



Technical Advisory Committee (TAC) meeting notice

Monday, July 26, 2021 at 10:00 am:

Location =	271 W. 3rd Street, Ste. 203 (2nd Floor), Wichita, Kansas 67202
Or, Online =	https://global.gotomeeting.com/join/400817317

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

Meeting Agenda

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

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1. Welcome	
2. Regular Business	
A. Approval of July 26, 2021 Agenda	Page 1
B. Approval of June 28, 2021 Minutes	Pages 2 to 3
C. Director's Report	
i. Overview	
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iii. Bike Ped Counts – September 23 & 25	Page 5
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4. New Business	
A. Action: 2021-2024 TIP (Transportation Improvement Program) Amendment Nick Flanders, WAMPO	Pages 7 to 21
B. Discussion: Projects Evaluation Methodology & Scoring Criteria	Pages 22 to 62
5. Committee Reports/Updates	
A. Safety & Health Committee update, Elizabeth Ablah	
B. Active Transportation Committee, Alan Kailer & Jack Brown	
6. Other Business	
7. Adjournment	

Chad Parasa, TAC Secretary

July 19, 2021

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Meeting Summary
Technical Advisory Committee (TAC) Meeting Summary
Monday, June 28th @ 10:00 PM
Hybrid Meeting

Meeting Duration: 73 minutes

Members in Attendance:

Troy Tabor, TAC Chair
Annette Graham, Coordinated Transit District #9
Elizabeth Ablah, Public Health Rep
Gary Janzen, City of Wichita
Jim Weber, Sedgwick County
Jolene Graham, Economist Rep

Shawn Mellies, City of Wichita
Raven Alexander, Wichita Transit
Rene Hart, KDOT
Mary Hunt, Urban Land Use Planning Representative
Jack Brown, Regional Pathways
Laura Rainwater, REAP

Les Mangus, Butler/Sumner
Mike Armour, City of Wichita
Don Snyder, KDOT
Dan Squires, SCAC
Baylee Vieyra, Air Quality

Other Attendees:

Chad Parasa, WAMPO Director
Nick Flanders, WAMPO
Kathryn Chambers, WAMPO
Jordan Silvers, WAMPO
Patty Sykes, WAMPO
Danielle Gauna, WAMPO
Marcela Quintanilla, WAMPO Intern
Chad Tabor, Public

Jane Byrnes, Public
Alan Kailer, Bike Walk Wichita
Paul Schiffelbein, City of Wichita
Eva Steinman, FTA
Tom Hein, KDOT
Ronald Colbert, SCAC
Matt Messina, KDOT
Lynn Packer, Sedgwick County

Kristen Zimmerman, PEC
Jared Cerullo, City of Wichita
James Wagner, City of Wichita
Greg Allison, MKEC
Brett Letkowski, TranSystems
Brent Chesnut, Alfred Benesch
Brad Shores, JEO

1. Mr. Tabor called the meeting to order at 10:05 AM.

2. Regular Business

A. Approval of June 28, 2021 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (13-0).

Motion: J. Brown

Second: J. Graham

B. Approval of May 24, 2021 Minutes

Discussion: None

Action: Moved to approve minutes. Motion passed (13-0).

Motion: J. Weber

Second: L. Rainwater

C. Director's Report

i. **Overview**

Chad Parasa gave an overview of the upcoming presentations. There is continued discussion of project evaluation to prepare for the next TIP project-selection process in 2022.

ii. **Bike Ped Counts—September 23rd & 25th**

Kathryn Chambers gave a call to action for volunteers for WAMPO's upcoming annual bike and pedestrian count.

3. Public Comment Opportunity

Jane Byrnes expressed concern that the results of the WAMPO Bike-Ped Counts are not put to good use. Unsafe city streets and the impact of vehicles on climate change are important reasons for people to focus on schools and public works to create a safe environment for children and our neighbors.

4. New Business

A. [Update: Commuter-flow patterns in the WAMPO region](#)

Jordan Silvers summarized a WAMPO report on commuter-flow patterns between the 22 cities in the WAMPO region, describing the inflow, outflow, and internal-commute numbers of various cities in the WAMPO region, and the inflows and outflows of the counties in and around the WAMPO region. The presented information was gathered from the US Census Bureau, which drew data from W2 forms. The report does not include information about remote workers.

B. [Update: CRRSAA federal funds Call for Projects](#)

Nick Flanders presented on the transportation-funding portion of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which has made \$3,789,097 available for the WAMPO region, separate from \$84,605,554 made available for any part of Kansas (including the WAMPO region). These funds are immediately available for obligation and must be obligated by September 30, 2024. Funds must be spent by September 30, 2029. There is no non-federal match requirement for these funds and no year-specific obligation limitations. Projects that receive these funds must be in the TIP and STIP and consistent with the MTP. These funds cannot be used for costs incurred before the funds are authorized. "Special Authority" uses of the funds, such as debt service payments, are allowed under the federal legislation, at the discretion of the State. The deadline for sponsors to submit applications to WAMPO is July 30, 2021.

C. [Discussion: Projects Evaluation Methodology & Scoring Criteria](#)

Chad Parasa continued the discussion of evaluation criteria for MTP and TIP projects and if rating measures and their corresponding weights are adequate or if they need to be changed. One feedback since the previous TAC meeting is that housing performance may not be a relevant requirement in this context. WAMPO staff will obtain data in order to develop measures and weights for each criterion to assist the Project Selection Committee in their decision-making process.

5. Committee Reports/Updates

A. [Safety & Health Committee update](#)

Dr. Elizabeth Ablah announced the next Safety and Health Committee meeting will be held on August 18, 2021 at 9:30 AM.

B. [Active Transportation Committee update](#)

Alan Kailer announced the next Active Transportation Committee meeting will be held on September 1, 2021 at 9:30 AM. They are currently in the process of gathering data about connectivity between the communities of the WAMPO region.

6. Other Business

Jim Weber mentioned that Aviation Pathway is now connected from MacArthur and Englewood to Clifton and Cumberland Way, advancing bike/ped project Aviation Pathway Phase 3.

7. Meeting adjourned at 11:18 AM.

Next Meeting will be held on Monday, July 26th, 2021 at 10:00 AM.



Background

Federal Highway Administration (FHWA) notified the States of the apportionment of Highway Improvement Program (HIP) funds during FFYs 2020 and 2021. Portions of the funds apportioned with these notices were made available for use in the Kansas portion of the Wichita Area MPO (WAMPO) region. Please note the following requirements for utilizing these funds:

1. \$683,064 was apportioned in FFY 2020 and is available for obligation until **September 30, 2023**. Any amounts not obligated by the State on or before September 30, 2023 shall expire.
2. \$556,717 was apportioned in FFY 2021 and is available for obligation until **September 30, 2024**. Any amounts not obligated by the State on or before September 30, 2024 shall expire.

Status

WAMPO staff have sent out a call for projects to local jurisdictions to identify which MTP and/or TIP projects qualify for these funds and could utilize them in the required timeframes, with a request that applications be submitted no later than August 31, 2021.



2021 Annual Bicycle & Pedestrian Count Event

VOLUNTEERS NEEDED

September 23 & 25, 2021

Help us gather data to show how valuable our regional bicycle and pedestrian resources are!

2021 Volunteer Opportunities:
Thursday, September 23rd from 5:00 to 7:00 p.m.
Saturday, September 25th from Noon to 2:00 p.m



CYCLISTS

A black wooden-style signpost with two horizontal arms. The top arm points to the right and has the word 'CYCLISTS' written on it in yellow, bold, sans-serif capital letters.

PEDESTRIANS

A black wooden-style signpost with two horizontal arms. The bottom arm points to the left and has the word 'PEDESTRIANS' written on it in yellow, bold, sans-serif capital letters.

For more information
Kathryn.Chambers@wampo.org
or call 316-779-1321





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

Background

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

- Comments are limited to two (2) minutes per individual.



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

Amendment #4 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the fourth scheduled amendment for this TIP. The 2021 – 2024 TIP took effect on October 1, 2020.

Action Options:

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

Recommendation:

- Recommend approval of 2021 - 2024 Transportation Improvement Program (TIP) Amendment #4, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on August 10, 2021.
- The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in September 2021.

Attachment:




- [WAMPO 2021 - 2024 TIP Amendment 4](#)

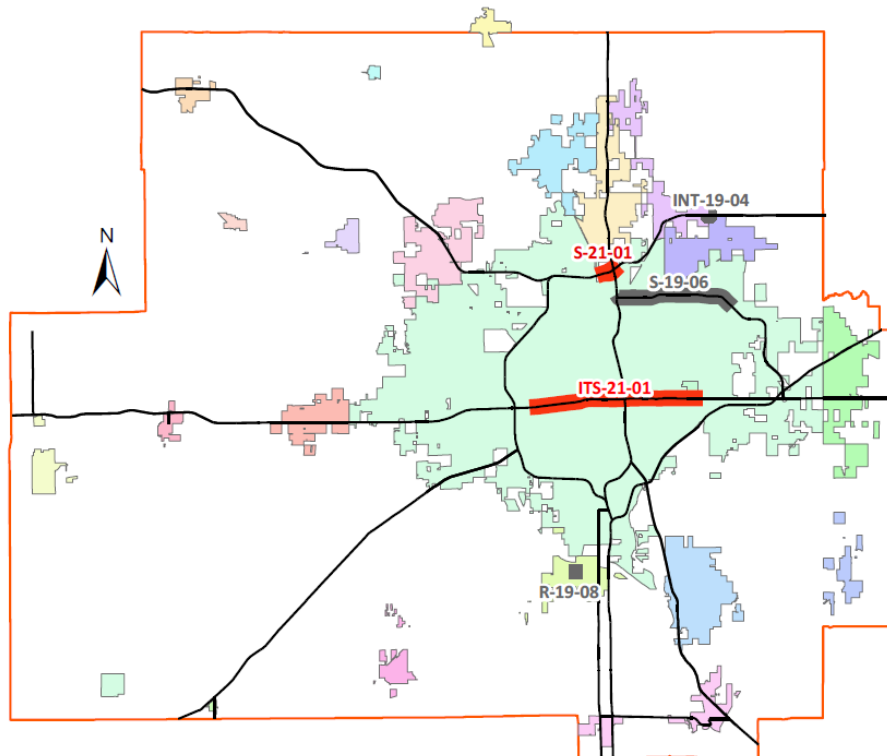
Projects in WAMPO 2021-2024 TIP Amendment 4

WAMPO I.D.	Amendment or Adjustment	Project Name
ITS-21-01	Amendment	Install Fiber along US-54 in Sedgwick County
S-21-01	Amendment	1R Project: I-235 in Sedgwick County Guardrail Upgrades
R-19-08	Adjustment	North Main Street Reconstruction
INT-19-04	Adjustment	K-254 at Rock Road
S-19-06	Adjustment	Guardrail Upgrades on K-96 in Sedgwick County
40-576*	Adjustment	KDOT Bridge Set Aside projects in the WAMPO Region 2022
40-514*	Adjustment	WAMPO Travel Demand Model Update

* Not mappable.

Legend

-  WAMPO Planning Boundary
-  Formal Amendment
-  Administrative Adjustment



Transportation Improvement Program (TIP) Amendment #4 2021 – 2024

Staff Contact: Nick Flanders, GIS Analyst/Transportation Planner
nicholas.flanders@wampo.org | 316-779-1318



Public Review & Comment Schedule

Activity	Date	Location	Purpose
Public Review & Comment Period	July 1, 2021 thru July 30, 2021	Electronic Review: www.wampo.org	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action.
		<i>Hard copy documents are available upon request.</i>	
		271 W. Third - 2 nd Floor, Wichita, KS 67202	Please submit comments to: chad.parasa@wampo.org
Technical Advisory Committee (TAC) Meeting	Monday, July 26 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, August 10 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPOs public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

Background

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

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 123 projects, totaling \$856,035,726 in estimated cost. The complete project list and additional project information can be found on WAMPO’s website, at <https://www.wampo.org/transportationimprovement-program>.

Amendment #4 Summary

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

Amendment #4 requests for changes were accepted for 7 projects. Of these,

- 2 will require formal action
- 5 were administrative changes*

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

Amendment #4 Total Financial Impact: + \$3,312,031

Formal Action Required

Project Name	Change	Type of Formal Action Change
Install Fiber along US-54 in Sedgwick County (2021, 2022) (KDOT)	Add new KDOT project to the TIP, \$1,370,000	New project
1R Project: I-235 in Sedgwick County Guardrail Upgrades (2020, 2021) (KDOT)	Add new KDOT project to the TIP, \$1,279,307	New project

Administrative Changes (do not require formal action)

Project Name	Change
North Main Street Reconstruction (2020, 2021) (City of Haysville)	Updated Administrative contact from Zach McHatton to Will Black.
KDOT Bridge Set Aside projects in the WAMPO Region 2022 (2022, 2023) (KDOT)	Small increase (11.7%, \$499,915) in the cost estimate, all from KDOT-awarded STP funds.
K-254 at Rock Road (2021, 2022) (KDOT)	Moved project back from 2020-2021 to 2021-2022; small increase (4.5%, \$31,940) in the cost estimate, all from state funds; corrected inflation assumption from 4% to 4.5%; changed Primary Mode from "Road - Highway" to "Safety"; updated Engineering contact from Carla Anderson to Scott King.
Guardrail Upgrades on K-96 in Sedgwick County (2020, 2021) (KDOT)	Small increase (4.5%, \$130,869) in the cost estimate, all from HSIP funds; changed Primary Mode from "Bridge - Highway" to "Safety"; updated Engineering contact from Scott King to Jeff Sims.
WAMPO Travel Demand Model Update (2022) (WAMPO)	Updated Administrative/Engineering contact from Chris Upchurch to Nick Flanders.

WAMPO-Funded Program

No changes are being proposed for WAMPO-funded projects.

Partner and Stakeholder Consultation

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

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary project changes. WAMPO conducted an open Call for Changes to project sponsors, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Technical Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

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

MTP Consistency

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

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

Fiscal Constraint Analysis

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

2021 - 2024			
Program**	Anticipated Revenues	Programmed Costs	Balance
EARMARK	\$1,800,000	\$1,800,000	\$0
FTA 5307	\$22,400,000	\$22,400,000	\$0
FTA 5310	\$1,737,204	\$1,737,204	\$0
FTA 5339	\$2,690,200	\$2,690,200	\$0
HSIP	\$11,290,692	\$11,290,692	\$0
KDOT-STP	\$4,277,415	\$4,277,415	\$0
MPO-HIF	\$2,352,636	\$2,352,636	\$0
MPO-CMAQ	\$7,606,606	\$6,771,317	\$835,289
MPO-STP	\$41,223,188	\$39,693,600	\$1,529,588
MPO-TA	\$3,066,163	\$3,996,963	(\$930,800)
NHPP	\$96,262,937	\$96,262,937	\$0
FEDERAL SUBTOTAL	\$194,707,041	\$193,272,964	\$1,434,077
LOCAL SUBTOTAL	\$131,093,135	\$131,093,135	\$0
STATE SUBTOTAL	\$24,461,791	\$24,461,791	\$0
TOTAL	\$350,261,967	\$348,827,890	\$1,434,077

**See Page 5 for program definitions.

Program Definitions

- **EARMARK:** Funding provided to a project because it is individually listed in a piece of federal legislation.
- **FTA 5307:** Federal Transit Administration Urbanized Area Formula Grants program
- **FTA 5310:** Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities program
- **FTA 5339:** Federal Transit Administration Grants for Buses and Bus Facilities program
- **HSIP:** Highway Safety Improvement Program
- **KDOT-STP:** Surface Transportation Block Grant Program (awarded by KDOT)
- **MPO-HIF:** Highway Infrastructure Program (awarded by WAMPO)
- **MPO-CMAQ:** Congestion Mitigation and Air Quality Improvement program (awarded by WAMPO)
- **MPO-STP:** Surface Transportation Block Grant Program (awarded by WAMPO)
- **MPO-TA:** Transportation Alternatives program (awarded by WAMPO)
- **NHPP:** National Highway Performance Program



TIP Projects

2021-2024 TIP Amendment 21-04

New Project

Lead Agency **KDOT**

WAMPO I.D. ITS-21-01

KDOT Project I.D. KA-6179-01

Last TIP Action 21-04

Project Title **Install Fiber along US-54 in Sedgwick County**

Project Limits **along US 54 in Wichita between West Street and Armour Street**

Project Scope **Installation of Fiber**

Primary Mode **Technology**

Bike/ped component?

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Engineering Contact

Rene Hart

Shari Hilliard

KDOT

KDOT

785-296-8593

785-296-6356

rene.hart@ks.gov

shari.hilliard@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	State			\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000
2022	State			\$0	\$0	\$0	\$1,100,000	\$90,000	\$0	\$0	\$0	\$1,190,000
Total (using AC, not ACCP)				\$0	\$180,000	\$0	\$1,100,000	\$90,000	\$0	\$0	\$0	\$1,370,000
Total (using ACCP, not AC)				\$0	\$180,000	\$0	\$1,100,000	\$90,000	\$0	\$0	\$0	\$1,370,000

New Project

Lead Agency **KDOT**

WAMPO I.D. S-21-01

KDOT Project I.D. 087 KA5510-02

Last TIP Action 21-04

Project Title **1R Project: I-235 in Sedgwick County Guardrail Upgrades**

Project Limits **Northbound/Southbound I-235 & Eastbound/Westbound K-254: On I-235 from the bridge over the BNSF railroad (East of Broadway) thence East to the K-254 bridge over Hydraulic**

Project Scope **Guardrail Upgrades**

Primary Mode **Safety**

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Rene Hart

Scott King

KDOT

KDOT

785-296-8593

785-296-3901

rene.hart@ks.gov

scott.king@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: HSIP			\$0	\$58,150	\$0	\$0	\$0	\$0	\$0	\$0	\$58,150
2021	Federal: HSIP			\$0	\$0	\$0	\$1,163,007	\$58,150	\$0	\$0	\$0	\$1,221,157
		Total (using AC, not ACCP)		\$0	\$58,150	\$0	\$1,163,007	\$58,150	\$0	\$0	\$0	\$1,279,307
		Total (using ACCP, not AC)		\$0	\$58,150	\$0	\$1,163,007	\$58,150	\$0	\$0	\$0	\$1,279,307



TIP Projects

2021-2024 TIP Administrative Adjustment 21-03.1

Amend/Adjust Project

Lead Agency City of Haysville

WAMPO I.D. R-19-08

KDOT Project I.D. 087 N0694-01

Last TIP Action 21-03.1

Project Title North Main Street Reconstruction

Project Limits North Main Street, from Grand Avenue to the Valley Center Floodway Bridge

Project Scope Reconstruct and pave North Main Street in Haysville, maintain the existing 4-lane arterial roadway with curb and gutter from Grand Ave. to the Valley Center Floodway Bridge. This project includes a 10' sidewalk along the west side of North Main St and a signalized pedestrian crossing at Karla Ave.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Will Black
City of Haysville
(316)529-5900
wblack@haysville-ks.com

Engineering Contact

Ben Mabry
PEC
(316)206-1317
ben.mabry@pec1.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$172,900	\$20,000	\$0	\$0	\$0	\$0	\$0	\$192,900
2021	Federal: MPO-STP			\$0	\$0	\$0	\$1,516,230	\$227,434	\$0	\$0	\$0	\$1,743,664
2021	Local			\$0	\$0	\$0	\$379,057	\$56,859	\$0	\$0	\$0	\$435,916
		Total (using AC, not ACCP)		\$0	\$172,900	\$20,000	\$1,895,287	\$284,293	\$0	\$0	\$0	\$2,372,480
		Total (using ACCP, not AC)		\$0	\$172,900	\$20,000	\$1,895,287	\$284,293	\$0	\$0	\$0	\$2,372,480

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. 40-576

KDOT Project I.D.

Last TIP Action 21-03.1

Project Title KDOT Bridge Set Aside projects in the WAMPO Region 2022

Project Limits Various locations on K, US and Interstate routes in the WAMPO region

Project Scope Surface preservation, including patching, overlay, redecking, and bridge maintenance

Primary Mode Bridge - Highway Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Rene Hart
KDOT
(785)296-8593
rene.hart@ks.gov

Engineering Contact

Brent Terstrip
KDOT
(620)727-1472
Brent.Terstrip@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: KDOT-STP			\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$499,915
2022	Federal: NHPP	AC	State	\$0	\$30,600	\$0	\$3,798,400	\$163,600	\$0	\$0	\$0	\$3,992,600
2022	State			\$0	\$3,400	\$0	\$274,600	\$3,400	\$0	\$0	\$0	\$281,400
2023	Federal: NHPP	ACCP		\$0	\$30,600	\$0	\$3,798,400	\$163,600	\$0	\$0	\$0	\$3,992,600
		Total (using AC, not ACCP)		\$0	\$34,000	\$0	\$4,572,915	\$167,000	\$0	\$0	\$0	\$4,773,915
		Total (using ACCP, not AC)		\$0	\$34,000	\$0	\$4,572,915	\$167,000	\$0	\$0	\$0	\$4,773,915

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. INT-19-04

KDOT Project I.D. 087 KA5554-01

Last TIP Action 21-03.1

Project Title **K-254 at Rock Road**

Project Limits **K-254 at Rock Road**

Project Scope **Construct EB right turn lane and WB right turn taper on K-254**

Primary Mode **Safety**

Bike/ped component?

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Rene Hart
KDOT
(785)296-8593
rene.hart@ks.gov

Engineering Contact

Scott King
KDOT
(785)296-3901
scott.king@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	State			\$28,529	\$57,058	\$28,529	\$0	\$0	\$0	\$0	\$0	\$114,116
2022	State			\$0	\$0	\$0	\$570,583	\$57,058	\$0	\$0	\$0	\$627,641
Total (using AC, not ACCP)				\$28,529	\$57,058	\$28,529	\$570,583	\$57,058	\$0	\$0	\$0	\$741,757
Total (using ACCP, not AC)				\$28,529	\$57,058	\$28,529	\$570,583	\$57,058	\$0	\$0	\$0	\$741,757

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. S-19-06

KDOT Project I.D. 087 KA5606-02

Last TIP Action 21-03.1

Project Title Guardrail Upgrades on K-96 in Sedgwick County

Project Limits K-96:Beginning at the I-135/K-96 junction east to the end of the hot mix asphalt located east of Webb Road

Project Scope Guardrail Upgrades

Primary Mode Safety

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Rene Hart

Jeff Sims

KDOT

KDOT

(785)296-8593

(785)296-3901

rene.hart@ks.gov

jeff.sims@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: HSIP			\$0	\$138,141	\$0	\$0	\$0	\$0	\$0	\$0	\$138,141
2021	Federal: HSIP			\$0	\$0	\$0	\$2,762,823	\$138,141	\$0	\$0	\$0	\$2,900,964
		Total (using AC, not ACCP)		\$0	\$138,141	\$0	\$2,762,823	\$138,141	\$0	\$0	\$0	\$3,039,105
		Total (using ACCP, not AC)		\$0	\$138,141	\$0	\$2,762,823	\$138,141	\$0	\$0	\$0	\$3,039,105

Amend/Adjust Project

Lead Agency WAMPO

WAMPO I.D. 40-514

KDOT Project I.D.

Last TIP Action 21-03.1

Project Title WAMPO Travel Demand Model Update

Project Limits WAMPO region

Project Scope Update WAMPO Travel Demand Model, with complete model calibration and validation.

Primary Mode Planning & Outreach Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Nick Flanders
WAMPO
(316)779-1318
nicholas.flanders@wampo.org

Engineering Contact

Nick Flanders
WAMPO
(316)779-1318
nicholas.flanders@wampo.org

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: MPO-CMAQ			\$0	\$0	\$0	\$0	\$0	\$1,363,100	\$0	\$0	\$1,363,100
2022	Local			\$0	\$0	\$0	\$0	\$0	\$340,775	\$0	\$0	\$340,775
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$1,703,875	\$0	\$0	\$1,703,875
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$1,703,875	\$0	\$0	\$1,703,875



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

Background

Project selection for the development of the TIP and the MTP occurs periodically at WAMPO. Both of the following methodologies for assigning scores to projects to assist in the selection process have criteria that encompass the focus areas/goals that are stated in the MTP.

Methodology 1:

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

Scoring utilized	Dimensions projects are scored on (all weighted equally; maximum total score is 32)
N/A = 0 Acceptable = 1 Good = 2 Excellent = 4	<ol style="list-style-type: none"> 1. Quality of Place 2. Land-Use Transportation Connection 3. Multimodal Connectivity 4. Economic Development 5. Financial Sustainability 6. Regionalism 7. Safety 8. Technology

Methodology 2:

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

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

Attachment:

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

MTP projects Scoring Methodology

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



Projects Evaluation Methodology

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

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

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

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

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

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

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

1. Bridges – Prioritizing Criteria and Measures

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

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

Examples of Bridge Rehabilitation/Replacement Projects:

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

Bridge Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		25
1a	Measure - Distance to the nearest alternate crossing bridge		10
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		5
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity and Housing Performance		5
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
4	Infrastructure Condition		20
4a	Measure – Bridge Rating		10
4b	Measure – Load-Posting		10
5	Multimodal Elements and Existing Connections		10
5a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
6	Consistency with Regional Plans		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	Cost Effectiveness		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL	0	

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

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

Examples of Traffic Management Technology Projects:

<ul style="list-style-type: none">• Flashing yellow arrow traffic signals• Traffic signal retiming projects• Integrated corridor signal coordination• Traffic signal control system upgrades• New/replacement detectors• Passive detectors for bicyclists and pedestrians	<ul style="list-style-type: none">• New/replacement traffic mgmt. centers• New/replacement traffic communication• New/replacement CCTV cameras• New/replacement variable message signs & other info improvements• Incident management coordination
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Traffic Management Technology Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		20
1a	Measure - Functional classification of project, Priority Bicycle commuting corridors/trail corridors		7
1b	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		6
1c	Measure - Integration within existing traffic management systems		7
2	Usage		10
2a	Measure - Current daily person throughput		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity and Housing Performance		5
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
4	Infrastructure Condition/Age		10
4a	Measure – Upgrades to obsolete equipment		10
5	Congestion Reduction/Air Quality		10
5a	Measure - Congested corridor		5
5b	Measure - Emissions and congestion benefits of project		5
6	Safety		15
6a	Measure - Crashes reduced		7.5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		7.5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure – Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

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

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

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

<ul style="list-style-type: none"> • Intersection improvements or alternative intersections such as unsignalized or signalized reduced conflict intersections. • Interchange reconstructions that do not involve new ramp movements or added thru lanes • Turn lanes • Two-lane to three-lane conversions (with a continuous center turn lane) • Lane conversion to on street parking, or bike lanes addition • Four-lane to three-lane conversions 	<ul style="list-style-type: none"> • Roundabouts • Addition or replacement of traffic signals • Shoulder improvements • Strengthening a non-10-ton roadway • Raised medians, frontage roads, access modifications, or other access management • Roadway improvements that add multimodal elements • New alignments that replace an existing alignment and do not expand the number of lanes • Resurfacing roadway projects
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Roadway Reconstruction/Modernization and Spot Mobility Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		20
1a	Measure - Level of Congestion		7
1b	Measure - Project Location Relative to Jobs, Manufacturing, and Education		7
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		6
2	Usage		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	Equity		5
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation.		5
4	Infrastructure Condition/Age		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	Congestion Reduction		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
7	Multimodal Elements and Existing Connections		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

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

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

Examples of Roadway Expansion Projects:

<ul style="list-style-type: none">• Two-lane to four-lane expansions• Other thru-lane expansions (excludes additions of a continuous center turn lane)• Four-lane to six-lane expansions	<ul style="list-style-type: none">• New interchanges with or without associated frontage roads• Expanded interchanges with either new ramp movements or added thru lanes• New bridges, overpasses and underpasses
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Roadway Expansion Projects Scoring			
Criteria and Measures		Points	%
1	<i>Role in the Regional Transportation System and Economy</i>		20
1a	Measure - Level of Congestion		7
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		7
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		6
2	<i>Usage</i>		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	<i>Equity</i>		5
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
4	<i>Infrastructure Condition/Age</i>		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	<i>Congestion Reduction/Air Quality</i>		10
5a	Measure - Vehicle delay reduced		10
6	<i>Safety</i>		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g. signage, facility geometry)		5
7	<i>Multimodal Elements and Existing Connections</i>		10
7a	Measure - Transit Routes, bicycle, or pedestrian project elements and connections		10
8	<i>Consistency with Regional Plans</i>		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	<i>Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</i>		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	<i>Cost Effectiveness</i>		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

4(b) Roadway Expansion – Prioritizing Criteria and Measures

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

Examples of New Roadway Expansion Projects:

<ul style="list-style-type: none">• New roadways connecting communities	<ul style="list-style-type: none">• New Bridge connections providing trip connectivity between two or more communities
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Roadway Expansion Projects Scoring			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		25
1a	Measure - Level of Congestion		8
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped Network		7
2	Usage		10
2	Measure - Forecast 2040 average daily traffic volume		10
3	Equity		5
3	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
4	Connecting Communities in the region		10
4	Promotes regional roadway connections		10
5	Congestion Reduction		10
5a	Measure - Vehicle delay reduced		10
6	Safety		10
6	Is the project addressing safety concerns		10
7	Multimodal Elements and Existing Connections		10
7a	Measure – Transit Routes, bicycle, or pedestrian project elements and connections		10
8	Consistency with Regional Plans		10
8a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		5
9a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		2
9b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		3
10	Cost Effectiveness		5
10a	Measure – Cost effectiveness (total points/total project cost)		5
			100
	TOTAL	0	

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

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

Examples of Multi-use Trail and Bicycle Facility Projects:

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

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

Definition:

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

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Prioritizing			
Criteria and Measures		Points	%
1	Role in the Regional Transportation System and Economy		30
1a	Measure - Project location relative to the Regional Bicycle Transportation Network, Bicycle Commuting Corridors (BCC), and Pedestrian Areas (PA)		10
1b	Measure - Connection to Jobs and Educational Institutions		10
1c	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		10
2	Potential Usage		20
2a	Measure - Existing population and employment within 1/2 mile (potential usage)		10
2b	Measure - Snow and ice control		10
3	Equity and Housing Performance		5
3a	Measure - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		5
4	Deficiencies and Safety		15
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		7.5
4b	Measure - Deficiencies corrected or safety problems addressed		7.5
5	Consistency with Regional Plans		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
6	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)		10
6a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
7	Cost Effectiveness		10
7a	Measure - Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

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

Definition:

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

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

Safe Routes To School Infrastructure – Prioritizing			
Criteria and Measures		Points	%
1	Relationship between Safe Routes to School Program Elements		25
1a	Measure - Describe how project addresses 5 Es (Evaluation, Engineering, Education, Encouragement, and Enforcement) of SRTS program		15
1b	Measure - connectivity to Transit Routes, trail connectivity, bike corridor connectivity, Bike/Ped. Network connectivity		10
2	Potential Usage		20
2a	Measure - Average share of student population that bikes or walks; or student registrations		15
2b	Measure - Student population within school's walkshed		5
3	Equity and Housing Performance		5
3a	Measure - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		5
4	Deficiencies and Safety		20
4a	Measure – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		10
4b	Measure - Deficiencies corrected or safety problems addressed		10
5	Consistency with Regional Plans		10
5a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
6	Public Engagement/Risk Assessment		10
6a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
6b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
7	Cost Effectiveness		10
7a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL		

7. Transit Expansion and Modernization – Prioritizing Criteria and Measures

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

Routine facility maintenance and upkeep is not an evaluation criteria.

Examples of Transit Expansion and Modernization Projects:

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



Metropolitan Transportation Plan (MTP)
**WAMPO FUNDING MENU
 APPLICATION**
One project per application

COVER LETTER & APPLICATION

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

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

Projects with partnering local and/or State governments:

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

SUBMISSION DETAIL

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

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

APPLICANT INFORMATION

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

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

Partnering Organization(s): KTA

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

Andover KS 67002
City State ZIP Code

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

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

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

PROJECT COST

Please list the estimated cost in today's dollars.

Pre-Construction/Implementation Costs <i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i>	\$1,100,000
Construction/Implementation Costs <i>Includes: construction, construction engineering</i>	+ \$7,975,000
Total Project Costs <i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>	= \$9,075,000
WAMPO Funding Request <i>No more than 80% of the cost of construction/implementation</i>	\$6,380,000

PROJECT PROPOSAL

PROJECT TYPE BY CATEGORY

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

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

SUPPLEMENTAL INFORMATION

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

CONCEPTUAL SCOPE

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

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

PROJECT BACKGROUND

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

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

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

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

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

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

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

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

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

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

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

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

ADDITIONAL PROJECT SELECTION CRITERIA QUESTIONNAIRE

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

A. ACCESS TO DESTINATIONS

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

If yes, which schools and how large is the student body?

Cottonwood Elementary School (391 students), Andover Middle School (674 students), Andover High School (834 students), and Butler Community College (4,000 students) are located within 0.5 miles of the project. Collectively, these educational institutions have an estimated enrollment of nearly 5,900 students.

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

If yes, please list.

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

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

If yes, please list.

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

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

If yes, please list.

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

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

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

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

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

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

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

B. SURROUNDING LAND USE

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

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

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

If yes, please describe.

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

If yes, please describe.

4. Is the project adjacent to an area with 6-8 households per acre in the 2010 census or zone for 6-8 dwelling units per acre?
If yes, please describe. YES NO
5. Is the project adjacent to an area with more than 50 employees per acre or a planned development of more than 50 employees per acre?
If yes, please describe. YES NO
6. Is the project adjacent to an area with 20-50 employees per acre a planned development with 20-50 employees per acre?
If yes, please describe. YES NO
7. Is the project adjacent to transit oriented development?
If yes, please describe. YES NO
8. Is the project adjacent to mixed use land use or mixed use zoning?
If yes, please describe. YES NO

The project is adjacent to the Cornerstone mixed-use higher density residential and commercial development located near the 21st Street and Andover Road intersection. The area is identified as a commercial and medical node in the *Comprehensive Plan*, which includes the Kansas Medical Center.
9. If the project is adjacent to mixed use zoning, are there any minimum parking requirements?
If yes, please describe. YES NO

The city's zoning regulations prescribe minimum parking requirements based on land use.
10. Is the project adjacent to an area that is a community's historic downtown or an area included in a plan as a town center of similar, higher density, mixed use development?
If yes, please describe. YES NO

The project is adjacent to the Cornerstone mixed-use higher density residential and commercial development located near the 21st Street and Andover Road intersection. The area is identified as a commercial and medical node in the *Comprehensive Plan*, which includes the Kansas Medical Center.
11. Is the project adjacent to any land that was undeveloped greenfield in the last 10 years?
If yes, please describe. YES NO

The northeast area adjacent to the project was an undeveloped greenfield ten years ago but is currently developed as residential neighborhood. There are other undeveloped greenfields adjacent to the project.
12. Is the project adjacent to green space that is preserved from future development?
If yes, please describe. YES NO

Andover Cornerstone Park, located approximately 0.25 miles west of the project, will remain undeveloped green space.

C. BICYCLE/PEDESTRIAN

1. Does the project include on-street bike lanes or a multi-use path (minimum 10 foot width)?
If yes, please describe. YES NO

The 10-foot multi-use path will build upon the existing multimodal network to enable safe access for all users. The multi-use path will connect to existing paths on 21st Street west of the project, existing paths on Andover Road south of the project, and planned facilities on Prairie Creek Road south of the project.

2. If the project includes a bike/ped component, does the project improve bike/ped access to a transit route? YES NO

 If yes, please describe.
 The project is located along the Andover-Wichita Connection Transit Route identified in the *Wichita Transit Feasibility Study*. Andover Road and 21st Street are designated as the route for this service. The multi-use path will improve first-mile and last-mile access to the future transit route.
3. Does the project include protected bike lanes and sidewalks (bike lanes are physically separated from traffic)? YES NO

 If yes, please describe.
 The project includes a 10-foot multi-use path on one side of the roadway, which is consistent with ongoing roadway typical section improvements along 21st Street.
4. Does the project include pedestrian signals or beacons? YES NO

 If yes, please describe.

D. ADA

1. Does the project go significantly beyond ADA minimums in accommodating people with disabilities and/or other special needs? YES NO

 If yes, please describe.

E. TRANSIT

1. Does the project include transit features? YES NO

 If yes, please describe.
 The project is located along the Andover-Wichita Connection Transit Route identified in the *Wichita Transit Feasibility Study*. Andover Road and 21st Street are designated as the route for this service.
2. Does the project add a new transit route, decreases headways on an existing route, or expands an existing route's hours of service? YES NO

 If yes, please describe.
3. If the project adds a new transit route, does that transit route serve more than one jurisdiction? YES NO

 If yes, please describe.
4. Does the project incorporate transit service other than fixed route bus or paratransit? YES NO

 If yes, please describe.
5. Does the project include a transportation mode new to the Wichita region such as BRT, light rail, or passenger rail? YES NO

 If yes, please describe.

F. TRAVEL TIME RELIABILITY

1. Does the project include technology or other design features intended to increase travel time reliability? YES NO

 If so, please describe, including the percentage of project cost dedicated to those features.
 Increasing the number of travel lanes from two lanes to four lanes will improve capacity and travel time reliability. A new traffic signal at the KTA Toll Booth will also improve delay associated with turning movements.

G. ROAD AND BRIDGE CONDITION PRESERVATION

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

14. Will the project bring remedy the bridge's functional obsolescence? YES NO
- If yes, please describe.
15. Please describe the maintenance history of the bridge.

H. ROAD CAPACITY CHANGE

1. Will the project reduce the capacity of an existing facility where usage no longer justifies the original capacity? YES NO
- If yes, please describe.
2. Does this project remove a traffic signal that is not warranted? YES NO
- If yes, please describe.

I. TRANSIT BUS SERVICE LIFE

1. Does this project replace a bus or busses that will be beyond their useful life expectancy when they are replaced? YES NO
- If so, how many years beyond their useful life expectancy will the bus or busses be when they are replaced?

J. SAFETY

1. Does this project incorporate any safety improvements? YES NO
- If yes, please describe.
 Reconstructing 21st Street to a four-lane roadway with a new traffic signal will reduce crash risk associated with turning movements, particularly as both commuter and truck traffic is anticipated to increase along the corridor. The multi-use path will provide a safe option for users regardless of mode of transportation.
2. Does the project include a roundabout which replaces an existing traffic signal or will be installed instead of a signal where a new signal is warranted? YES NO
- If yes, please describe.

K. SMART TECHNOLOGY

1. Does the project include fiber optics along its entire length? YES NO
- If yes, please describe.
2. Does the project incorporate connected or autonomous vehicle infrastructure? YES NO
- If yes, please describe.
3. Does the project integrate traffic signals into an Advanced Traffic Management System? YES NO
- If yes, please describe, including the number of signals.
4. Does the project coordinate the timing of multiple traffic signals? YES NO
- If yes, please describe, including the number of signals.

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

L. PLACEMAKING/WALKABILITY

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

M. REGIONAL CONNECTIONS

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

N. PROPOSED FUNDING SOURCES

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

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

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

YES NO

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

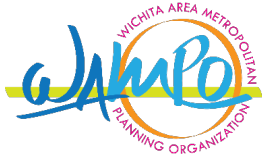
If yes, please describe the funding breakdown by jurisdiction.

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

APPLICATION & SUBMISSION

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

Contact Info: WAMPO@wampo.org



COVER LETTER & APPLICATION

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

- Addressed to WAMPO MTP Funding Menu Selection Committee
- Summary statement on the applicant's vision for these project(s) in their community and in the region.
- Ranked priority order of submitted projects, based on importance to the applicant's community/agency (including partnered projects)
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SUBMISSION DETAIL

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

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APPLICANT INFORMATION

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

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

Partnering Organization(s): City of Wichita

Address: 7651 E Central Avenue
Street Address

Bel Aire KS 67226
City State ZIP Code

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

Phone: (316) 744-2451 County: Sedgwick

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

PROJECT COST

Please list the estimated cost in today's dollars.

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

PROJECT PROPOSAL

PROJECT TYPE BY CATEGORY

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

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

SUPPLEMENTAL INFORMATION

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

CONCEPTUAL SCOPE

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

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

PROJECT BACKGROUND

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

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

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

- Safety and Health

- Integrated Multimodal Transportation Network

- Economy and Mobility

- Equity and Diversity

- Quality of Place and Talent

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

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

ADDITIONAL PROJECT SELECTION CRITERIA QUESTIONNAIRE

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

A. ACCESS TO DESTINATIONS

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

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

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

If yes, please list. [Central Avenue Park](#)

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

If yes, please list.

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

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

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

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

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

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

B. SURROUNDING LAND USE

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

If yes, please describe.

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

If yes, please describe.

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

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

4. Is the project is adjacent to an area with 6-8 households per acre in the 2010 census or zone for 6-8 dwelling units per acre? YES NO

If yes, please describe.

5. Is the project is adjacent to an area with more than 50 employees per acre or a planned development of more than 50 employees per acre? YES NO

If yes, please describe.

6. Is the project is adjacent to an area with 20-50 employees per acre a planned development with 20-50 employees per acre? YES NO

If yes, please describe.

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

If yes, please describe.

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

YES NO

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

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

YES NO

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

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

YES NO

If yes, please describe.

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

YES NO

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

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

YES NO

If yes, please describe.

C. BICYCLE/PEDESTRIAN

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

YES NO

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

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

YES NO

If yes, please describe.

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

YES NO

If yes, please describe.

4. Does the project include pedestrian signals or beacons?

YES NO

If yes, please describe.

D. ADA

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

E. TRANSIT

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

F. TRAVEL TIME RELIABILITY

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

G. ROAD AND BRIDGE CONDITION PRESERVATION

- | | | | |
|---|--|---|----------------------------------|
| 1. Does the project preserve or maintain an existing roadway? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> | |
| 1a. If yes, what is the current condition of the roadway? | GOOD
<input type="checkbox"/> | FAIR
<input checked="" type="checkbox"/> | POOR
<input type="checkbox"/> |

Describe how the condition was measured. [City of Bel Aire Pavement Management System Rating of 4/10 \(2018\)](#).

- | | | |
|--|--|--------------------------------|
| 2. Is the roadway condition expected to deteriorate to poor in the next 10 years without this project? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 3. Will the project bring the roadway up to good condition? | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |

4. Does the roadway meet current design standards? YES NO

 If not, please describe. [No curb and gutter, storm sewer or sidewalk.](#)

5. Will the project bring the roadway into compliance with current standards? YES NO

 If yes, please describe. [Curb and gutter, storm sewer and sidewalk.](#)

1. Please describe the maintenance history of the roadway. [Bel Aire has performed crack sealing and patchwork on their section of roadway in the recent past – including the removal and replacement of a section of pavement just south of the intersection with Deer Run to remove a significant depression in the pavement. Pavement has also been removed and replaced immediately north of the intersection of 45th and Rock that was continually sinking and causing safety concerns. The City of Wichita has repeatedly performed patchwork at the intersection of 45th and Rock as well as on the pavement south of the intersection.](#)

2. Does the project preserve or maintain an existing bridge? YES NO

3. What is the current condition rating of the bridge deck in the National Bridge Inventory?

4. What is the current condition rating of the bridge superstructure in the National Bridge Inventory?

5. What is the current condition rating of the bridge substructure in the National Bridge Inventory?

6. Is the bridge condition expected to deteriorate to the point where it is structurally deficient in the next 10 years without this project? YES NO

7. Will the project bring the bridge up to good condition? YES NO

8. Is the bridge rated as functionally obsolete? YES NO

 If yes, please describe.

9. Will the project bring remedy the bridge’s functional obsolescence? YES NO

 If yes, please describe.

10. Please describe the maintenance history of the bridge.

H. ROAD CAPACITY CHANGE

1. Will the project reduce the capacity of an existing facility where usage no longer justifies the original capacity?
If yes, please describe. YES NO
2. Does this project remove a traffic signal that is not warranted?
If yes, please describe. YES NO

I. TRANSIT BUS SERVICE LIFE

1. Does this project replace a bus or busses that will be beyond their useful life expectancy when they are replaced?
If so, how many years beyond their useful life expectancy will the bus or busses be when they are replaced? YES NO

J. SAFETY

1. Does this project incorporate any safety improvements? YES NO

If yes, please describe. The project corridor has experienced 35 traffic crashes over the past 10 years. The center turn lane will reduce vehicle conflicts. The multi-use pathway and sidewalk will separate bicycle/pedestrian and vehicular traffic. The intersection improvements will improve the safety of this growing area, as most if the crashes along this corridor are intersection related. It will also mitigate standing water on the roadway during rain events.

2. Does the project include a roundabout which replaces an existing traffic signal or will be installed instead of a signal where a new signal is warranted?
If yes, please describe. YES NO

K. SMART TECHNOLOGY

1. Does the project include fiber optics along its entire length?
If yes, please describe. YES NO

2. Does the project incorporate connected or autonomous vehicle infrastructure?
If yes, please describe. YES NO

3. Does the project integrate traffic signals into an Advanced Traffic Management System?
If yes, please describe, including the number of signals. YES NO

4. Does the project coordinate the timing of multiple traffic signals?
If yes, please describe, including the number of signals. YES NO

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

L. PLACEMAKING/WALKABILITY

- | | | |
|--|--|---|
| 1. Does the project incorporate complete streets or shared streets principals?

If yes, please describe. The project includes dedicated space within the street right-of-way for motor vehicles, as well as bicyclists, pedestrians, and other non-motorized travel through the inclusion of multi-use pathway and sidewalk. | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 2. Is the project recommended in a plan from developed as part of Planning Walkable Places?

If yes, please describe. The multi-use path and sidewalk are recommended in the Bel Aire Bike Ped Plan, which was funded through the WAMPO Planning Walkable Places program. | YES
<input checked="" type="checkbox"/> | NO
<input type="checkbox"/> |
| 3. Does the project includes elements that establish or enhance a unique identity for the surrounding neighborhood?
If yes, please describe. | YES
<input type="checkbox"/> | NO
<input checked="" type="checkbox"/> |

M. REGIONAL CONNECTIONS

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

N. PROPOSED FUNDING SOURCES

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

3. Does this project include funding from more than one jurisdiction? YES NO

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

APPLICATION & SUBMISSION

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

Contact Info: WAMPO@wampo.org