-based planning" approach, which measures the performance of the transportation system based on goals and data to inform future multimodal transportation planning. MTP 2050 includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals.

More information about MTP 2050 is available at www.wampo.org/mtp2050.



MTP - TIP Connections

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



The MTP and the TIP are connected in four essential ways:

1. **Long-Term Vision vs. Short-Term Action:** The MTP serves as a long-range blueprint, outlining transportation priorities, strategies, and potential projects through its 20+ year planning horizon. The TIP, on the other hand, translates these aspirations into actionable steps for a shorter, 4-year timeframe. It identifies specific projects that will be implemented within that period to achieve the goals outlined in the MTP.
2. **Prioritization and Funding:** The MTP assesses transportation needs and identifies the most critical projects for the region's future. This prioritization helps guide the selection of projects for the TIP. The TIP then considers factors like cost, feasibility, and potential funding sources to determine which projects are included in the short-term program.
3. **Focus on a Connected System:** The MTP emphasizes the importance of a comprehensive and interconnected transportation system, encompassing roadways, public transit, and biking and walking infrastructure. The TIP reflects this focus by incorporating projects that improve connectivity across different transportation modes, ensuring a more holistic approach.
4. **Regular Updates and Alignment:** The MTP is a dynamic document, updated every five years to reflect changing demographics, travel patterns, and technological advancements. The TIP is also updated regularly, typically every two years, to ensure alignment with the long-term vision of the MTP. This ongoing communication ensures the short-term program remains relevant and contributes to the achievement of the long-term goals.

In essence, the MTP provides strategic direction, while the TIP translates that vision into concrete actions for the near future. They work together to create a cohesive transportation plan for the WAMPO region.

WAMPO Suballocated Funding

WAMPO awards approximately \$17 million per year in federal funding for transportation projects. Currently, under the federal Infrastructure Investment and Jobs Act (IIJA), the suballocated federal funding programs that WAMPO makes awards from include:

- The Surface Transportation Block Grant (STBG) program
- The Congestion Mitigation and Air Quality (CMAQ) program
- The Transportation Alternatives (TA) program
- The Carbon Reduction Program (CRP)

Projects with WAMPO suballocated federal funding address a wide variety of bicycle and pedestrian, road, transit, and paratransit needs in the region. Non-suballocated federal transportation-project funding in the region must also appear in the TIP before it can be used.

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 WAMPO suballocated federal funding, takes final action on TIP adoption and amendments, and has overall authority on whether or not to include any given project in the TIP.

The Technical Advisory Committee (TAC): reviews technical information and provides the TPB with their professional recommendations on documents, plans, and activities, as well as recommends projects to be included in the TIP.

The Project Selection Committee (PSC): consists of technical experts from the staff of WAMPO member jurisdictions and/or TPB members who develop detailed recommendations to the TAC and TPB of which specific projects should be awarded suballocated federal funding in the TIP.

The 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. KDOT also serves as a project sponsor.

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

Project Sponsors: are responsible for implementing the projects in the TIP. Project sponsors also coordinate with WAMPO, KDOT, resource protection agencies, and others. Ultimately, project sponsors are responsible for the completion of their projects, once they are included in the TIP. A project sponsor is 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, as is detailed in Appendix D of this document and in WAMPO's Public Participation Plan (PPP), which is available at www.wampo.org/public-participation.

Once adopted by the TPB, the TIP is sent to KDOT for incorporation into the State Transportation Improvement Program (STIP), which is approved by the FHWA and FTA. The TIP is amended about four times per year; amendment processes are described later in this document, in the TIP Amendments section.

The WAMPO Region

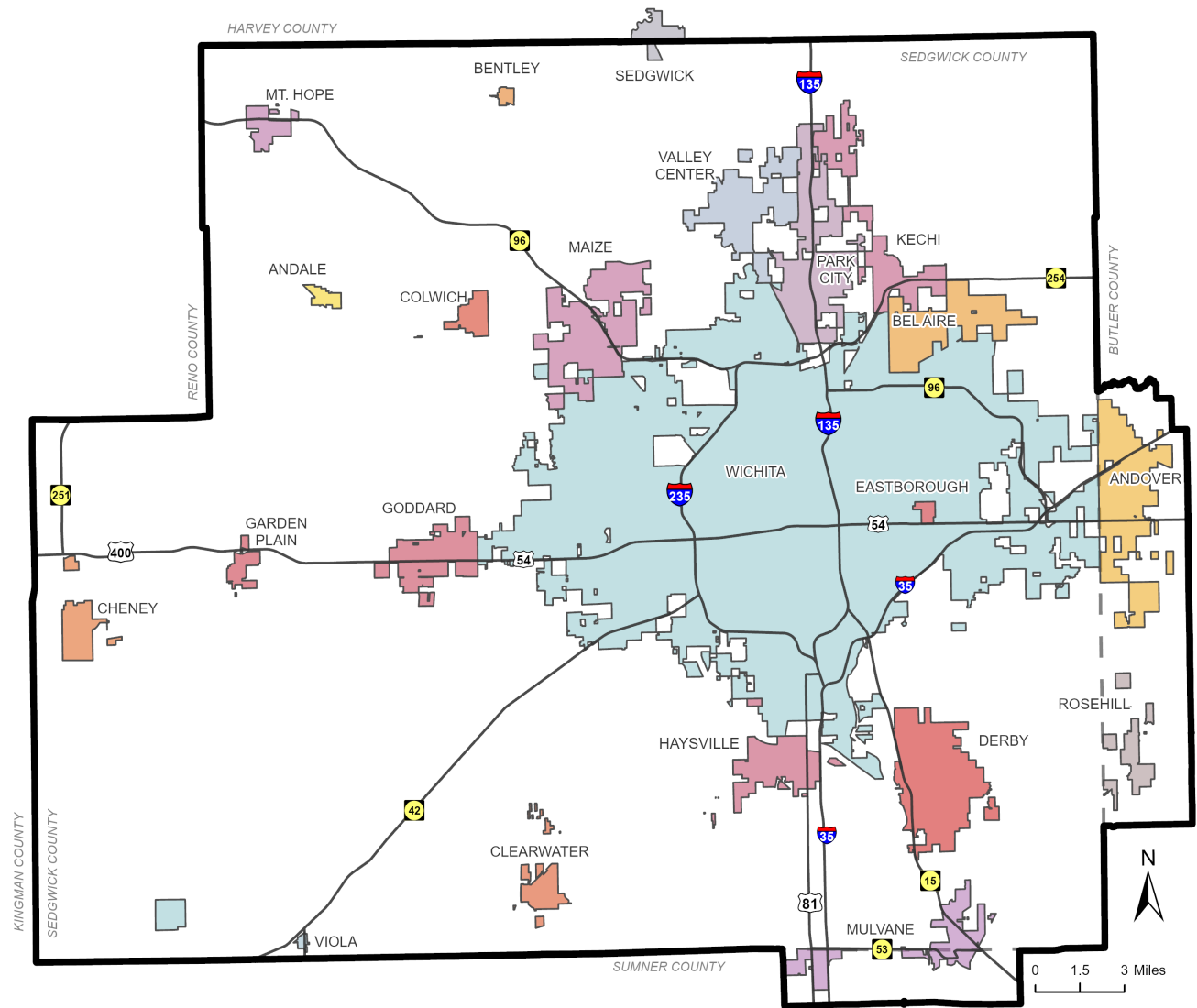
Regional Profile

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

2020 Census Population

As of the 2020 Decennial Census, the WAMPO region has a population of 547,230 people. Since 2000, the population has experienced a slow, steady increase (less than 1% per year). Projections suggest this trend will continue.

Map 1. WAMPO Region



The TIP Development Process

Process Overview

Table 1. TIP Process Highlights

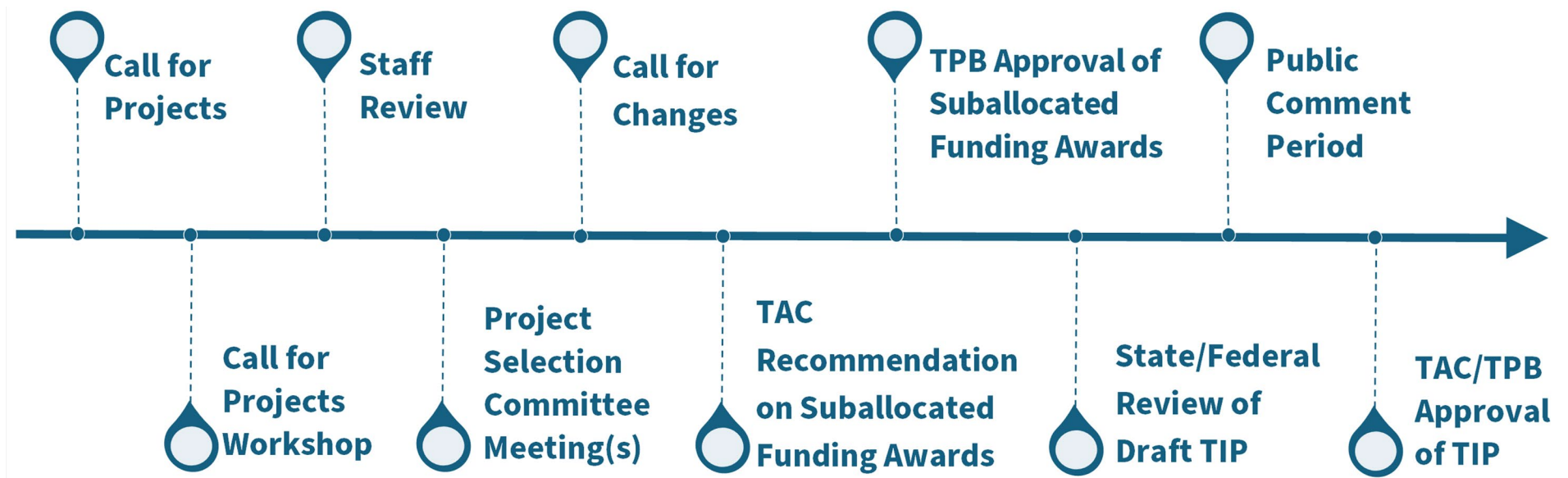
Process Step	Funding Type	Party/ies	Purpose	Method
Suballocated Project Solicitation	Federal, State, & Local	WAMPO Staff	Inform project sponsors of the TIP-update and project-selection process.	Electronic communication
Suballocated Project Submission	Federal, State, & Local	Project Sponsors	Project Sponsors submit potentially eligible projects and required information to WAMPO for consideration.	Electronic submission
Suballocated Project Scoring	Federal, State, & Local	WAMPO Staff	WAMPO staff administer a quality check of project submissions to ensure that the relevant requirements are met and score projects according to TPB-approved criteria.	WAMPO internal process
Suballocated Project Selection	Federal	Project Selection Committee	Interested applicants provide relevant information; committee reviews project submissions/scores, discusses projects, and develops funding recommendations.	Committee process
Call for Changes	Federal, State, & Local	WAMPO Staff	Allow Project Sponsors to request changes to projects other than the awarding of suballocated federal funding.	Electronic communication
Project Listing & Public Comment	Federal, State, & Local	Public (Review & Comment)	Recommended projects are combined into a single list for consideration by board/committee members, stakeholders, and the general public.	Electronic, print, in-person presentation
Endorsement & Final Decision-Making	Federal, 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	Federal, State, & Local	KDOT	The approved TIP is submitted to KDOT for inclusion in the State Transportation Improvement Program (STIP), which is then forwarded to the FHWA and FTA for final approval.	Electronic communication

Project Solicitation and Submission

From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects for suballocated federal funding for the FFY2027-FFY2030 TIP. Project sponsors/member jurisdictions were emailed an Excel-workbook form to use for submitting projects. A Call for Projects Workshop was held virtually on February 12, 2026, to answer any questions from the project sponsors. Thirty (30) projects were submitted and considered for suballocated federal funding recommendations by the Project Selection Committee (PSC) in the FFY2027-FFY2030 TIP.

In addition to the Call for Projects for suballocated federal funding, WAMPO held a Call for Changes for the FFY2027-FFY2030 TIP from April 6, 2026, through April 17, 2026. In contrast to the Call for Projects, this Call for Changes was intended to be treated like the Calls for Changes that WAMPO regularly holds for TIP amendments (about four times per year), as an opportunity for project sponsors to notify WAMPO staff of any requested updates to TIP projects, including any project details to be added, removed, or modified. The Call for Changes was not another opportunity to apply for suballocated federal funding

Figure 1. TIP Timeline



Project Scoring

After the close of the project solicitation period, WAMPO staff worked with project sponsors to ensure the completeness and correctness of their application materials. Following this review, the projects were evaluated against criteria adopted by WAMPO’s TPB in October 2021, and updated in September 2025. These scoring criteria consider projects differently based on their type (e.g., bridge projects, road projects, transit projects), wherein projects are scored separately from one another with different weights assigned to different metrics. WAMPO staff developed scorecards based on these adopted criteria and used them to generate scores for the projects submitted during the Call for Projects. 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) evaluated candidate projects and developed recommendations of suballocated federal funding awards for the FFY2027-FFY2030 TIP. It is composed of eight individuals most recently appointed by the Transportation Policy Body (TPB) Chair in March 2026. Membership includes representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC met in late March 2026 to review project applications, discuss the candidate projects, and develop a recommended list of suballocated funding awards.

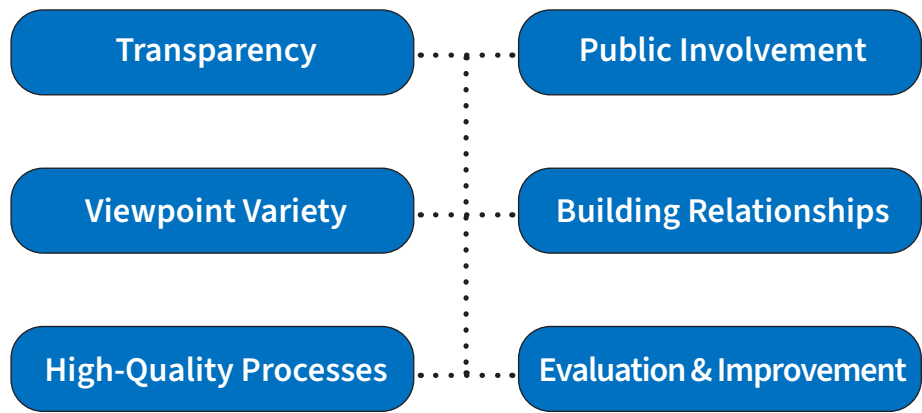
Selected Projects

The PSC ultimately recommended ten (10) projects for new WAMPO suballocated federal funding awards, mostly in FFY2029 and FFY2030. Most available FFY2027 and FFY2028 suballocated federal funding had already been awarded and programmed under the FFY2025-FFY2028 TIP.

Public Outreach

WAMPO is committed to fostering a robust and community-wide public outreach process for regional transportation planning. WAMPO public-outreach efforts are guided by the principles of transparency, public involvement, viewpoint variety, building relationships, high-quality processes, and evaluation and improvement.

Figure 2. WAMPO Outreach Principles



Engagement Opportunities

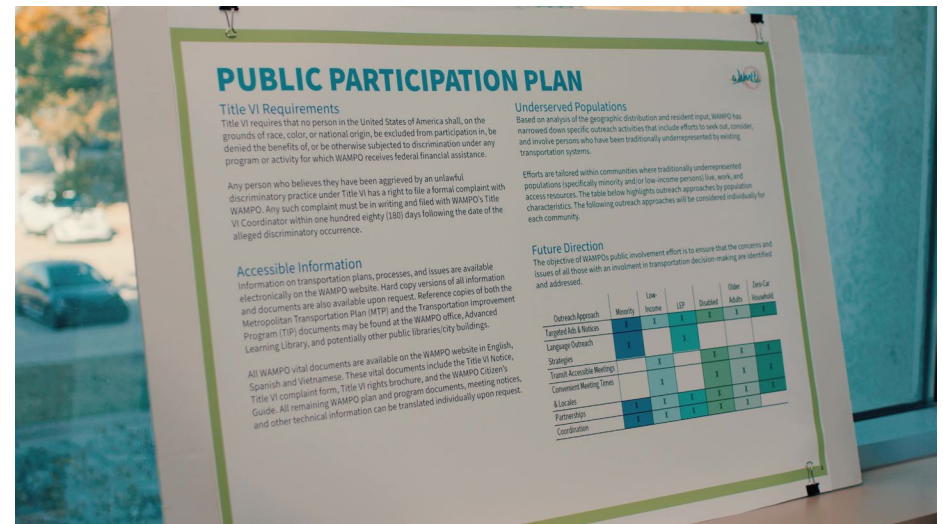
Ways to Be Informed

WAMPO's website, www.wampo.org, provides comprehensive, up-to-date information about all of the MPO's work, including:

- 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 lists of board and committee members and designated alternates, with contact information
- Board & committee meeting agendas, meeting minutes, links to online meetings, and other meeting materials
- Newsletters highlighting MPO activities and programs, and the results of MPO studies and reports
- Links to all MPO social media accounts

WAMPO materials, including translations of vital documents into Spanish and Vietnamese, are posted on the website and are available at the WAMPO offices and at public events and upon request.

WAMPO uses a variety of tools to inform and engage with the public, including routine website updates, paid newspaper notices, social media posts on X, Facebook, Instagram, and LinkedIn, and email distribution lists. WAMPO maintains email lists for general outreach, media contacts, the Transportation Policy Body, the Technical Advisory Committee, and ICT Safe: A Regional Transportation Coalition, among others. WAMPO attends public meetings and events held by member jurisdictions and other organizations in the region.



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/committee meetings and hosting or presenting at outreach events. The purpose of the meetings and events 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 typically held every second Tuesday of the month at 3:00 PM, unless otherwise noted, and generally held at the Ronald Reagan Building, 271 W 3rd St., Room 203, Wichita, KS 67202, with the option to attend virtually through a video-conferencing platform. There is a public comment opportunity at all TPB meetings. More information about the TPB and TPB meetings, agenda packets, online meeting links, and supporting materials are made available on the TPB webpage, www.wampo.org/transportation-policy-body.

Technical Advisory Committee Meetings

TAC meetings are typically held every fourth Monday of the month at 10:00 AM, unless otherwise noted, and generally held at the Ronald Reagan Building, 271 W 3rd St., Room 203, Wichita, KS 67202, with the option to attend virtually through a video-conferencing platform. There is a public comment opportunity at all TAC meetings. More information about the TAC and TAC meetings, agenda packets, online meeting links, and supporting materials are made available on the TAC webpage, www.wampo.org/technical-advisory-committee.

Other Committee Meetings

Committees meet as needed and are open to the public. They usually have a virtual participation component. Some meetings are virtual only, with no in-person component.

To learn more about WAMPO boards and committees, please visit www.wampo.org/boards-and-committees.

TIP Public-Comment Period

The public-comment period for the FFY2027-FFY2030 TIP was from June 17 through July 16, 2026.

For further information, refer to Appendix D.



Performance Report

Federal law requires performance-based planning, including 24 federally mandated Transportation Performance Measures (TPMs). WAMPO has adopted targets for these TPMs, separated into five (5) categories: safety (PM1), pavement and bridge condition (PM2), reliability (PM3), transit asset management (TAM), and transit safety.

As performance-based planning is a continuous process, WAMPO has consistently supported the State of Kansas's annual transportation safety targets, most recently in 2026, with plans to continue this support in future years. WAMPO also officially supports Kansas's performance targets for pavement and bridge condition, reliability, and transit asset management for 2026. Additionally, WAMPO has demonstrated its commitment to transit safety by formally endorsing transit safety targets developed by state and local government entities in 2026. Looking ahead, WAMPO will collaborate with KDOT to support their targets and supplement these shared goals with local data to provide relevant regional context.

State TPM targets for PM1, PM2, and PM3 can be found on the KDOT performance measure website: <https://www.ksdot.gov/about/our-organization/divisions/performance-management/federal-measures/federal-measures-dashboard>. Table 2 shows the 24 federally mandated TPMs, organized by category.

Table 2. Performance Measures

PM1: Safety Performance Measures
Fatalities
Fatality Rate
Serious Injuries
Serious Injury Rate
Nonmotorized 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 NHS travel that is reliable
NHS Truck Travel Reliability Index
Transit Asset Management Performance Measures
% of revenue vehicles that exceed the useful life benchmark
% of non-revenue 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
Fatalities
Fatality Rate
Injuries
Injury Rate
Safety Events
Safety Event Rate
System Reliability

The projects in the FFY2027-FFY2030 TIP assist in meeting these targets. Figure 3 summarizes the number of projects supporting each target category. A given project may assist in meeting more than one performance measure. Appendix B includes the full list of projects in the FFY2027-FFY2030 TIP and indicates the performance-measure categories whose targets each project assists in meeting.

Progress towards the State of Kansas safety (PM1) targets supported by WAMPO is advanced by eighty (80) projects in the FFY2027-FFY2030 TIP. Twenty-three (23) of those projects do so through intersection improvements, such as roundabouts and turn lanes. Thirty-six (36) projects do so through pedestrian safety enhancements, such as the addition or improvement of sidewalks and pedestrian crossings. Thirty-five (35) projects do so through bicycle safety enhancements, such as the addition or improvement of trails and multiuse paths. Ten (10) projects do so by various other means, such as adding signage, performing rail crossing safety improvements, or carrying out safety-related studies.

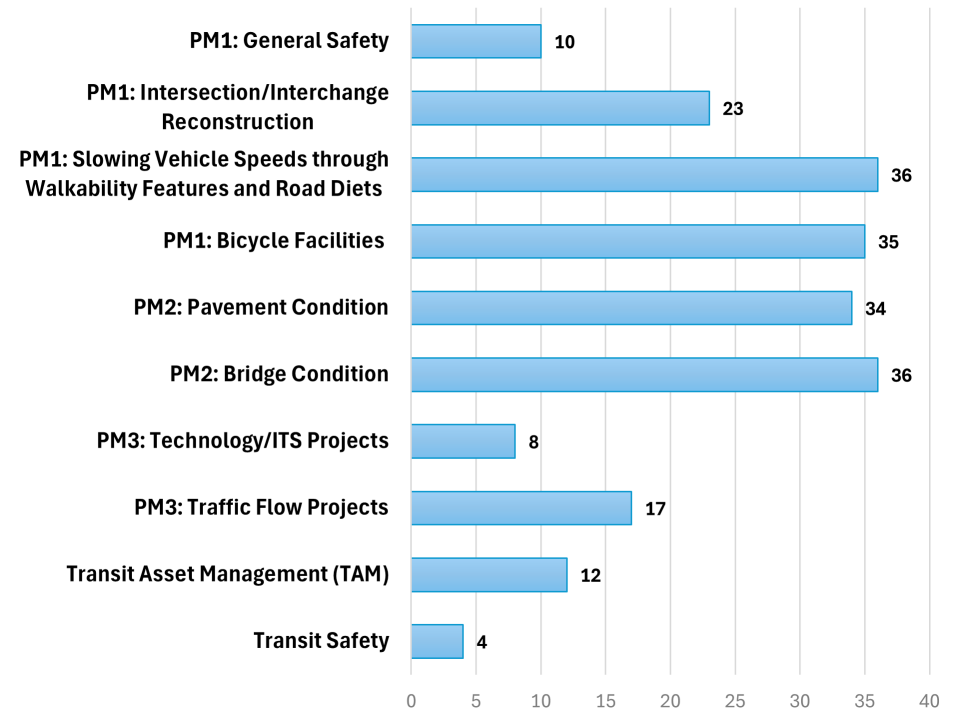
Progress towards the State of Kansas pavement and bridge condition (PM2) targets supported by WAMPO is advanced by sixty-eight (68) projects in the FFY2027-FFY2030 TIP. Thirty-four (34) of those projects do so through pavement reconstruction/improvement. Thirty-six (36) projects do so by repairing, rehabilitating, or replacing bridges.

Progress towards the State of Kansas reliability (PM3) targets supported by WAMPO is advanced by twenty-one (21) projects in the FFY2027-FFY2030 TIP. Eight (8) of those projects do so by installing electronic traffic management infrastructure, such as electronic signage, traffic signals, or underground cables linking together the traffic-management system or by updating a travel demand model whose outputs may be used to plan future improvement to the transportation system. Seventeen (17) projects do so by such methods as adding turn lanes or roundabouts or acquiring right-of-way for future expansion of the roadway system.

Progress towards the State of Kansas transit asset management (TAM) targets supported by WAMPO is advanced by twelve (12) projects in the FFY2027-FFY2030 TIP. Those projects do so through the purchase of replacement transit vehicles, building new transit facilities, and funding general transit operations and maintenance.

Progress towards the transit safety targets supported by WAMPO is advanced by four (4) projects in the FFY2027-FFY2030 TIP. Those projects do so through capital improvements, such as the purchase of newer vehicles, and through the building of new transit facilities.

Figure 3. Numbers of Projects Assisting to Meet Specific Performance Measure Targets



Congestion Management Process

The development of a Congestion Management Process (CMP) is federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has developed a CMP specifically tailored to the region's needs. In addition to informing short-range plans, such as the TIP, the CMP is also incorporated into WAMPO's long-range Metropolitan Transportation Plan, reflecting an ongoing commitment to improving transportation in the WAMPO region.

A CMP is an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring there is an efficient and reliable transportation network is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life for residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

WAMPO adopted its current CMP on May 14, 2024: www.wampo.org/congestion-management-process.

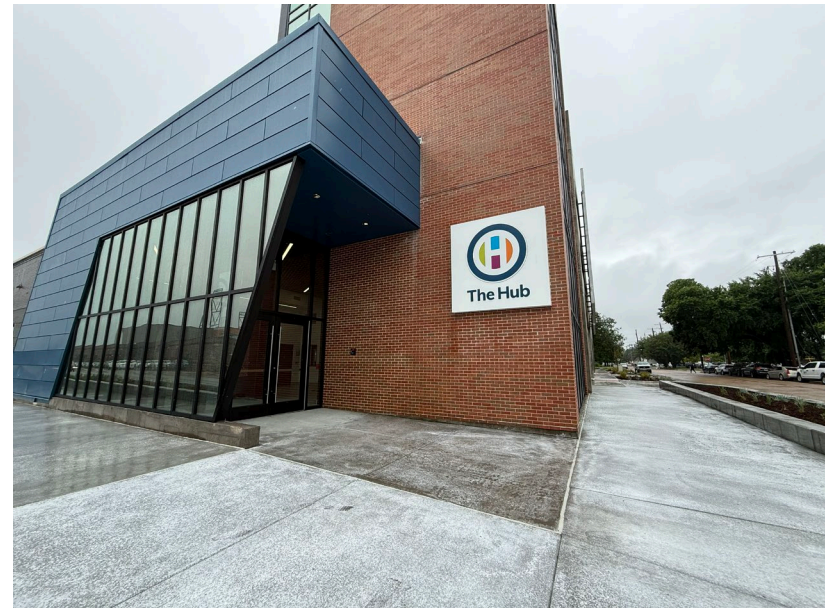
TIP Project List

The FFY2027-FFY2030 TIP includes 147 individual projects valued at more than \$1.5 billion. Map 2 shows the locations of these projects. The current, detailed TIP project list, reflecting all amendments and adjustments to the TIP, is available on the WAMPO TIP webpage, at 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/program. Also included are phone numbers and email addresses for the projects' points of contact.

19 of the 147 projects in the TIP are programmed to receive WAMPO suballocated federal funds during FFY2027-FFY2030, as shown in Table 3 and Map 3. These programmed FFY2027-FFY2030 WAMPO suballocated federal transportation-project funds total about \$72 million and include Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program, and Carbon Reduction Program (CRP) funding.

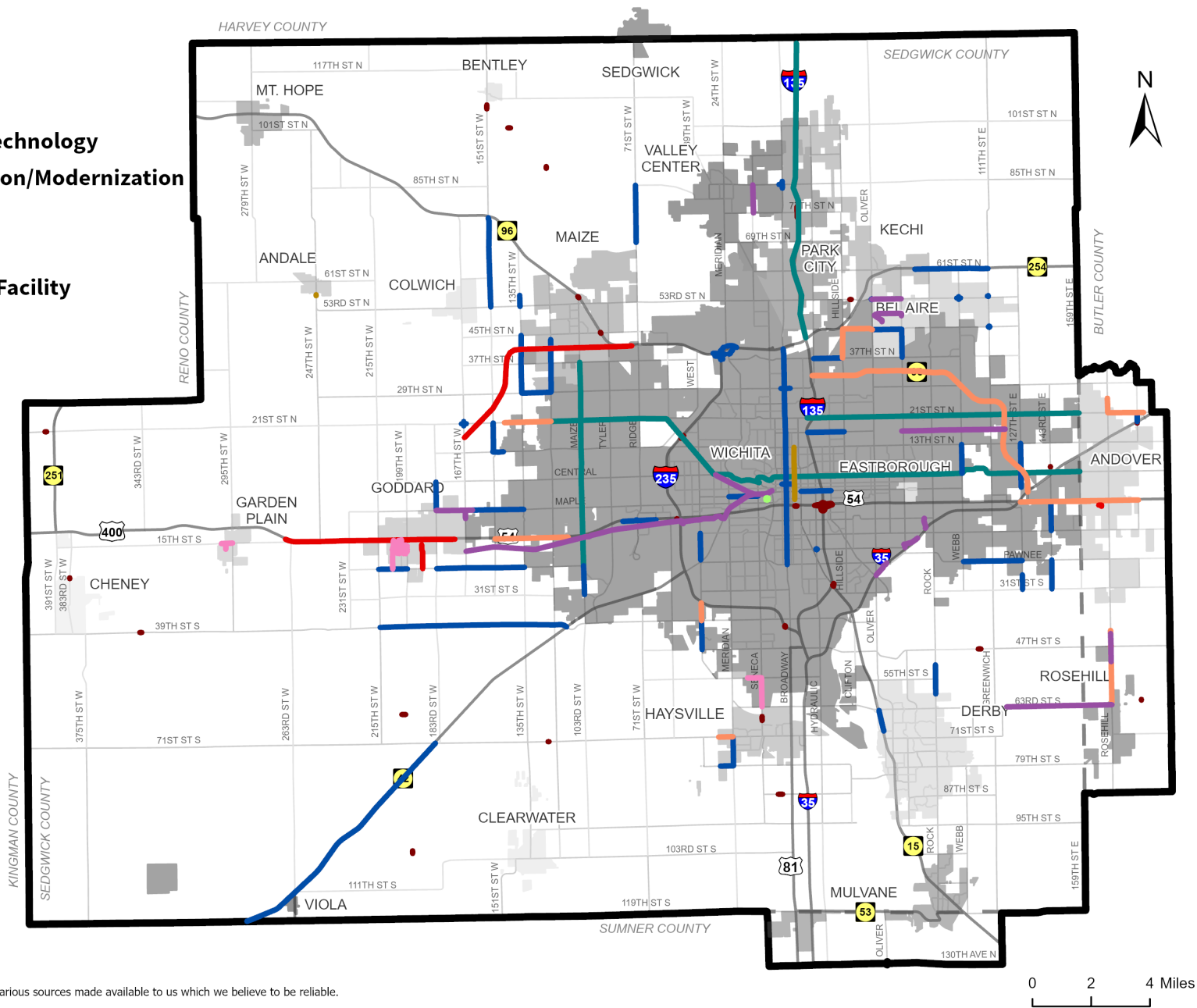
See Appendix A for the full, detailed project list.

See Appendix C for a list of projects from the FFY2025-FFY2028 TIP that have been completed and therefore not carried over to the FFY2027-FFY2030 TIP.



Map 2. FFY2027-FFY2030 TIP Projects

- Project Type**
- Bridge
 - Traffic Management Technology
 - Roadway Reconstruction/Modernization
 - Roadway Expansion
 - New Roadway
 - Mutiuse Trail/Bicycle Facility
 - Pedestrian Facility
 - Public Transit
 - Railroad Project
 - WAMPO Boundary
 - County Boundaries



Source: WAMPO
Produced by: WAMPO
Date Exported: 6/15/2026
Folder: G:\TIP\2027-2030\Projects\TIP 2027-2030\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Table 3. FFY2027-FFY2030 WAMPO Suballocated Projects

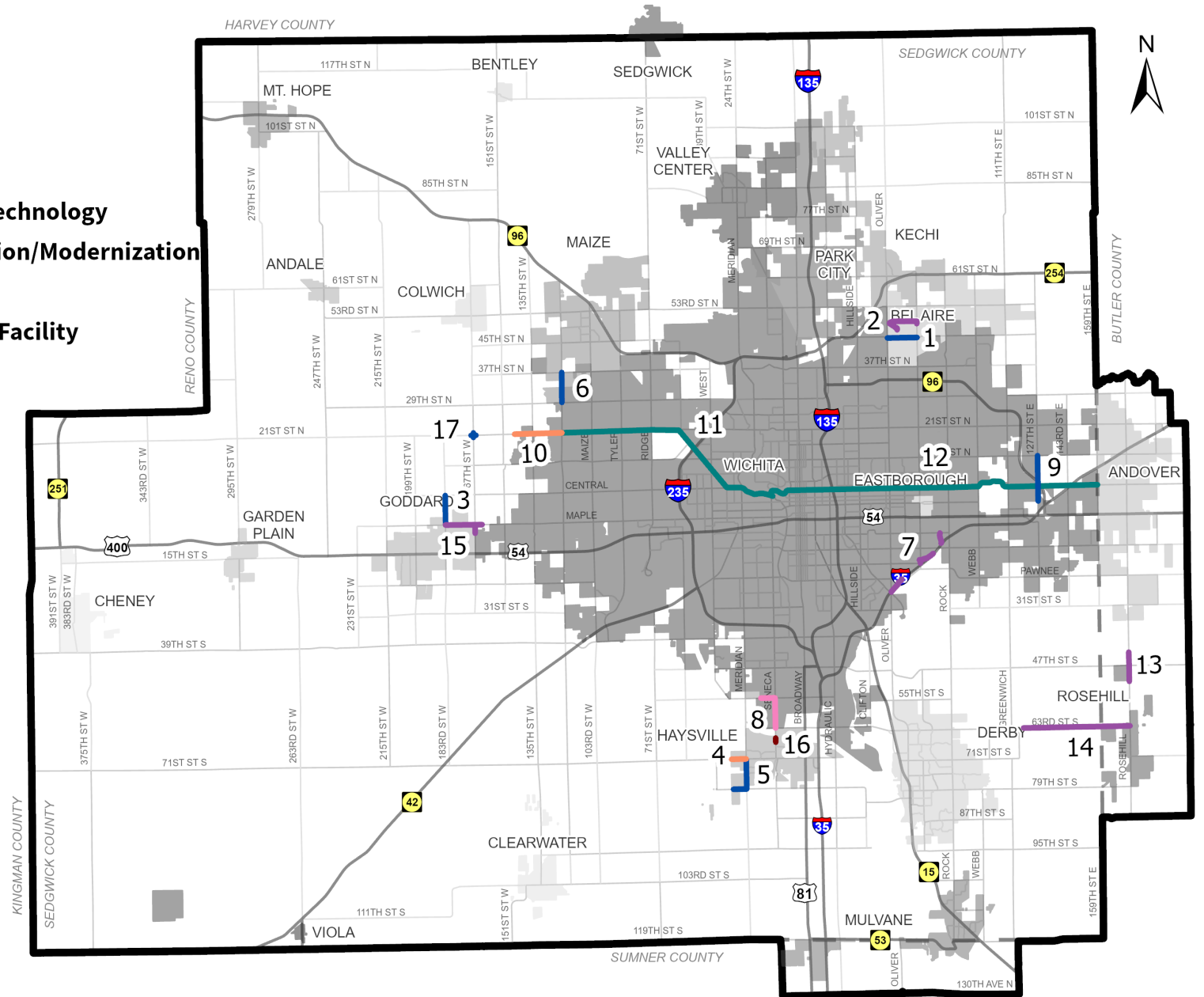
Map #	WAMPO ID	Lead Agency	Project	FFY2027-FFY2030 Suballocated Federal Funds
1	40-015	Bel Aire	45th St N, Oliver to Woodlawn	\$13,034,628
2	MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$778,400
3	RM-25-046	Goddard/Sedgwick County	183rd St Expansion	\$3,850,000
4	RM-25-009	Haysville	West Grand Improvements	\$4,011,948
5	RM-25-044	Haysville	Meridian Street & Multiuse Trail	\$6,016,162
6	RM-25-018	Maize	119th Street Improvements From 29th Street to 37th Street	\$5,028,072
7	MB-26-001	Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln	\$1,584,000
8	PF-26-001	Wichita	Seneca Street & 55th Street South Sidewalks	\$1,692,000
9	RM-25-038	Wichita	127th St E, 13th to Douglas	\$6,938,856
10	RM-25-040	Wichita	21st Street North, 119th Street West to St. Teresa	\$11,415,921
11	TM-25-001	Wichita	ITS – 21st and 119th St W to Downtown	\$2,832,000
12	TM-26-001	Wichita	ITS - Central Ave, Seneca to 159th St E	\$4,586,788
13	MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,080,000
14	MB-25-006	Butler County/Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	\$2,573,600
15	40-511	Sedgwick County	Maple Street Pathway	\$1,640,000
16	BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,442,355
17	RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Intersection Improvements	\$876,989
N/A	TR-26-003	Wichita Transit	Purchase of Replacement Buses	\$2,362,464
N/A	PL-26-001	WAMPO	Interstate Passenger Rail Study Support	\$300,000
Total Programmed				\$72,044,183

Map 3. FFY2027-FFY2030 WAMPO Suballocated Projects

ProjectType

- Bridge
- Traffic Management Technology
- Roadway Reconstruction/Modernization
- Roadway Expansion
- Multiuse Trail/Bicycle Facility
- Pedestrian Facility
- WAMPO Boundary
- County Boundaries

*TR-26-003 &
PL-26-001
are not
mappable



Source: WAMPO
Produced by: WAMPO
Date Exported: 6/15/2026
Folder: G:\TIP\2027-2030\Projects\TIP 2027-2030\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Financial Plan

The primary goal of this financial plan is to fulfill the federal requirement to demonstrate that the total estimated costs of the FFY2027-FFY2030 projects in this TIP plus the estimated cost of adequately operating and maintaining the system do not exceed anticipated revenues. It is not to show project-specific funding information; that information can be found on the project summary sheets (see Appendix A). This section describes the assumptions used to forecast revenues anticipated to be available from federal, state, and local sources, as well as the assumptions used to estimate project costs and operations and maintenance (O&M) costs. Then, it shows how, under these assumptions, the FFY2027-FFY2030 TIP is fiscally constrained.

Fiscal constraint can be summarized as:

$$\text{Revenues} - \text{O\&M Costs} - \text{Projected Costs} \geq \$0$$

The following assumptions are made:

- The revenues projected are “reasonably expected to be made available to support TIP implementation.” (23 CFR 450.326)
- The estimated costs account for expected inflation and represent the dollar amounts that will actually be incurred.
- If a project’s 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.

The revenues and costs in this financial plan may change as the TIP is amended (about four times per year). Each time the TIP is amended, calculations will be performed and reported to ensure the TIP is still fiscally constrained. The amounts in this financial plan reflect the unamended version of the FFY2027-FFY2030 TIP.

By demonstrating that the region can afford the projects in the TIP while adequately maintaining the existing 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 long-range Metropolitan Transportation Plan (MTP).

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.

Fiscal Constraint by Agency Type

In addition to ensuring that the FFY2027-FFY2030 TIP, overall, is fiscally constrained, WAMPO has also determined it to be fiscally constrained in terms of the transportation-related revenues and expenditures of each of three categories of public agencies:

- The Kansas Department of Transportation (KDOT)
- Public transit agencies
- Local governments, excluding public transit

This was done because each of these categories of agencies qualifies for funding sources that the other two do not. If the TIP did not distinguish between them, there would be a risk of it appearing to be fiscally constrained when really a projected surplus for agencies of one type masks a projected deficit for agencies of another type.

Year of Expenditure (YOE) Dollars and Assumed Rates of Change

In accordance with federal regulations, all monetary amounts in this Financial Plan are expressed in Year of Expenditure (YOE) dollars, as opposed to converting all amounts to the equivalent dollars of one specific year. This means that any past-year revenue or expenditure amounts shown are the actual amounts transacted in those years and all future expenses are calculated by applying an assumed inflation rate.

Unless otherwise noted, it is conservatively assumed that revenues will increase at a rate of 1% per year. Meanwhile, unless otherwise noted, an inflation rate of 4.5% is applied to O&M costs, consistent with KDOT's default inflation assumption. Assuming that revenues will increase more slowly than costs reflects the historical reality that government funding for transportation is hard to anticipate and may not keep up with inflation and that price inflation occurs more rapidly in the construction sector than in the overall economy. These are the same assumptions as are made in the financial-plan chapter of the current WAMPO MTP, Metropolitan Transportation Plan 2050 (MTP 2050).

In some cases, during the development of MTP 2050, specific WAMPO member jurisdictions provided their own revenue or O&M projections (as opposed to just historical data). In those cases, the jurisdictions' assumed rates of change were applied.

Revenues

Transportation funding in the WAMPO region comes from a mixture of federal sources, state sources, and local sources, with the mixture varying by the type of agency using the funds (KDOT, public transit, local government).

- **Federal Government Funding:** Funding programs made available through legislation passed by Congress. 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. 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 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 Transportation Program (for 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.

When local governments or the State of Kansas use federal funding to pay for a portion of a project, they are typically required to contribute non-federal funding for at least 20% of the qualifying costs 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 Revenues

All federal transportation funding in the WAMPO region is required to be programmed in the Transportation Improvement Program (TIP). For that reason, anticipated FFY2027-FFY2030 federal transportation funding in the region was derived from the funding tables of projects in the TIP. This was done for the fiscal-constraint calculations for each of the three transportation-agency types considered in this Financial Plan: The Kansas Department of Transportation (KDOT), public transit agencies, and local governments, excluding public transit.

The calculations included both formula funds, from federal programs that allocate a certain amount of funding to the region each year on the basis of population, and discretionary grants awarded for projects.

Federal Highway Administration (FHWA) funds going to local governments include those that are suballocated to WAMPO to award to projects and those that are awarded by KDOT. Meanwhile, Federal Transit Administration (FTA) funds for public transit go through Wichita Transit. Sometimes, FHWA funding is transferred to the FTA to fund public transit projects.

Total federal revenues expected to be available for spending on the regional transportation system between FFY2027 and FFY2030 are \$363,069,901.

Table 4. Federal Revenues by Recipient Type

	Recipient			
	KDOT	Public Transit	Rest of Local Government	Total
2027-2030: TIP-Programmed Total	\$222,974,100	\$45,989,082	\$94,106,719	\$363,069,901
<i>Yearly Average</i>	<i>\$55,743,525</i>	<i>\$11,497,271</i>	<i>\$23,526,680</i>	<i>\$90,767,475</i>

In the WAMPO region, federal transportation funds are awarded by KDOT, WAMPO, and Wichita Transit. See Table 5 for a breakdown of which agency makes awards from which funding programs. Eligible uses for federal funding are typically limited to capital projects, such as road construction, transit vehicle purchases, or construction of a bicycle facility. Federal funding is typically not eligible to be used to pay for routine maintenance and operations of the system.

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.
- **Highway Safety Improvement Program (HSIP):** Provides funding for improvements intended to reduce traffic fatalities and injuries.
- **Bridge Replacement and Rehabilitation (BRF) program:** A formula program that apportions funding to states for the replacement or rehabilitation of bridges.
- **Railway-Highway Crossings Program (RHCP):** Provides funding for the elimination of hazards at railway-highway crossings.
- **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. A portion of the funds from this program are suballocated to WAMPO to award to projects.

- **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, all 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-motor-vehicle-oriented projects, including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- **Carbon Reduction Program (CRP):** Provides funding for projects that will reduce carbon dioxide emissions from transportation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- **Highway Infrastructure Program (HIP):** Funds are used to construct capital road and bridge projects. The federal government does not make these funds available in every Federal Fiscal Year.
- **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.
- **Reconnecting Communities Pilot (RCP) grant program:** A discretionary grant program for planning efforts and construction projects aimed at reconnecting communities that have been divided by transportation infrastructure, with a priority of helping low-capacity communities improve access to daily needs, including jobs, schools, healthcare, grocery stores, and recreation.

- **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. A portion of the funds from this program were suballocated to WAMPO to award to projects.
- **Safe Streets and Roads for All (SS4A):** A discretionary grant program supporting plans and projects to prevent fatalities and serious injuries from crashes on roadways

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.
- **Formula Grants for Rural Areas (Section 5311):** Provide funding to support public transportation projects in rural and small urban areas (under 50,000 population). These funds are available for both capital and operating assistance.
- **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 5. Federal-Program Awarding Agencies

Federal Program	Awarding Agency				
	FHWA	FTA	KDOT	WAMPO	Wichita Transit
NHPP			✓		
HSIP			✓		
BRF			✓		
RHCP	✓				
STBG			✓	✓	
CMAQ			✓	✓*	
TA			✓**	✓	
CRP			✓	✓	
HIP	✓		✓	✓	
BUILD***	✓				
RCP***	✓				
CRRSAA			✓	✓	
SS4A***	✓				
FTA Section 5307		✓			✓
FTA Section 5310		✓			
FTA Section 5311		✓	✓		
FTA Section 5339		✓	✓		✓

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

** KDOT-awarded TA funds are only available to projects outside the WAMPO Urban Area Boundary (UAB). Projects in those parts of the WAMPO region that are outside the UAB are eligible.

*** Competitive federal grant program.

Non-Federal Revenues: Kansas Department of Transportation

The Kansas Department of Transportation (KDOT) does not budget a specific amount of state funds to be spent on their projects and operations and maintenance costs within the bounds of a given MPO each year. Therefore, estimates of State of Kansas revenue for KDOT activities in the WAMPO region are derived from the projects KDOT intends to pursue in the region during FFY2027-FFY2030 and from actual, historical O&M spending in the region, as reported to WAMPO by KDOT staff during the development of MTP 2050.

For the purposes of this fiscal-constraint analysis, it is assumed that, if KDOT plans to pursue a project during FFY2027-FFY2030, they expect to have the necessary funds available for it. As shown above, in Table 4, \$222,974,100 of federal revenue is programmed in the WAMPO TIP to be used on FFY2027-FFY2030 KDOT projects. It is assumed here that the rest of the funding for KDOT projects in FFY2027-FFY2030 will come from state revenue.

Meanwhile, state funds for KDOT's routine O&M costs were projected from average yearly expenditures during 2021-2023. Using an inflation rate of 4.5%, FFY2027-FFY2030 O&M costs on infrastructure KDOT is responsible for in the WAMPO region were estimated to be \$15,771,542, with the assumption that KDOT will have the revenues necessary to cover those costs.

For the WAMPO MTP 2050 and FFY2027-FFY2030 TIP fiscal-constraint analyses, these estimates of KDOT revenue for projects and KDOT revenue for O&M are summed and represented as a single revenue stream that may be used both for projects and for O&M costs.

Table 6. State Revenue for KDOT Activities in the WAMPO Region

Data Source	Period of Projection Data	Projection Data Average/Yr.	TIP:	MTP:
			2027-2030	2025-2050
KDOT Project Costs - Fed. Revenue	2027-2030	\$12,949,375	\$51,797,500	\$7,010,210,513
Historical KDOT O&M Costs	2021-2023	\$2,958,234	\$15,771,542	\$105,025,563
Total			\$67,569,042	\$7,115,236,076
Average/Year			\$16,892,260	\$273,662,926

Non-Federal Revenues: Public Transit

Non-federal revenue for public transit in the WAMPO region was projected from data reported in the National Transit Database (NTD, <https://www.transit.dot.gov/ntd>), which is maintained by the Federal Transit Administration (FTA). The NTD includes data reported by the WAMPO-region transit agencies of Wichita Transit (the only provider of fixed-route service in the region), Sedgwick County Transportation, Butler County Transit, and the Derby Dash, which together account for most of the public-transit spending and ridership in the region. As of this writing, the NTD does not include data for the Haysville Hustle or for paratransit services provided by nonprofit organizations in the region. The categories of non-federal public transit revenue that the NTD tracks include state funds, local funds, and an “other funds” category that encompasses fare revenues, advertising revenues, donations, and any other revenue streams that are generated by the transit agency, itself, as opposed to coming from the general fund of any local government it is a part of or reports to.

State, local, and “other” public-transit revenues in the WAMPO region were projected from averages for the period 2018-2022, assuming a rate of increase of 1% per year.

Table 7. Projected Non-Federal Revenue for Public Transit in the WAMPO Region

		Projection Data: 2018-2022	TIP: 2027-2030	MTP: 2025-2050
State	Total	\$7,356,667	\$6,405,155	\$45,658,029
	Avg./Yr.	\$1,471,333	\$1,601,289	\$1,756,078
Local	Total	\$19,047,357	\$16,583,770	\$118,214,509
	Avg./Yr.	\$3,809,471	\$4,145,942	\$4,546,712
Other (e.g., fares, advertising)	Total	\$8,927,578	\$7,772,884	\$55,407,648
	Avg./Yr.	\$1,785,516	\$1,943,221	\$2,131,063
Total		\$35,331,602	\$30,761,809	\$219,280,185
Avg./Yr.		\$7,066,320	\$7,690,452	\$8,433,853

Non-Federal Revenues: Local Governments, Except for Public Transit

Most of the non-federal funds that local governments spend on transportation improvement projects and on the operation and maintenance of the transportation system come from their own property-tax and sales-tax collections. However, Kansas cities and counties also receive transportation funding from the state through the Special City and County Highway Fund.

State of Kansas Special City and County Highway Fund

The State of Kansas shares a portion of its motor-vehicle fuel tax revenue with county and city governments throughout the state, on a formula basis, to be used for transportation purposes. Historical data on these distributions of funds were obtained from the Kansas Treasurer’s Office (https://kansascash.ks.gov/dist_search.php) for Sedgwick County (the only county that is entirely, or even largely, within the WAMPO region) and for each of the twenty-two (22) cities in the WAMPO region. From these data, an average was taken of the 2013-2023 distributions and used as the starting point for projecting future distributions, with an assumed rate of increase of 1% per year.

Table 8. Projected State of Kansas Special City and County Highway Fund Distributions in the WAMPO Region

	Projection Data: 2013-2023	TIP: 2027-2030	MTP: 2025-2050
Total	\$267,173,872	\$107,860,540	\$768,865,034
Avg./Yr.	\$24,288,534	\$26,965,135	\$29,571,732

Local-Government Revenue

In Fall 2023, during the development of MTP 2050, WAMPO collected information from city and county governments throughout the region about the amounts of local funding they directed to transportation (other than public transit) in recent years and/or projected they would direct to transportation in the future. The city and county governments from which this information was obtained are responsible for most of the transportation infrastructure in the WAMPO region and, as of the 2020 U.S. Decennial Census, account for over 95% of the region’s population.

Local-government revenue for transportation improvement projects and O&M comes primarily, but not exclusively, from sales taxes and property taxes. Some, but not all, jurisdictions, in addition to providing their actual, historical revenues for transportation infrastructure, also provided projections of future revenues. In these cases, the jurisdictions' projections were incorporated into the fiscal-constraint analysis, even though they did not all assume the same rate of change. Where a given jurisdiction did not provide projections, a rate of increase of 1% per year is assumed.

Table 9. Projected Local-Government Revenue for Non-Public-Transit Transportation Purposes in the WAMPO Region

	TIP: 2027-2030	MTP: 2025-2050
Total	\$445,679,383	\$3,208,518,346
Avg./Yr.	\$111,419,846	\$123,404,552

Funding and Financing Methods

A combination of cities, counties, and the state government own and operate the 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 the following methods to pay for/finance transportation projects they implement.

- **Cash:** The sponsoring entity pays for the work with cash on hand, usually from tax collections.
- **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.

➤ **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 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. On some projects in this TIP, non-federal funds that were spent prior to FFY2027 are programmed to be reimbursed by the federal government during FFY2027-FFY2030, and other non-federal funds are programmed to be spent during FFY2027-FFY2030 but not be reimbursed by the federal government until after FFY2030; in these cases, this fiscal-constraint analysis counts the affected project or project phase as being in the FFY2027-FFY2030 period if the year of expenditure is during that period, as opposed to the year of conversion or reimbursement.

Costs

The TIP includes costs to adequately operate and maintain the transportation system in the region and costs associated with programmed projects. For this TIP period, these costs total \$930,214,313.

Operations and Maintenance (O&M) Costs

To determine revenues available for transportation projects in the WAMPO region, routine operations and maintenance (O&M) costs must be subtracted from the revenue projections discussed in the previous section. As with revenue projections, O&M cost projections were developed by type of transportation agency. Unless a given jurisdiction provided projections of their future O&M costs that used a different assumption, a default inflation factor of 4.5% per year was employed (with the exception of public-transit O&M costs (see below)), as that is also KDOT's default inflation factor when estimating future project costs.

Kansas Department of Transportation

During the development of MTP 2050, the Kansas Department of Transportation (KDOT) provided data on their 2021, 2022, and 2023 O&M expenditures on roadways in Sedgwick County (952.5 lane miles, including the city of Mulvane, on the border between Sedgwick and Sumner Counties) and in the city of Andover (29.6 lane miles), in Butler County. The WAMPO-region portion of Butler County around the city of Rose Hill does not include any state highways. In total, there are 982.1 lane miles of state highways in the WAMPO region.

The costs that KDOT considers to be O&M costs fall into the categories of Pavement, Shoulders, Drainage, Roadside, Bridge, Snow & Ice, and Traffic Guidance. Over the period 2021-2023, the average annual KDOT spending on operations and maintenance in the WAMPO region was \$2,958,234, or \$3,012 per lane mile. An inflation rate of 4.5% per year was applied to this 2021-2023 average to project FFY2027-FFY2030 costs.

Table 10. Projected KDOT O&M Costs in the WAMPO Region

	Projection Data: 2021-2023	TIP: 2027-2030	MTP: 2025-2050
Total	\$8,874,702	\$15,771,542	\$160,590,713
Avg./Yr.	\$2,958,234	\$3,942,885	\$6,176,566

Public Transit

In the WAMPO Transportation Improvement Program (TIP), most anticipated public-transit operations and maintenance costs are included as projects. To avoid double counting, for the purposes of this fiscal-constraint analysis, those public-transit O&M projects and any projects based on them are counted on the O&M Costs line instead of the Project Costs line.

Because the public-transit O&M projects in the FFY2027-FFY2030 TIP only show costs through FFY2028, for FFY2029-FFY2030, an assumed inflation rate of 2.25% per year is applied to the FFY2028 amounts. This is half of the 4.5%/year default inflation rate that is employed elsewhere in this analysis, but still well above the assumed 1%/year rate of increase for revenues and slightly greater than the U.S. Federal Reserve's target

long-term, general inflation rate of 2%/year. A lower inflation rate was assumed for public-transit O&M costs than for most other (mostly infrastructure-related) O&M costs because inflation in the construction sector has historically outpaced inflation in other sectors.

Table 11. Projected Public Transit O&M Costs in the WAMPO Region

	TIP: 2027-2030	MTP: 2025-2050
Total	\$58,986,091	\$474,137,994
Avg./Yr.	\$14,746,523	\$18,236,077

Local Governments, Except for Public Transit

In Fall 2023, during the development of MTP 2050, WAMPO collected information from city and county governments throughout the region about the amounts they spent on the operation and maintenance of non-public-transit transportation infrastructure in recent years and/or projected they would spend in the future. The city and county governments from which this information was obtained are responsible for most of the transportation infrastructure in the WAMPO region and, as of the 2020 U.S. Decennial Census, account for over 95% of the region's population.

Some, but not all, jurisdictions, in addition to providing their actual, historical transportation-related O&M costs, also provided projections of future costs. In these cases, the jurisdictions' projections were incorporated into the fiscal-constraint analysis, even though they did not all assume the same rate of change. Where a given jurisdiction did not provide projections, an inflation rate of 4.5% per year is assumed.

Table 12. Projected Local-Government, Transportation-Related, Non-Public-Transit O&M Costs in the WAMPO Region

	TIP: 2027-2030	MTP: 2025-2050
Total	\$292,101,167	\$2,954,058,843
Avg./Yr.	\$73,025,292	\$113,617,648

Projects Programmed in the TIP

\$563,355,513 of project costs are programmed in the TIP to occur during FFY2027-FFY2030. This includes:

- \$274,771,600 on KDOT projects,
- \$15,834,540 on public transit projects, and
- \$272,749,373 on non-public-transit, local-government projects.

These figures do not count projects and project phases programmed for years prior to FFY2027 that have been carried forward from the FFY2025-FFY2025 TIP into the FFY2027-FFY2030 TIP project list because the projects are not yet complete. For projects that are financed through Advance Construction (see above), the year of expenditure, rather than the year of conversion/reimbursement, is used to determine whether a project or project phase is during FFY2027-FFY2030.

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. Since the project sponsor financially contributes 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.

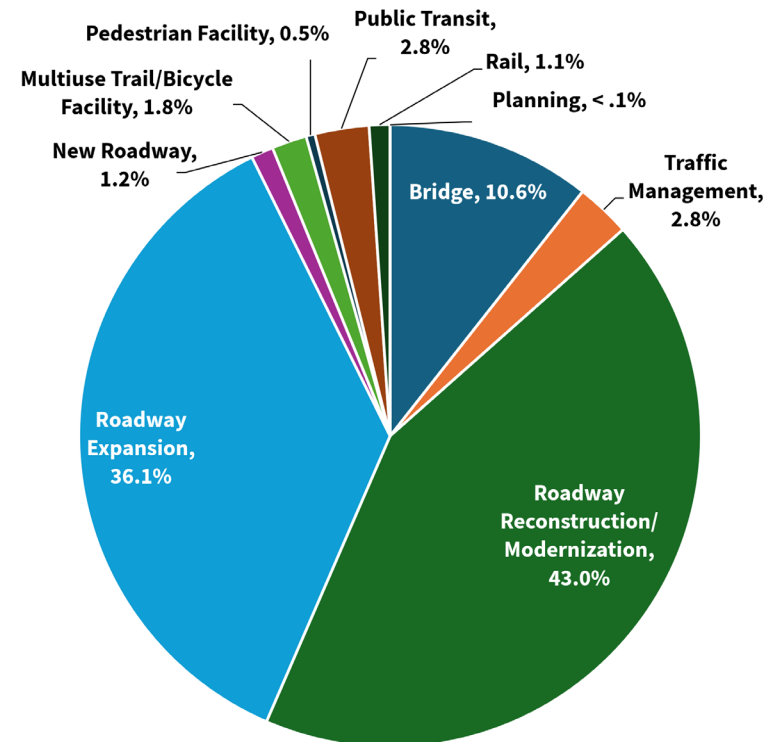
Project Costs by Project Type

Table 13 and Figure 4 illustrate the distribution of spending by project type in FFY2027-FFY2030.

Table 13. FFY2027-FFY2030 Project Costs by Project Type

Project Type	FFY2027-FFY2030 Costs
Bridge	\$59,787,944
Traffic Management	\$15,981,400
Roadway Reconstruction/Modernization	\$242,339,644
Roadway Expansion	\$203,631,161
New Roadway	\$6,511,250
Multiuse Trail/Bicycle Facility	\$10,231,574
Pedestrian Facility	\$2,590,000
Public Transit	\$15,834,540
Rail	\$6,073,000
Planning	\$375,000
Total	\$563,355,513

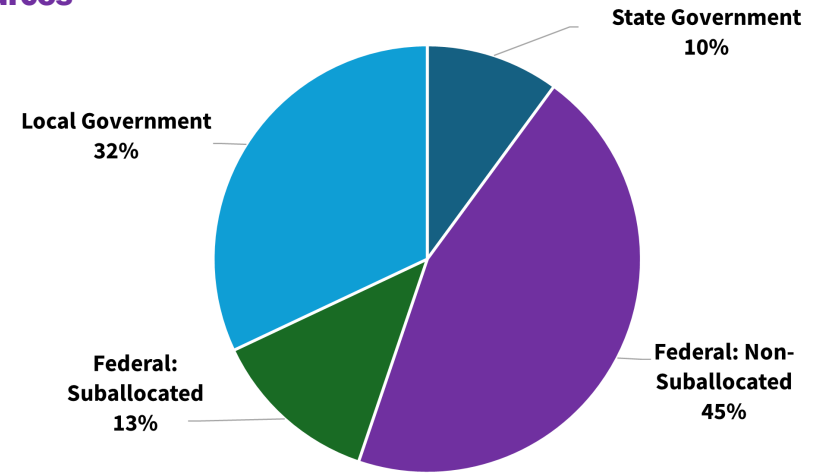
Figure 4. FFY2027-FFY2030 Project Costs by Project Type



Project Funding Sources

As illustrated in Figure 5, the largest source of funding programmed to be used on WAMPO-region transportation projects during FFY2027-FFY2030 is non-suballocated federal funding, followed by local-government funds, then federal funding suballocated to WAMPO to award to projects, then State of Kansas funds.

Figure 5. FFY2027-FFY2030 Programmed Project Funding Sources



Fiscal Constraint

The WAMPO FFY2027-FFY2030 Transportation Improvement Program (TIP) is fiscally constrained for each of the three agency types considered (KDOT, public transit agencies, and local governments (other than public transit agencies)), after accounting for:

- Revenues reasonably expected to be available from federal, state, and local sources for spending on the transportation system (\$1,014,940,674 across all agency types)
- Projected transportation-system operations and maintenance costs (\$366,858,800 across all agency types)
- Programmed year-of-expenditure project costs (\$563,355,513 across all agency types)

After operations and maintenance costs and project costs are subtracted from projected revenues, there is an estimated remaining balance of \$84,726,361 across all agency types, as shown in Table 14.

Table 14. WAMPO FFY2027-FFY2030 TIP Fiscal Constraint Analysis Summary

	KDOT	Public Transit	Local Government	Total
Federal Revenue	\$222,974,100	\$45,989,082	\$94,106,719	\$363,069,901
State Revenue	\$67,569,042	\$6,405,155	\$107,860,540	\$181,834,736
Local Revenue	\$0	\$16,583,770	\$445,679,383	\$462,263,152
Other Revenue (e.g., fares, advertising)	\$0	\$7,772,884	\$0	\$7,772,884
Total Revenue	\$290,543,142	\$76,750,891	\$647,646,641	\$1,014,940,674
O&M Costs	\$15,771,542	\$58,986,091	\$292,101,167	\$366,858,800
Available for Projects	\$274,771,600	\$17,764,800	\$355,545,474	\$648,081,874
Project Costs	\$274,771,600	\$15,834,540	\$272,749,373	\$563,355,513
Balance	\$0	\$1,930,260	\$82,796,101	\$84,726,361

This projected positive balance may turn out to be different from the true final balance of unspent revenues at the end of FFY2030 for the following reasons:

- The revenue projections include funds that will be used 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 (e.g., federal-aid vs. local). Therefore, the data provided from local governments are 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 incorporation into 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 incorporation into 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 as their start dates approach and more information becomes available.

Fiscal Constraint for Suballocated Federal Funding

Most of the WAMPO suballocated federal funds that WAMPO awards to transportation projects are either STBG, CMAQ, TA, or CRP 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 these specific 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 15.

- For the purposes of this table, Advance Construction funding on a project is associated with the programmed year of conversion/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.
- Pending the passage of the next surface transportation reauthorization act, the amounts of STBG, CMAQ, TA, and CRP funds expected to be apportioned to WAMPO in FFY2027, FFY2028, FFY2029, and FFY2030 are assumed to equal the amounts that were apportioned in FFY2026, which the Kansas Department of Transportation (KDOT) concurs is a reasonable expectation of availability of funds.
- From time to time, there are unanticipated obligations and deobligations of suballocated federal funds on projects from prior FFYs. When this happens, WAMPO performs TIP amendments and administrative adjustments, in accordance with guidance in the WAMPO TIP Policy (Appendix F), to get all projected year-end balances as close to zero as possible, prior to the end of the FFY for which a non-zero balance is projected.
- In light of the above finding of fiscal constraint for the WAMPO FFY2027-FFY2030 TIP and lacking more specific information from state and local governments, this table does not show maintenance and operations costs and all revenues and expenditures of funds other than STBG, CMAQ, TA, and CRP funds are not shown.

Table 15. Fiscal Constraint by TIP FFY and WAMPO Suballocated Federal Funding Source

	FFY2027				
	STBG	CMAQ	TA	CRP	Total
Est. Carryover from FFY2026	\$3,112,297	\$628,904	\$0	\$1,066,582	\$4,807,783
Anticipated Apportionment	\$12,164,285	\$2,155,450	\$1,776,685	\$1,457,120	\$17,553,540
Total Funds Available	\$15,276,582	\$2,784,354	\$1,776,685	\$2,523,702	\$22,361,323
Total Programmed	\$13,994,306	\$2,155,450	\$1,282,300	\$1,457,120	\$18,889,176
End-of-FFY Funds Balance	\$1,282,276	\$628,904	\$494,385	\$1,066,582	\$3,472,147
	FFY2028				
	STBG	CMAQ	TA	CRP	Total
Est. Carryover from FFY2027	\$1,282,276	\$628,904	\$494,385	\$1,066,582	\$3,472,147
Anticipated Apportionment	\$12,164,285	\$2,155,450	\$1,776,685	\$1,457,120	\$17,553,540
Total Funds Available	\$13,446,561	\$2,784,354	\$2,271,070	\$2,523,702	\$21,025,687
Total Programmed	\$12,164,286	\$2,155,450	\$2,271,070	\$1,457,120	\$18,047,926
End-of-FFY Funds Balance	\$1,282,275	\$628,904	\$0	\$1,066,582	\$2,977,761
	FFY2029				
	STBG	CMAQ	TA	CRP	Total
Est. Carryover from FFY2028	\$1,282,275	\$628,904	\$0	\$1,066,582	\$2,977,761
Anticipated Apportionment	\$12,164,285	\$2,155,450	\$1,776,685	\$1,457,120	\$17,553,540
Total Funds Available	\$13,446,561	\$2,784,354	\$1,776,685	\$2,523,702	\$20,531,302
Total Programmed	\$12,164,285	\$2,155,450	\$1,776,685	\$1,457,120	\$17,553,540
End-of-FFY Funds Balance	\$1,282,276	\$628,904	\$0	\$1,066,582	\$2,977,762
	FFY2030				
	STBG	CMAQ	TA	CRP	Total
Est. Carryover from FFY2029	\$1,282,276	\$628,904	\$0	\$1,066,582	\$2,977,762
Anticipated Apportionment	\$12,164,285	\$2,155,450	\$1,776,685	\$1,457,120	\$17,553,540
Total Funds Available	\$13,446,561	\$2,784,353	\$1,776,685	\$2,523,702	\$20,531,302
Total Programmed	\$12,164,286	\$2,155,450	\$1,776,685	\$1,457,120	\$17,553,541
End-of-FFY Funds Balance	\$1,282,275	\$628,903	\$0	\$1,066,582	\$2,977,761
	FFY2027-FFY2030				
	STBG	CMAQ	TA	CRP	Total
Est. Carryover from FFY2026	\$3,112,297	\$628,904	\$0	\$1,066,582	\$4,807,783
Anticipated Apportionment	\$48,657,142	\$8,621,799	\$7,106,740	\$5,828,480	\$70,214,161
Total Funds Available	\$51,769,438	\$9,250,703	\$7,106,740	\$6,895,062	\$75,021,944
Total Programmed	\$50,487,163	\$8,621,800	\$7,106,740	\$5,828,480	\$72,044,183
End-of-FFY Funds Balance	\$1,282,275	\$628,903	\$0	\$1,066,582	\$2,977,761

TIP Amendments

Amendments to the FFY2027-FFY2030 TIP will be scheduled about four times per year. Additional special amendments may occur when deemed necessary by the TPB or the WAMPO Executive Director. The TIP amendment process is similar to the TIP development and approval process. First, a Call for Changes period is opened. This allows project sponsors to submit applications for changes to existing projects in the TIP, to request the addition of new projects (without suballocated federal funding), or to request the removal of a project. Two types of changes to the TIP may be requested: amendments and administrative adjustments.

Amendments

A TIP amendment is necessary when one or more of the following criteria are met:

- Major scope change (e.g., changing the project extent or the number of lanes a roadway is planned to have)
- Addition or removal of a funding source (i.e., federal, state, or local government, as opposed to a specific funding program run by one of those government entities)
- Increase in the project cost of greater than 25% or \$5 million, whichever is less
- Addition of a project to or removal of a project from the TIP

Administrative Adjustments

Administrative adjustments include changes to the TIP that do not reach any of the thresholds for an amendment to be required, including:

- Programming of additional funding that does not exceed the lesser of 25% of the total project cost or \$5 million
- Minor editorial changes that result in no change to the project scope or design
- Changes to programmed Federal Fiscal Years
- Changes to Advance Construction conversion amounts and/or years, unless it goes over the threshold limit amounts noted above

A proposed TIP amendment will be reviewed by the TAC, which may provide one of the following recommendations to the TPB: approve the TIP amendment as presented; approve the TIP amendment with specific changes; do not approve the TIP amendment. Following the TAC's recommendation, the TPB will take action on the proposed amendment. The TPB may:

- Approve the amendment as presented
- Make changes to the amendment, as they deem appropriate
- Table the item for further discussion
- Not approve the amendment
- Send the TIP amendment 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, on the public participation webpage, www.wampo.org/public-participation.

Administrative adjustments may be performed by WAMPO staff and will be reported to the TAC and TPB at the same time as the next TIP amendment. If a Call for Changes period is opened and all of the requested project changes qualify for administrative adjustments, a TAC recommendation and TPB action will not be sought. WAMPO staff review all requested project changes to determine whether they are eligible to proceed.

After the TPB approves a new TIP or a TIP amendment, or after WAMPO staff process a TIP administrative adjustment, WAMPO submits a letter to KDOT requesting incorporation of the new/updated TIP into the State Transportation Improvement Program (STIP) by reference. KDOT then processes an amendment to the STIP and requests FHWA and FTA approval of the STIP amendment. Once the FHWA and FTA approve the STIP amendment, KDOT and WAMPO are notified, and WAMPO coordinates with project sponsors on any needed next steps.

TIP Approval Process

Public involvement opportunities begin prior to any formal recommendation regarding TIP approval, and public comments are reported to the TAC and TPB before any action is requested of them. Any public comments received are listed in the TIP, along with any actions taken in response to the comments. The TAC receives the draft TIP and is asked to make a recommendation on it to the TPB, with the same options outlined in the “TIP Amendments” section. The TPB receives the draft document, along with the TAC’s recommendation, and is asked to approve the TIP, also with the same options as they have for an amendment.

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 incorporate it into the State 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. 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 6. TIP Approval Process

