TIP 2027 - 2030

Transportation Improvement Program

Wichita Area Metropolitan Planning Organization
Adopted 08/11/2026

Wichita Area Metropolitan Planning Organization

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

www.wampo.org

wampo@wampo.org

T: 316.779.1313 | F: 316.779.1311

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

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

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity under the control of WAMPO. Requests for special accommodation and/or language assistance should be made to wampo@wampo.org or by calling 316.779.1313 at least 48 hours in advance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit www.wampo.org/title-vi or call 316.779.1313.

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

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

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

Self Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. The current surface transportation reauthorization act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Russ Kessler, WAMPO Transportation Policy Body Chair
Date 08/11/2026

Patrick J. Toby, P.E., KDOT Bureau Chief of Transportation Planning
Date 08/13/2026

Table of Contents

Introduction 1
- **What Is a TIP?** 1
- **The TIP's Relationship to the MTP** 2
  - Metropolitan Transportation Plan 2050 (MTP 2050) 2
  - MTP - TIP Connections 3
- **Who Develops the TIP?** 5

The WAMPO Region 6
- **Regional Profile** 6

The TIP Development Process 7
- **Process Overview** 7
  - Project Solicitation and Submission 8
  - Project Scoring 9
  - Project Selection Committee 9
  - Selected Projects 9
  - Public Outreach 9
- **Engagement Opportunities** 10
  - Ways to Be Informed 10
  - Ways to Be Involved 10
  - Transportation Policy Body Meetings 11
  - Technical Advisory Committee Meetings 11
  - Other Committee Meetings 11
  - TIP Public-Comment Period 11

Table of Contents

Performance Report 12
- **Congestion Management Process** 14

TIP Project List 15

Financial Plan 19
- **Fiscal Constraint by Agency Type** 19
- **Year of Expenditure (YOE) Dollars and Assumed Rates of Change** 20
- **Revenues** 20
  - Federal Revenues 21
    - **Federal Highway Administration Programs** 21
    - **Federal Transit Administration Programs** 22
  - Non-Federal Revenues: Kansas Department of Transportation 23
  - Non-Federal Revenues: Public Transit 24
  - Non-Federal Revenues: Local Governments, Except for Public Transit 24
    - **State of Kansas Special City and County Highway Fund** 24
    - **Local-Government Revenue** 24
- **Funding and Financing Methods** 25
- **Costs** 25
  - Operations and Maintenance (O&M) Costs 25
    - **Kansas Department of Transportation** 26
    - **Public Transit** 26
    - **Local Governments, Except for Public Transit** 26

Table of Contents

Projects Programmed in the TIP 27
Project Costs by Project Type 27
Project Funding Sources 28
Fiscal Constraint 28
Fiscal Constraint for Suballocated Federal Funding 29

TIP Amendments 31
Amendments 31
Administrative Adjustments 31

TIP Approval Process 33

Appendix A: Project Details A-1

Appendix B: Projects and Performance Measures B-1

Appendix C: Completed and Removed Projects C-1

Appendix D: Plan Development and Public Comments D-1

Appendix E: Submitted Projects E-1

Appendix F: Transportation Improvement Program Policy F-1

Introduction

What Is a TIP?

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific transportation projects that are planned to be implemented in the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. This TIP covers the period of October 1, 2026, through September 30, 2030 (Federal Fiscal Years (FFYs) 2027 through 2030).

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

- Road, bridge, rail, or nonmotorized-facility construction projects
- Facility rehabilitation
- Equipment purchases, such as replacement buses
- Transportation planning initiatives

The TIP also includes a financial summary that shows how the projects and programs will be funded in a fiscally constrained manner, meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. A "fiscally constrained" TIP is one that does not program more funds than are reasonably expected to be available.

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP). Metropolitan Transportation Plan 2050 (MTP 2050) was adopted for the WAMPO region in May 2025. This FFY2027 – FFY2030 TIP is the second one implementing MTP 2050.

The TIP document includes:

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

Appendix A: Project Details provides a listing of programmed projects for the FFY2027-FFY2030 TIP, including descriptions of the proposed work, project locations, costs, and funding breakdowns. It also includes the names of the agencies responsible for the projects and the years when the projects are expected to have financial activity. The WAMPO TIP webpage (www.wampo.org/transportation-improvement-program) is the most up-to-date source to view and learn about current TIP projects, reflecting any amendments made to this TIP since its original adoption.

The TIP's Relationship to the MTP

Metropolitan Transportation Plan 2050 (MTP 2050)

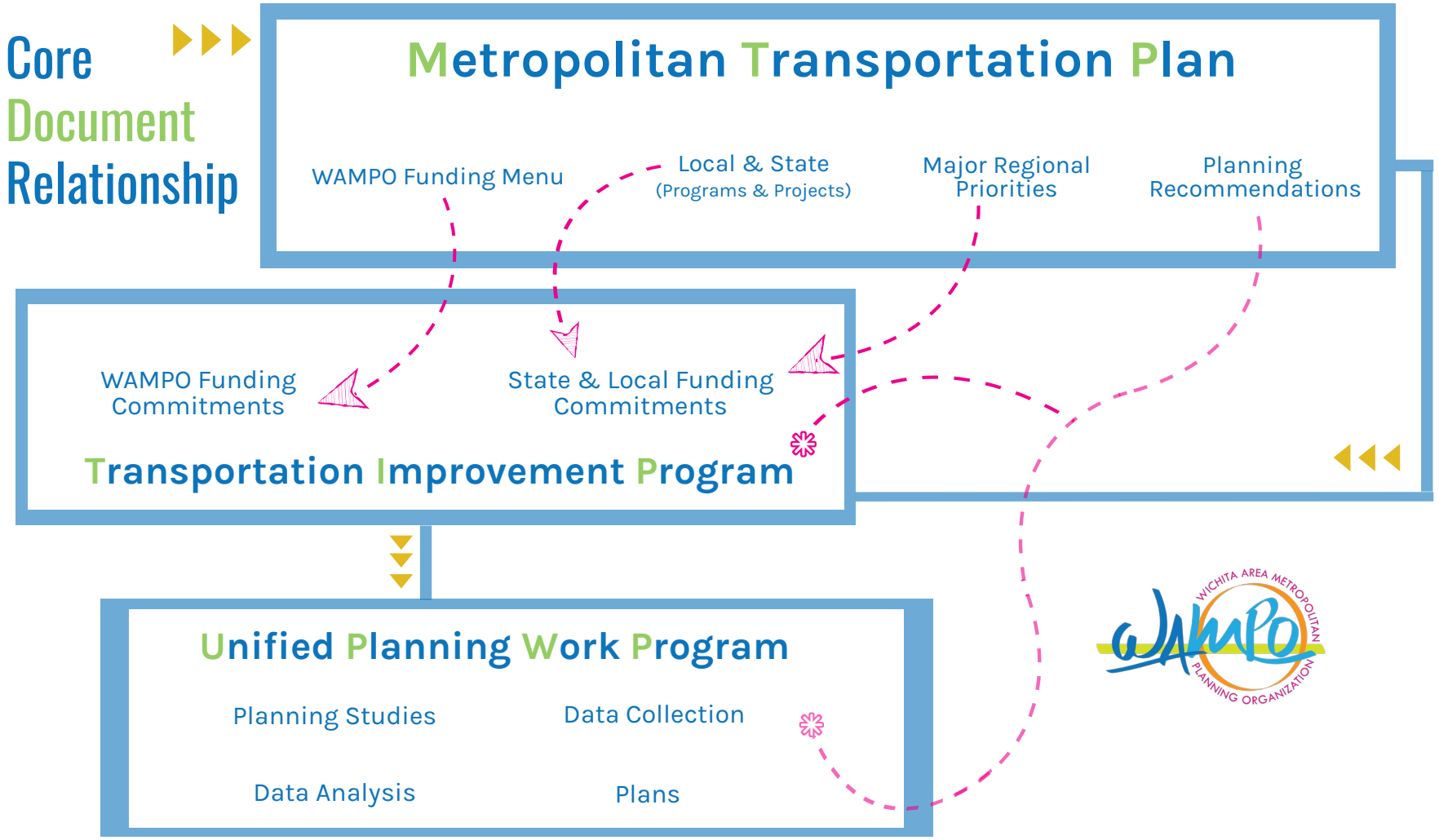
Metropolitan Transportation Plan 2050 (MTP 2050) is WAMPO's current Metropolitan Transportation Plan (MTP). Adopted in 2025, MTP 2050 sets the vision and strategy for all regional transportation decision-making over a 25-year horizon. The projects and strategies in the MTP are intended to lead to the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

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

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

MTP - TIP Connections

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



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

1. **Long-Term Vision vs. Short-Term Action:** The MTP serves as a long-range blueprint, outlining transportation priorities, strategies, and potential projects through its 20+ year planning horizon. The TIP, on the other hand, translates these aspirations into actionable steps for a shorter, 4-year timeframe. It identifies specific projects that will be implemented within that period to achieve the goals outlined in the MTP.

2. **Prioritization and Funding:** The MTP assesses transportation needs and identifies the most critical projects for the region's future. This prioritization helps guide the selection of projects for the TIP. The TIP then considers factors like cost, feasibility, and potential funding sources to determine which projects are included in the short-term program.

3. **Focus on a Connected System:** The MTP emphasizes the importance of a comprehensive and interconnected transportation system, encompassing roadways, public transit, and biking and walking infrastructure. The TIP reflects this focus by incorporating projects that improve connectivity across different transportation modes, ensuring a more holistic approach.

4. **Regular Updates and Alignment:** The MTP is a dynamic document, updated every five years to reflect changing demographics, travel patterns, and technological advancements. The TIP is also updated regularly, typically every two years, to ensure alignment with the long-term vision of the MTP. This ongoing communication ensures the short-term program remains relevant and contributes to the achievement of the long-term goals.

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

WAMPO Suballocated Funding

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

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

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

Who Develops the TIP?

The Transportation Policy Body (TPB): is the decision-making authority for WAMPO. The TPB is responsible for determining what projects are selected to receive WAMPO suballocated federal funding, takes final action on TIP adoption and amendments, and has overall authority on whether or not to include any given project in the TIP.

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

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

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

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

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

The Public: provides project sponsors, elected officials, and WAMPO with input on projects in the WAMPO region. There are a variety of opportunities for the public to provide input on TIP projects, as is detailed in Appendix D of this document and in WAMPO's Public Participation Plan (PPP), which is available at www.wampo.org/public-participation.

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

The WAMPO Region

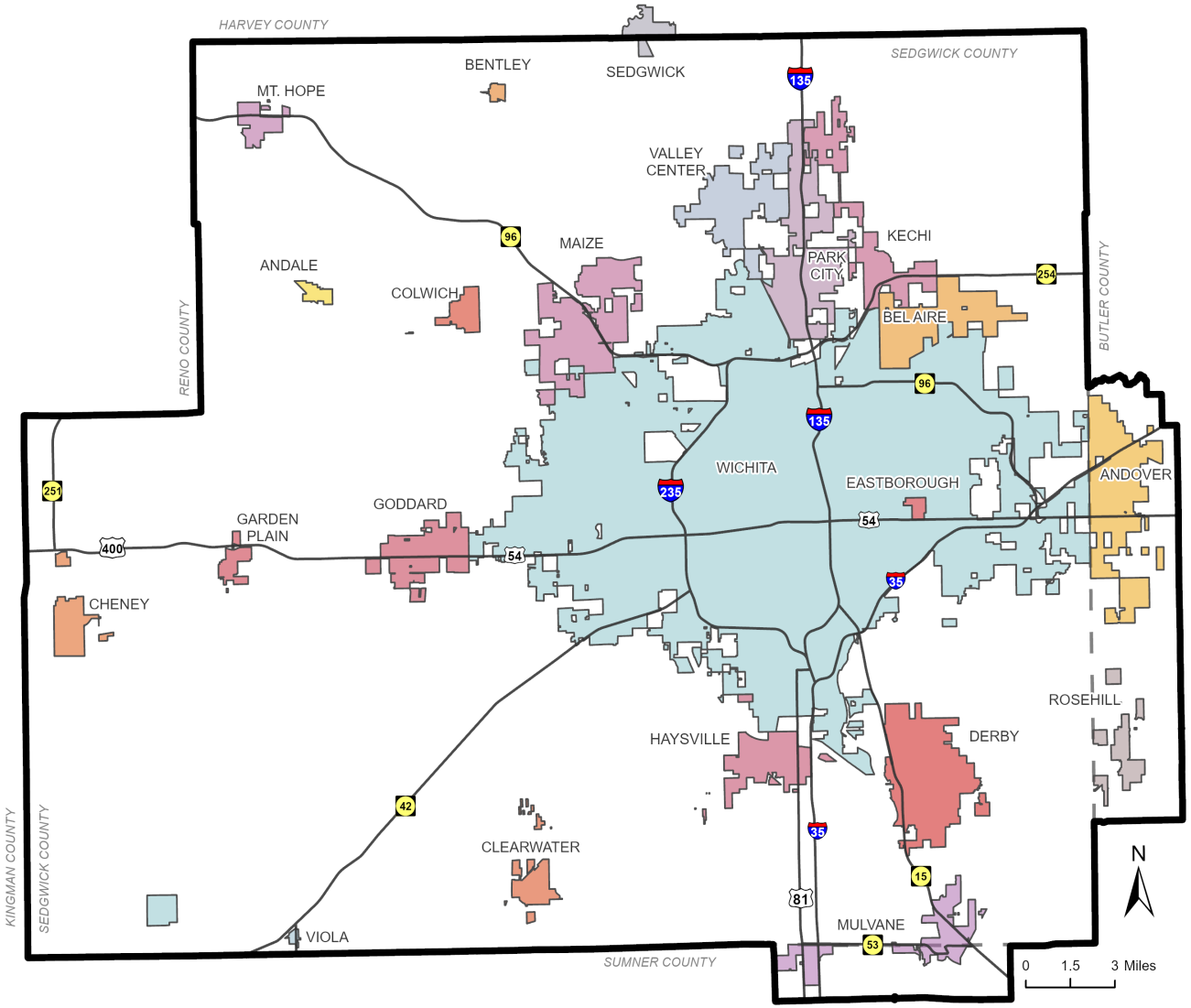
Regional Profile

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

2020 Census Population

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

Map 1. WAMPO Region



The TIP Development Process

Process Overview

Table 1. TIP Process Highlights

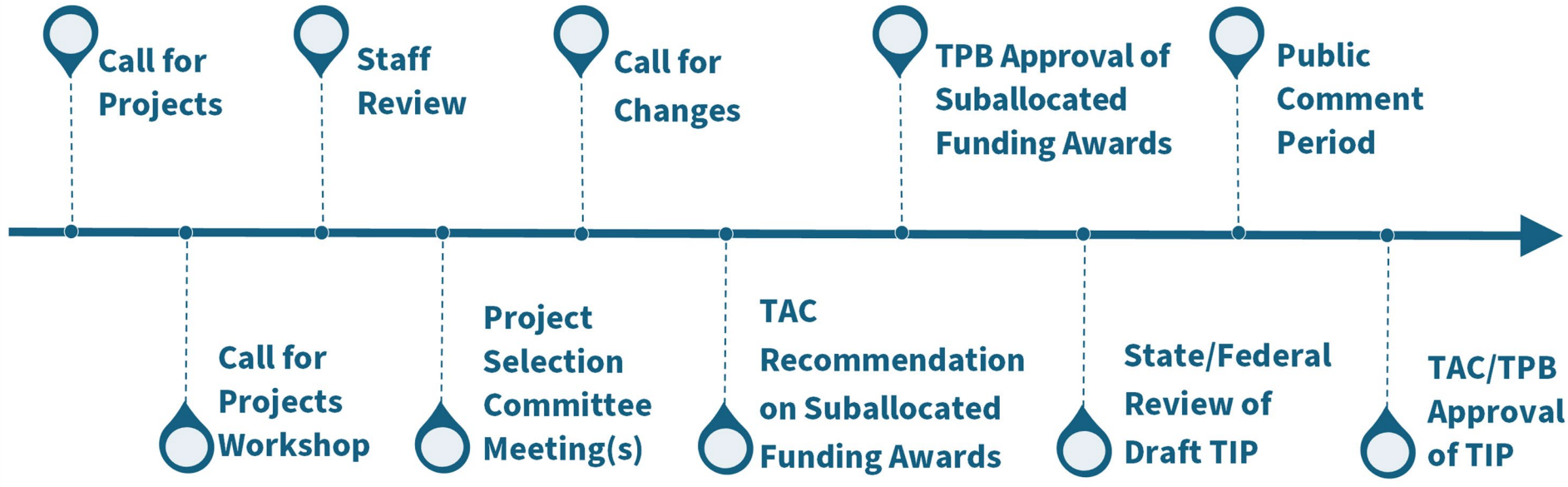
Process Step	Funding Type	Party/ies	Purpose	Method
Suballocated Project Solicitation	Federal, State, & Local	WAMPO Staff	Inform project sponsors of the TIP-update and project-selection process.	Electronic communication
Suballocated Project Submission	Federal, State, & Local	Project Sponsors	Project Sponsors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

Project Solicitation and Submission

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

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

Figure 1. TIP Timeline



Project Scoring

After the close of the project solicitation period, WAMPO staff worked with project sponsors to ensure the completeness and correctness of their application materials. Following this review, the projects were evaluated against criteria adopted by WAMPO's TPB in October 2021, and updated in September 2025. These scoring criteria consider projects differently based on their type (e.g., bridge projects, road projects, transit projects), wherein projects are scored separately from one another with different weights assigned to different metrics. WAMPO staff developed scorecards based on these adopted criteria and used them to generate scores for the projects submitted during the Call for Projects. These scores were provided to the Project Selection Committee (PSC) as one of the pieces of information available as a basis on which to make their funding recommendations.

Project Selection Committee

The Project Selection Committee (PSC) evaluated candidate projects and developed recommendations of suballocated federal funding awards for the FFY2027-FFY2030 TIP. It is composed of eight individuals most recently appointed by the Transportation Policy Body (TPB) Chair in March 2026. Membership includes representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC met in late March 2026 to review project applications, discuss the candidate projects, and develop a recommended list of suballocated funding awards.

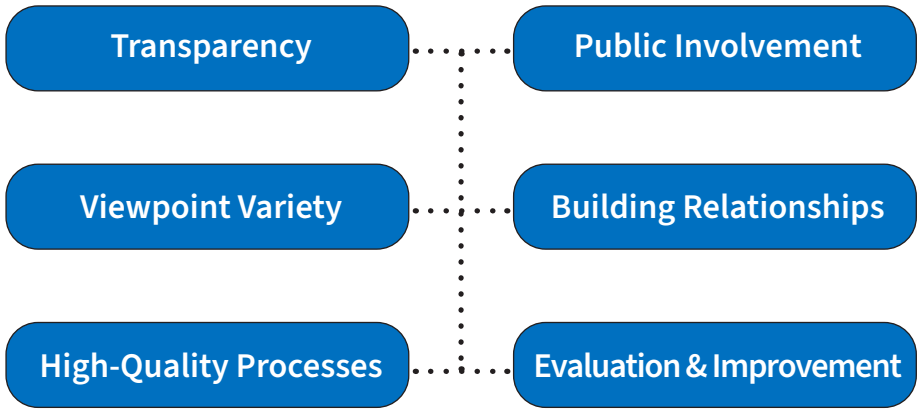
Selected Projects

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

Public Outreach

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

Figure 2. WAMPO Outreach Principles



Engagement Opportunities

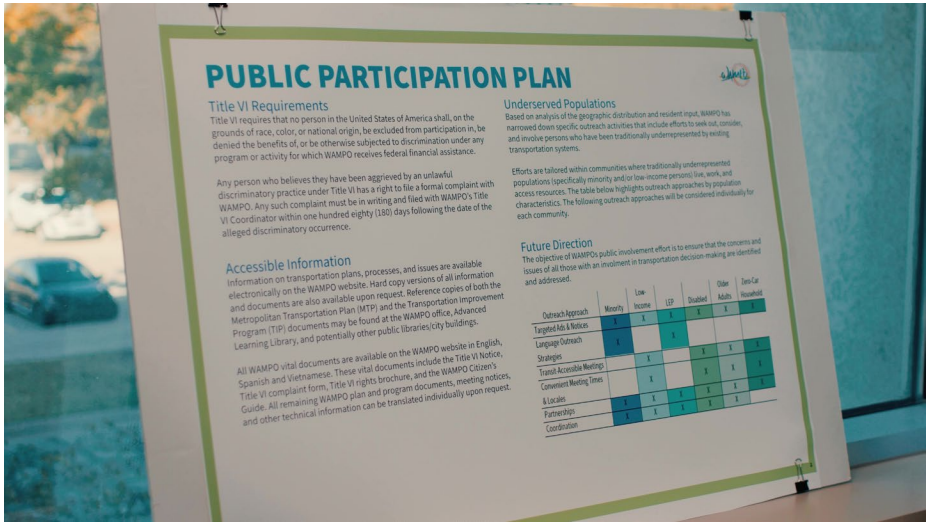
Ways to Be Informed

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

- Studies, reports, technical memoranda, dashboards, certification documents, and other work products related to the regional planning process
- Information about the structure and composition of the MPO, including lists of board and committee members and designated alternates, with contact information
- Board & committee meeting agendas, meeting minutes, links to online meetings, and other meeting materials
- Newsletters highlighting MPO activities and programs, and the results of MPO studies and reports
- Links to all MPO social media accounts

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

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



Ways to Be Involved

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

Transportation Policy Body Meetings

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

Technical Advisory Committee Meetings

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

Other Committee Meetings

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

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

TIP Public-Comment Period

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

For further information, refer to Appendix D.

Performance Report

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

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

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

Table 2. Performance Measures

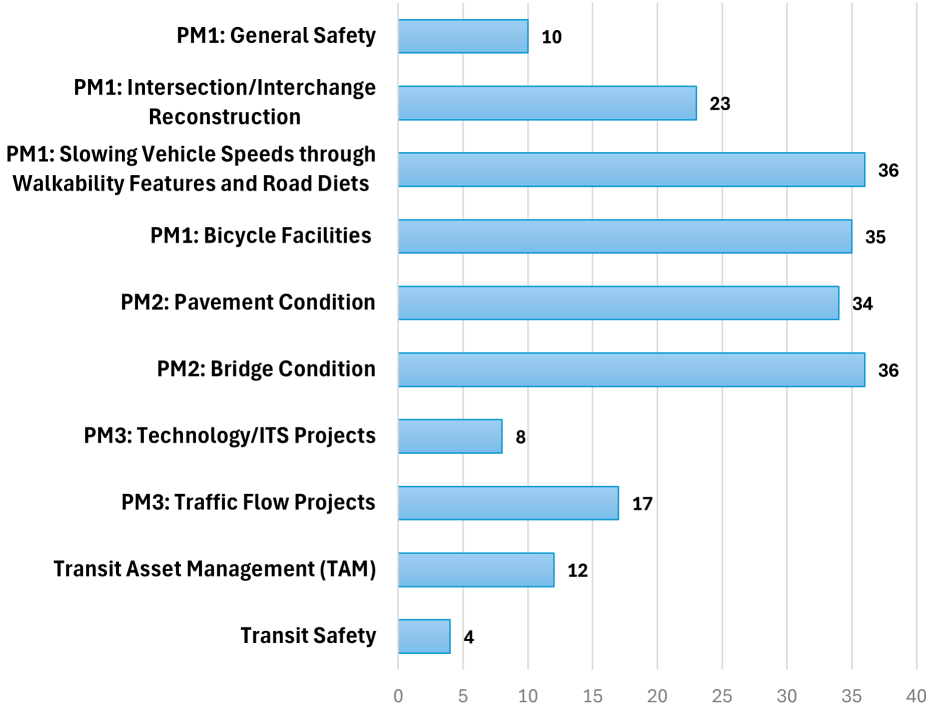
PM1: Safety Performance Measures
Fatalities
Fatality Rate
Serious Injuries
Serious Injury Rate
Nonmotorized Fatalities and Serious Injuries
PM2: System Condition Performance Measures
Interstate Pavement in Good Condition
Interstate Pavement in Poor Condition
Non-Interstate NHS Pavement in Good Condition
Non-Interstate NHS Pavement in Poor Condition
NHS Bridges in Good Condition
NHS Bridges in Poor Condition
PM3: System Reliability Performance Measures
% of Interstate travel that is reliable
% of non-Interstate NHS travel that is reliable
NHS Truck Travel Reliability Index
Transit Asset Management Performance Measures
% of revenue vehicles that exceed the useful life benchmark
% of non-revenue vehicles that exceed the useful life benchmark
% of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM)
Transit Safety Performance Measures
Fatalities
Fatality Rate
Injuries
Injury Rate
Safety Events
Safety Event Rate
System Reliability

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

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

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

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



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

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

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

Congestion Management Process

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

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

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

TIP Project List

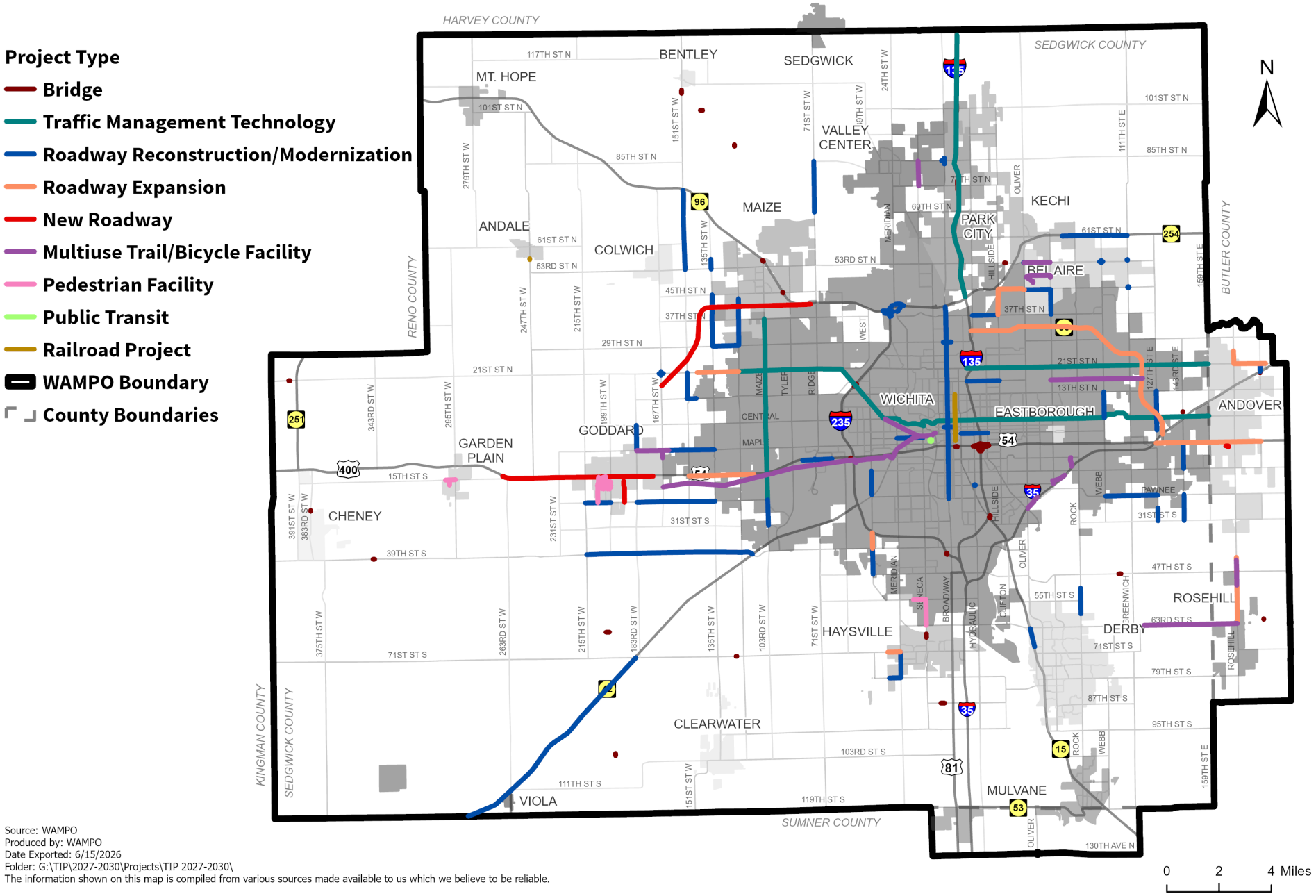
The FFY2027-FFY2030 TIP includes 147 individual projects valued at more than $1.5 billion. Map 2 shows the locations of these projects. The current, detailed TIP project list, reflecting all amendments and adjustments to the TIP, is available on the WAMPO TIP webpage, at www.wampo.org/transportation-improvement-program, including project names, locations, scopes, and lead agencies, as well as tables showing how much money is programmed to be spent on each project, broken out by Federal Fiscal Year, project phase, and funding source/program. Also included are phone numbers and email addresses for the projects' points of contact.

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

See Appendix A for the full, detailed project list.

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

Map 2. FFY2027-FFY2030 TIP Projects

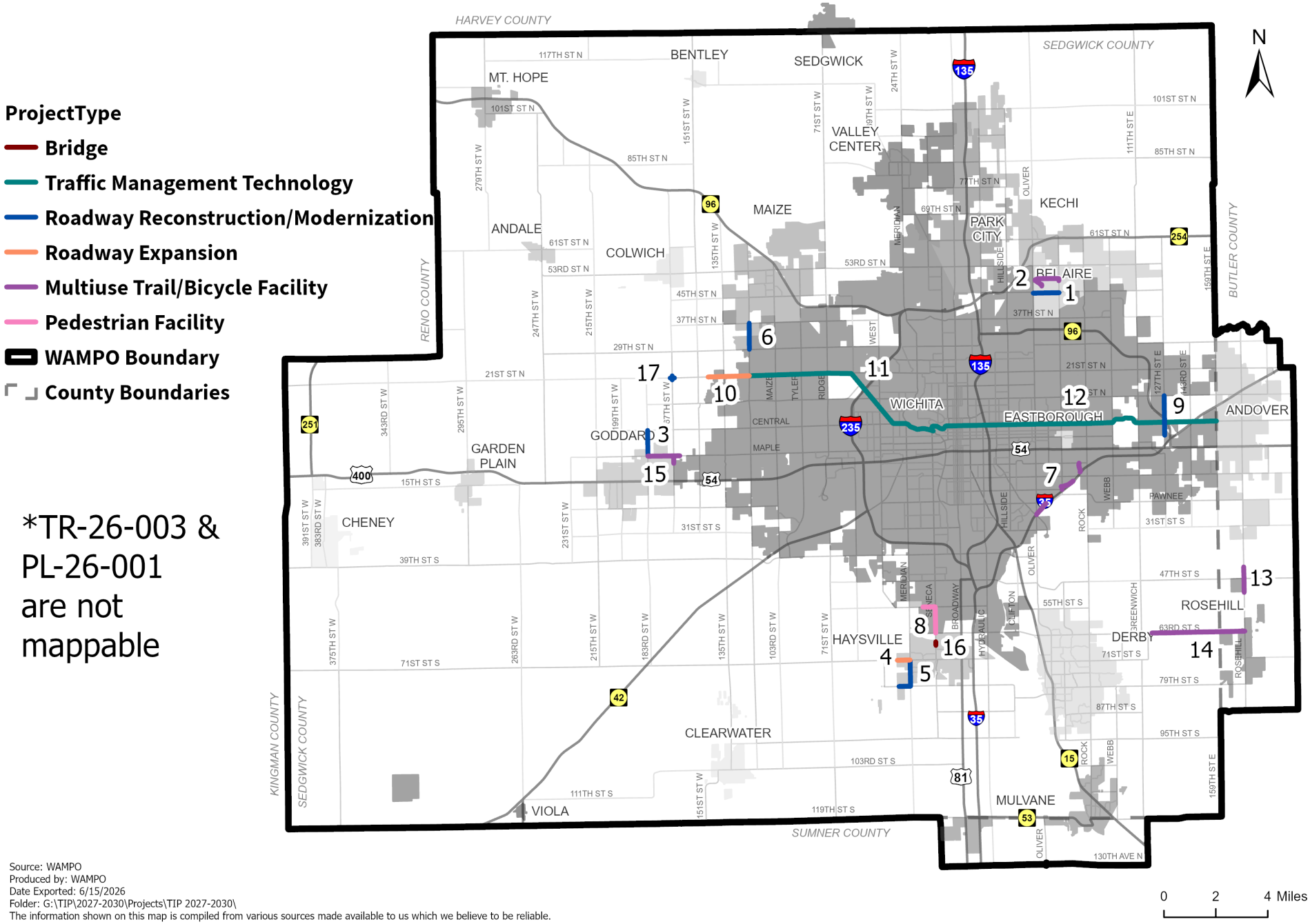


Source: WAMPO
Produced by: WAMPO
Date Exported: 6/15/2026
Folder: G:\TIP\2027-2030\Projects\TIP 2027-2030\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Table 3. FFY2027-FFY2030 WAMPO Suballocated Projects

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

Map 3. FFY2027-FFY2030 WAMPO Suballocated Projects



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

Financial Plan

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

Fiscal constraint can be summarized as:

Revenues − O&M Costs − Projected Costs ≥ $0

The following assumptions are made:

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

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

By demonstrating that the region can afford the projects in the TIP while adequately maintaining the existing system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the long-range Metropolitan Transportation Plan (MTP).

In effect, the TIP serves as the region's agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years.

Fiscal Constraint by Agency Type

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

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

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

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

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

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

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

Revenues

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

- **Federal Government Funding:** Funding programs made available through legislation passed by Congress. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it was intended to be exclusively funded with federal motor fuel taxes. However, in recent years, Congress has also approved transfers from the General Fund to ensure the HTF's solvency.
- **State of Kansas Funding:** Funding programs that are made available by the State of Kansas through approval by the state legislature. These programs are administered by the Kansas Department of Transportation (KDOT) and include the state's Motor Fuel Tax Sharing Program (also known as the Special City/County Highway Fund) and the Eisenhower Legacy Transportation Program (for 2021-2030). State-provided revenue sources include state motor fuel taxes, vehicle registrations and permits, bond proceeds, and state sales taxes.
- **Local Government Funding:** Funding made available by local governments, including counties and cities in the WAMPO region. This includes local sales taxes, property taxes, general funds, special assessments, and special taxing districts.

When local governments or the State of Kansas use federal funding to pay for a portion of a project, they are typically required to contribute non-federal funding for at least 20% of the qualifying costs of the project. Federal funds are typically reimbursed; local and state governments must pay for the project and then are reimbursed up to the federal funding limit for the project.

Federal Revenues

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

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

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

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

Table 4. Federal Revenues by Recipient Type

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

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

Federal Highway Administration Programs

- **National Highway Performance Program (NHPP):** Provides funding for the preservation of existing highways and roads on the National Highway System (NHS) and for construction of new facilities on the NHS. In the WAMPO region, the NHS is composed of all Interstate and U.S. highways, state highways, and approximately 5 miles of the City of Wichita's arterial street network.
- **Highway Safety Improvement Program (HSIP):** Provides funding for improvements intended to reduce traffic fatalities and injuries.
- **Bridge Replacement and Rehabilitation (BRF) program:** A formula program that apportions funding to states for the replacement or rehabilitation of bridges.
- **Railway-Highway Crossings Program (RHCP):** Provides funding for the elimination of hazards at railway-highway crossings.
- **Surface Transportation Block Grant (STBG) program:** The most flexible federal transportation funding program available. Funds may be used for a wide variety of transportation projects, including, but not limited to, highway/road improvements, bridge/tunnel projects, public-transit capital projects, Intelligent Transportation Systems (ITS), planning, and safety. A portion of the funds from this program are suballocated to WAMPO to award to projects.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS) if those areas are designated as in non-attainment for a criteria pollutant. In states where no urbanized area is in non-attainment, CMAQ funding can be spent on any project eligible for STBG funds; this is currently the case in the state of Kansas. If the Wichita metropolitan area or any other area of Kansas ceases to be in attainment, all of the state's CMAQ funding will need to be directed towards transportation projects aimed specifically at improving air quality.
- **Transportation Alternatives (TA):** A set-aside within the STBG program. TA funding is for non-motor-vehicle-oriented projects, including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- **Carbon Reduction Program (CRP):** Provides funding for projects that will reduce carbon dioxide emissions from transportation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- **Highway Infrastructure Program (HIP):** Funds are used to construct capital road and bridge projects. The federal government does not make these funds available in every Federal Fiscal Year.
- **Better Utilizing Investments to Leverage Development (BUILD) grant program:** A discretionary grant program for surface-transportation projects with a significant impact in their local or regional communities, including roads, bridges, public transit, rail facilities, ports, and intermodal transportation.
- **Reconnecting Communities Pilot (RCP) grant program:** A discretionary grant program for planning efforts and construction projects aimed at reconnecting communities that have been divided by transportation infrastructure, with a priority of helping low-capacity communities improve access to daily needs, including jobs, schools, healthcare, grocery stores, and recreation.
- **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA):** A one-time funding opportunity made available in response to the COVID-19 pandemic. The allowed uses of funding are mostly the same as for the STBG program. A portion of the funds from this program were suballocated to WAMPO to award to projects.
- **Safe Streets and Roads for All (SS4A)**: A discretionary grant program supporting plans and projects to prevent fatalities and serious injuries from crashes on roadways

Federal Transit Administration Programs

- **Urbanized Area Formula Program (Section 5307):** Supports urban transit systems, like Wichita Transit, in communities of over 50,000 people. These funds are allocated to urban areas based on a formula that takes into account population, population density, and performance evaluations of the transit system. Wichita Transit is the designated recipient for these funds in the WAMPO region.
- **Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** Formula grants for transit services that focus on serving the elderly and people with disabilities.
- **Formula Grants for Rural Areas (Section 5311):** Provide funding to support public transportation projects in rural and small urban areas (under 50,000 population). These funds are available for both capital and operating assistance.
- **Bus and Bus Facilities Infrastructure Investment Program (Section 5339):** Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Table 5. Federal-Program Awarding Agencies

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

* KDOT chooses to pass through a portion of its CMAQ funding to WAMPO to award.
** KDOT-awarded TA funds are only available to projects outsite the WAMPO Urban Area Boundary (UAB). Projects in those parts of the WAMPO region that are outside the UAB are eligible.
*** Competitive federal grant program.

Non-Federal Revenues: Kansas Department of Transportation

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

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

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

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

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

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

Non-Federal Revenues: Public Transit

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

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

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

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

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

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

State of Kansas Special City and County Highway Fund

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

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

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

Local-Government Revenue

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

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

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

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

Funding and Financing Methods

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

- **Cash:** The sponsoring entity pays for the work with cash on hand, usually from tax collections.
- **Debt Financing**: Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future.
- **Advance Construction:** This financing technique is used for many large-scale, expensive, multi-year projects that are fully or partially funded with federal funds. It allows state or local governments to initiate a project using non-federal funds while preserving eligibility for future federal funds. In practice, it allows the sponsoring entity to start a project under the assumption that federal funding will be made available to reimburse the sponsoring agency in the future. On some projects in this TIP, non-federal funds that were spent prior to FFY2027 are programmed to be reimbursed by the federal government during FFY2027-FFY2030, and other non-federal funds are programmed to be spent during FFY2027-FFY2030 but not be reimbursed by the federal government until after FFY2030; in these cases, this fiscal-constraint analysis counts the affected project or project phase as being in the FFY2027-FFY2030 period if the year of expenditure is during that period, as opposed to the year of conversion or reimbursement.

Costs

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

Operations and Maintenance (O&M) Costs

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

Kansas Department of Transportation

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

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

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

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

Public Transit

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

Because the public-transit O&M projects in the FFY2027-FFY2030 TIP only show costs through FFY2028, for FFY2029-FFY2030, an assumed inflation rate of 2.25% per year is applied to the FFY2028 amounts. This is half of the 4.5%/year default inflation rate that is employed elsewhere in this analysis, but still well above the assumed 1%/year rate of increase for revenues and slightly greater than the U.S. Federal Reserve's target long-term, general inflation rate of 2%/year. A lower inflation rate was assumed for public-transit O&M costs than for most other (mostly infrastructure-related) O&M costs because inflation in the construction sector has historically outpaced inflation in other sectors.

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

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

Local Governments, Except for Public Transit

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

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

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

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

Projects Programmed in the TIP

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

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

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

Because it is important to use the most accurate possible estimates for the costs of these projects in the year(s) of actual expenditure, each project sponsor took future inflation into account when developing their cost estimates. Since the project sponsor financially contributes to the project, they have a vested interest in ensuring the cost estimate is reasonable. The costs shown for the projects are Year of Expenditure (YOE) costs, meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred.

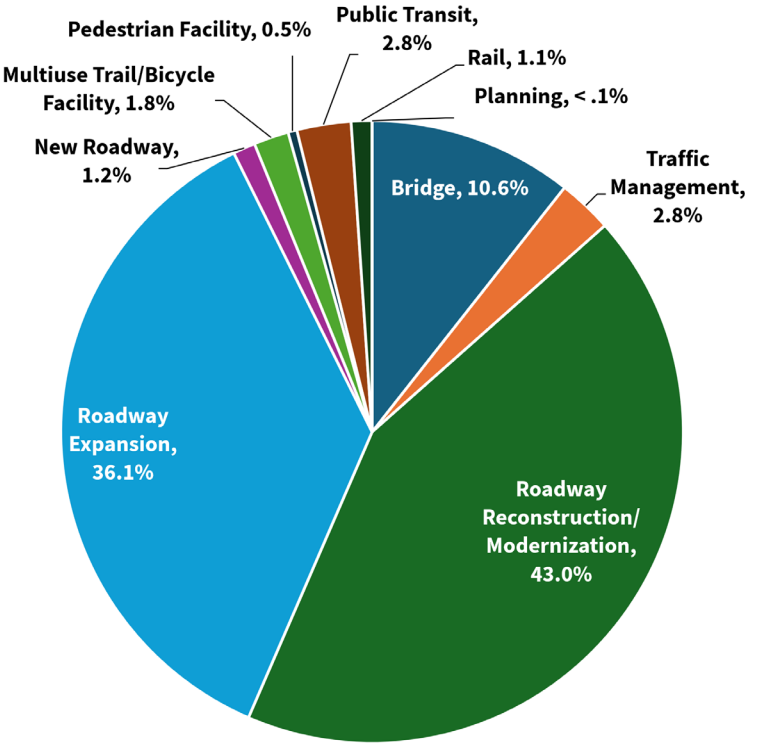
Project Costs by Project Type

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

Table 13. FFY2027-FFY2030 Project Costs by Project Type

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

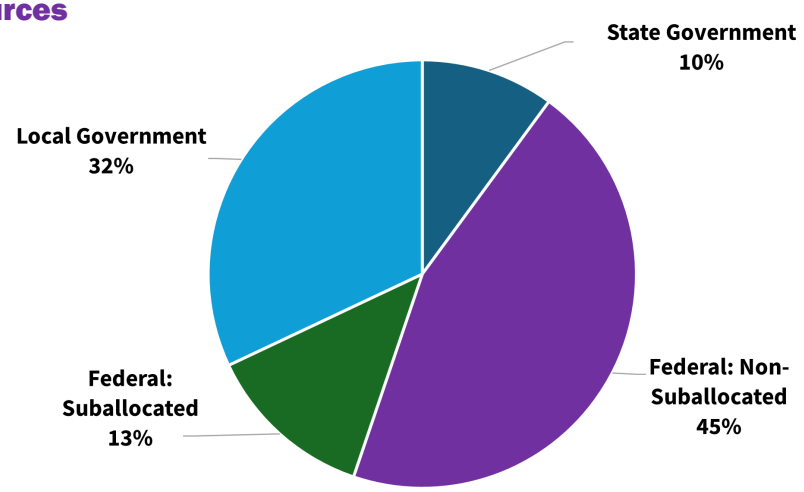
Figure 4. FFY2027-FFY2030 Project Costs by Project Type



Project Funding Sources

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

Figure 5. FFY2027-FFY2030 Programmed Project Funding Sources



Fiscal Constraint

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

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

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

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

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

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

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

Fiscal Constraint for Suballocated Federal Funding

Most of the WAMPO suballocated federal funds that WAMPO awards to transportation projects are either STBG, CMAQ, TA, or CRP funds. KDOT limits the overall amount of those funds that may be carried over from one FFY to the next, in addition to requiring that more overall funding not be spent in a given FFY than what is available. Therefore, for these specific funding programs, in addition to the above fiscal-constraint analysis, WAMPO also projects starting and ending balances for each of the four FFYs in the TIP period, separated out by funding program, as shown in Table 15.

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

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

	FFY2027				
	STBG	**CMAQ**	**TA**	**CRP**	**Total**
Est. Carryover from FFY2026	$3,112,297	$628,904	$0	$1,066,582	**$4,807,783**
Anticipated Apportionment	$12,164,285	$2,155,450	$1,776,685	$1,457,120	**$17,553,540**
Total Funds Available	$15,276,582	$2,784,354	$1,776,685	$2,523,702	**$22,361,323**
Total Programmed	$13,994,306	$2,155,450	$1,282,300	$1,457,120	**$18,889,176**
End-of-FFY Funds Balance	$1,282,276	$628,904	$494,385	$1,066,582	**$3,472,147**
	FFY2028				
	STBG	**CMAQ**	**TA**	**CRP**	**Total**
Est. Carryover from FFY2027	$1,282,276	$628,904	$494,385	$1,066,582	**$3,472,147**
Anticipated Apportionment	$12,164,285	$2,155,450	$1,776,685	$1,457,120	**$17,553,540**
Total Funds Available	$13,446,561	$2,784,354	$2,271,070	$2,523,702	**$21,025,687**
Total Programmed	$12,164,286	$2,155,450	$2,271,070	$1,457,120	**$18,047,926**
End-of-FFY Funds Balance	$1,282,275	$628,904	$0	$1,066,582	**$2,977,761**
	FFY2029				
	STBG	**CMAQ**	**TA**	**CRP**	**Total**
Est. Carryover from FFY2028	$1,282,275	$628,904	$0	$1,066,582	**$2,977,761**
Anticipated Apportionment	$12,164,285	$2,155,450	$1,776,685	$1,457,120	**$17,553,540**
Total Funds Available	$13,446,561	$2,784,354	$1,776,685	$2,523,702	**$20,531,302**
Total Programmed	$12,164,285	$2,155,450	$1,776,685	$1,457,120	**$17,553,540**
End-of-FFY Funds Balance	$1,282,276	$628,904	$0	$1,066,582	**$2,977,762**
	FFY2030				
	STBG	**CMAQ**	**TA**	**CRP**	**Total**
Est. Carryover from FFY2029	$1,282,276	$628,904	$0	$1,066,582	**$2,977,762**
Anticipated Apportionment	$12,164,285	$2,155,450	$1,776,685	$1,457,120	**$17,553,540**
Total Funds Available	$13,446,561	$2,784,353	$1,776,685	$2,523,702	**$20,531,302**
Total Programmed	$12,164,286	$2,155,450	$1,776,685	$1,457,120	**$17,553,541**
End-of-FFY Funds Balance	$1,282,275	$628,903	$0	$1,066,582	**$2,977,761**

	FFY2027-FFY2030				
	STBG	**CMAQ**	**TA**	**CRP**	**Total**
Est. Carryover from FFY2026	$3,112,297	$628,904	$0	$1,066,582	**$4,807,783**
Anticipated Apportionment	$48,657,142	$8,621,799	$7,106,740	$5,828,480	**$70,214,161**
Total Funds Available	$51,769,438	$9,250,703	$7,106,740	$6,895,062	**$75,021,944**
Total Programmed	$50,487,163	$8,621,800	$7,106,740	$5,828,480	**$72,044,183**
End-of-FFY Funds Balance	$1,282,275	$628,903	$0	$1,066,582	**$2,977,761**

TIP Amendments

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

Amendments

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

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

Administrative Adjustments

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

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

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

- Approve the amendment as presented
- Make changes to the amendment, as they deem appropriate
- Table the item for further discussion
- Not approve the amendment
- Send the TIP amendment back to the TAC for further deliberation

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

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

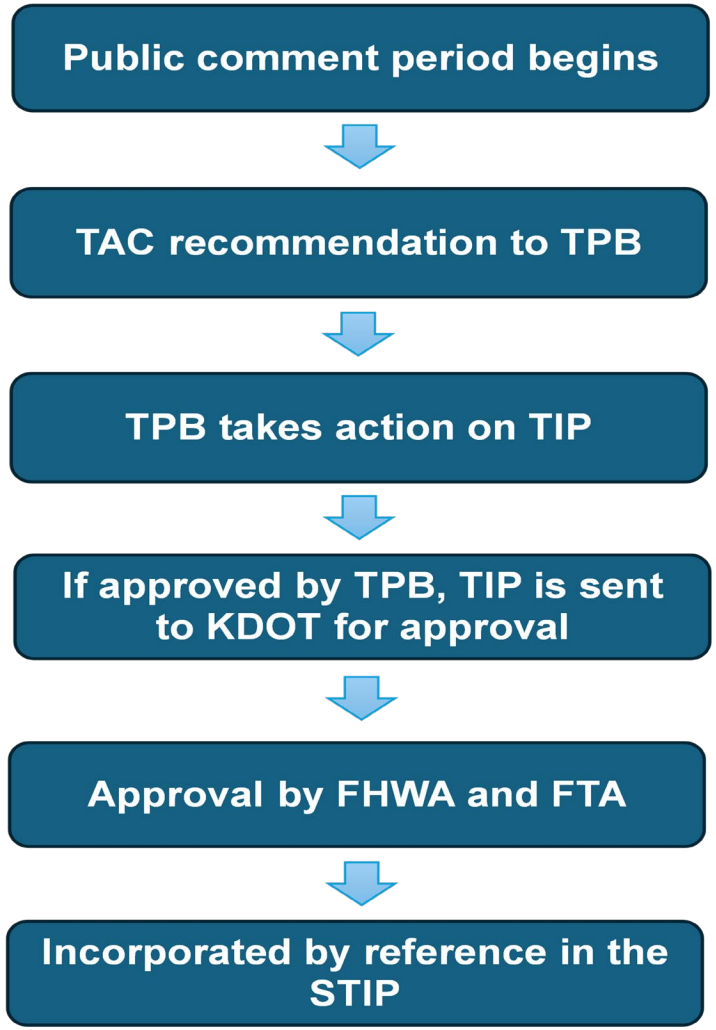
After the TPB approves a new TIP or a TIP amendment, or after WAMPO staff process a TIP administrative adjustment, WAMPO submits a letter to KDOT requesting incorporation of the new/updated TIP into the State Transportation Improvement Program (STIP) by reference. KDOT then processes an amendment to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

TIP Approval Process

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

After the TPB approves the TIP, it is then submitted to the Kansas Secretary of Transportation (as the official representative of the Governor) for approval to incorporate it into the State Transportation Improvement Program (STIP) by reference. The Kansas Secretary of Transportation is charged with requesting FHWA and FTA approval of any amendments to the STIP. Once the TIP is incorporated into the STIP, WAMPO and KDOT are notified. At this point, the projects listed in the TIP are considered "agreed to," and no further project-selection process will be required for project implementation.

Figure 6. TIP Approval Process



Appendix A: Project Details

Original Adoption: 08/11/2026

Projects in the FFY2027 - FFY2030 TIP

The WAMPO FFY2027-FFY2030 Transportation Improvement Program (TIP) includes 147 projects, with a combined cost of more than $1.5 billion. This includes:

- Projects that are programmed to use WAMPO suballocated federal funding (40) and projects that only use other federal, state, or local funding sources (107).
- Projects carried over from the FFY2025-FFY2028 TIP (130, some with modifications) and projects that are new for the FFY2027-FFY2030 TIP (17).
- Projects programmed to be carried out during FFY2027-FFY2030 and projects from prior years that have been kept in the TIP because they are not yet complete (including projects some of whose phases are in FFY2026 or earlier and other of whose phases are in FFY2027 or later).

The following pages provide detailed information on each project in the FFY2027-FFY2030 TIP, including its name, location, scope, and lead agency, as well as a table showing how much money is programmed to be spent on the project, broken out by Federal Fiscal Year, project phase, and funding source/program. Also included is contact information for the individual(s) placed in charge of each project by the lead agency.

It is common for TIP project details to be amended several times before the next adoption of a new TIP. For the most up-to-date, detailed TIP project list for the WAMPO region, please visit www.wampo.org/transportation-improvement-program.

The Transportation Improvement Program (TIP) lists all federally funded transportation projects within the Wichita Area Metropolitan Planning Organization planning area, as well as other transportation projects deemed regionally significant. The TIP provides a prioritized, four-year list of projects planned for the WAMPO area.

Table A1. Project List

WAMPO ID	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
40-008	New Project	City of Andover	21st Street Improvements, from KTA Toll Booth to Andover Road	$19,475,025	$0
40-012	Amend/Adjust Project	City of Andover	Prairie Creek Rd bridge over KTA	$6,825,928	$0
RM-26-005	New Project	City of Andover	Prairie Creek Road - KTA Bridge to 21st Street	$1,901,670	$0
RX-25-001	New Project	City of Andover	Andover Rd. from 21st St. north 1/2 Mile	$7,984,000	$0
40-015	Carry Over Project (Unchanged)	City of Bel Aire	45th St N, Oliver to Woodlawn	$17,688,285	$13,034,628
BP-23-02	Carry Over Project (Unchanged)	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	$465,274	$292,242
MB-25-001	Carry Over Project (Unchanged)	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	$1,247,963	$778,400
R-17-02	Carry Over Project (Unchanged)	City of Bel Aire	Woodlawn: 45th St to 37th St. N	$8,490,343	$5,579,150
40-540	Carry Over Project (Unchanged)	City of Derby	Rock Road Corridor Improvements	$12,439,758	$9,503,806
40-541	Carry Over Project (Unchanged)	City of Derby	Nelson Drive Realignment	$9,453,618	$6,799,131
BP-23-01	Carry Over Project (Unchanged)	City of Garden Plain	Harry and Main Street Sidewalks	$538,277	$0
PF-25-002	Carry Over Project (Unchanged)	City of Goddard	Goddard Sidewalk Improvements - First and Second Street	$383,734	$0
PF-25-003	Carry Over Project (Unchanged)	City of Goddard	Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard	$315,117	$0
PF-25-004	Carry Over Project (Unchanged)	City of Goddard	Goddard Sidewalk Improvements - Walnut Street and Spruce Street	$367,058	$0
PF-25-005	Carry Over Project (Unchanged)	City of Goddard	Goddard Sidewalk Improvements - Pine Street and Oak Street	$288,996	$0
PF-25-006	Carry Over Project (Unchanged)	City of Goddard	Goddard Sidewalk Improvements - Main Street	$207,745	$0
PF-25-007	Carry Over Project (Unchanged)	City of Goddard	Goddard Sidewalk Improvements on Cedar Street and Elm Street	$256,658	$0
RM-25-045	Carry Over Project (Unchanged)	City of Goddard	23rd Street Expansion Project	$5,339,577	$0
RN-25-003	Amend/Adjust Project	City of Goddard	Crowne Drive Extension from US-54 to 23rd Street	$6,511,250	$0
RM-25-046	Amend/Adjust Project	City of Goddard/County of Sedgwick	183rd St Expansion	$5,262,500	$3,850,000
RM-25-009	New Project	City of Haysville	West Grand Improvements	$5,795,036	$4,011,948
RM-25-044	Carry Over Project (Unchanged)	City of Haysville	Meridian Street & Multiuse Trail	$8,875,127	$6,016,162
RM-25-018	New Project	City of Maize	119th Street Improvments From 29th Street to 37th Street	$7,262,772	$5,028,072
RM-26-006	New Project	City of Maize	119th Street Improvements (Phase 2 - 37th Street to Wilkinson)	$4,438,229	$0
RM-25-022	Carry Over Project (Unchanged)	City of Park City	85th Street and Broadway Roundabout	$2,040,583	$1,412,711
BP-23-03	Amend/Adjust Project	City of Valley Center	Seneca St Multiuse Path	$591,185	$417,310
40-056	Carry Over Project (Unchanged)	City of Wichita	Wichita Intelligent Transporation System - E 21st St N	$5,500,000	$4,200,000
40-066	Amend/Adjust Project	City of Wichita	Pawnee Avenue, Greenwich Road to 127th Street East	$10,650,000	$0
40-077	Carry Over Project (Unchanged)	City of Wichita	Maize Road, Pawnee to 31st Street South	$9,300,000	$0
40-079	Carry Over Project (Unchanged)	City of Wichita	Hillside, 37th St N to 45th St N	$7,410,000	$0
40-099	Carry Over Project (Unchanged)	City of Wichita	Comprehensive Way Finding	$1,925,000	$0
40-510	Carry Over Project (Unchanged)	City of Wichita	17th St N, I-135 to Hillside	$6,225,000	$2,400,000
40-517	Carry Over Project (Unchanged)	City of Wichita	Douglas, Seneca to Meridian	$12,747,000	$3,912,000
40-524	Carry Over Project (Unchanged)	City of Wichita	Webb Road, Central to 13th St N	$9,390,000	$0
40-526	Carry Over Project (Unchanged)	City of Wichita	Wichita Intelligent Transporation System - Central Business District	$3,450,000	$0
40-559	Carry Over Project (Unchanged)	City of Wichita	Chisholm Trail and Delano Path	$2,200,000	$0
40-560	Carry Over Project (Unchanged)	City of Wichita	Prairie Sunset Trail	$2,300,000	$0

WAMPO ID	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
B-19-06	Carry Over Project (Unchanged)	City of Wichita	Bridge Rehabilitation/Repair - Wichita	$2,750,000	$0
BP-19-01	Carry Over Project (Unchanged)	City of Wichita	Bike Enhancement Projects	$300,000	$0
INT-19-02	Carry Over Project (Unchanged)	City of Wichita	Pawnee & 127th Street intersection	$2,580,000	$0
MB-25-009	Carry Over Project (Unchanged)	City of Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	$9,228,573	$4,348,531
MB-25-010	Carry Over Project (Unchanged)	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	$10,897,454	$5,562,763
MB-26-001	New Project	City of Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln	$2,270,000	$1,584,000
P-23-04	Carry Over Project (Unchanged)	City of Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	$1,250,000	$0
PF-26-001	New Project	City of Wichita	Seneca Street & 55th Street South Sidewalks	$2,830,000	$1,692,000
R-19-09	Carry Over Project (Unchanged)	City of Wichita	Pawnee, Webb to Greenwich	$5,000,000	$3,593,000
R-19-10	Carry Over Project (Unchanged)	City of Wichita	2nd St., Main to St. Francis	$5,500,000	$0
R-19-11	Carry Over Project (Unchanged)	City of Wichita	West St, 47th-MacArthur	$6,650,000	$0
R-19-12	Carry Over Project (Unchanged)	City of Wichita	37th St N., Hydraulic to Hillside	$6,545,000	$0
R-19-13	Carry Over Project (Unchanged)	City of Wichita	Douglas, Washington to Grove	$7,397,500	$0
R-19-14	Carry Over Project (Unchanged)	City of Wichita	143rd St. E., Kellogg-Harry	$5,655,000	$0
R-19-15	Carry Over Project (Unchanged)	City of Wichita	Maple, 135th St W to 167th St W	$20,180,000	$0
R-19-16	Carry Over Project (Unchanged)	City of Wichita	West St., Harry to Pawnee	$27,926,718	$8,518,589
R-19-17	Carry Over Project (Unchanged)	City of Wichita	West St., I-235-MacArthur	$6,827,838	$4,782,270
R-21-05	Carry Over Project (Unchanged)	City of Wichita	West Kellogg/US-54/400 Expansion	$7,500,000	$0
RM-25-038	Amend/Adjust Project	City of Wichita	127th St E, 13th to 850 feet south of Douglas	$10,710,547	$6,938,856
RM-25-039	Carry Over Project (Unchanged)	City of Wichita	Mt. Vernon and Hydraulic Intersection	$4,050,000	$0
RM-25-040	New Project	City of Wichita	21st Street North, 119th Street West to St. Teresa	$18,350,000	$11,415,921
RM-25-042	Carry Over Project (Unchanged)	City of Wichita	Kellogg and Eisenhower Parkway Interchange	$2,600,000	$0
RM-25-047	Carry Over Project (Unchanged)	City of Wichita	29th Street North and Broadway Intersection	$6,975,000	$0
RM-26-004	Carry Over Project (Unchanged)	City of Wichita	Broadway Corridor Safety Improvement Project	$27,000,000	$0
RX-25-004	Carry Over Project (Unchanged)	City of Wichita	45th Street N, Hillside to Oliver	$7,675,000	$0
T-23-02	Carry Over Project (Unchanged)	City of Wichita	Multimodal Facility (MMF)	$1,562,500	$1,000,000
TM-25-001	Carry Over Project (Unchanged)	City of Wichita	ITS – 21st and 119th St W to Downtown	$4,880,000	$2,832,000
TM-25-002	Amend/Adjust Project	City of Wichita	ITS - Maize Rd, 37th St N to Pawnee	$4,500,000	$0
TM-26-001	New Project	City of Wichita	ITS - Central Ave, Seneca to 159th St E	$6,500,000	$4,586,788
40-537	Carry Over Project (Unchanged)	County of Butler	SW Butler Rd Improvements from SW 170th St to SW 155th St	$13,047,000	$9,347,040
B-24-03	Carry Over Project (Unchanged)	County of Butler	SW Prairie Creek Rd Bridge over Eightmile Creek	$1,110,000	$0
MB-25-005	Carry Over Project (Unchanged)	County of Butler	SW Butler Rd Multi-use Path at SW 150th St.	$1,455,000	$1,080,000
R-17-01	Carry Over Project (Unchanged)	County of Butler	SW Butler Rd/SW 150th St Intersection	$7,815,000	$5,600,000
MB-25-006	Carry Over Project (Unchanged)	County of Butler/County of Sedgwick	W Rosewood/E 63rd St. S. Multi-use Path	$3,793,000	$2,573,600
40-511	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	Maple Street Pathway	$2,375,000	$1,640,000
40-569	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R348: Pave 135th St. W. North of 53rd St. N.	$1,307,660	$0
BR-25-002	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B533: Bridge on Seneca between 63rd and 71st St South	$1,872,944	$1,442,355
BR-25-003	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B503: Bridge on 21st St. North between 391st St. and 407th St. West	$2,200,000	$0
BR-25-004	New Project	County of Sedgwick - Public Works	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West	$4,250,000	$0
BR-25-005	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B537: Bridge on 53rd North between Hillside and Oliver Street	$1,050,000	$0
BR-25-007	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B522: Bridge on 383rd St. West between 23rd and 31st St. South	$950,000	$0
BR-25-009	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North	$1,050,000	$0
BR-25-011	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B511: Bridge on 71st St. South between 119th and 135th St. West	$870,000	$0

WAMPO ID	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
BR-25-012	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B514: Bridge on 87th St. South between Seneca St. and Broadway St.	$1,700,000	$0
BR-25-013	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B515: Bridge on 151st St. West between 101st and 109th St. North	$870,000	$0
BR-25-014	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.	$900,000	$0
BR-25-016	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B523: Bridge on 63rd St. South between 199th and 215th St. West.	$760,000	$0
BR-25-017	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B524: Bridge on 199th St. West between 95th and 103rd St. South	$800,000	$0
BR-25-018	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B525: Bridge on 101st St. North between 135th and 151st St. West	$875,000	$0
BR-25-019	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	B527: Bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North	$875,000	$0
RM-25-023	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R363: 135th St.West from 29th St North to 45th St. North	$4,800,000	$0
RM-25-024	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R339: 143rd St. East from Pawnee to 31st Street South	$2,750,000	$0
RM-25-025	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R365: Pawnee St. from 135th St West to 151st St. West	$4,100,000	$0
RM-25-026	New Project	County of Sedgwick - Public Works	R372: 21st St North and 167th St West Intersection Improvements	$1,800,000	$876,989
RM-25-028	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North	$1,600,000	$0
RM-25-029	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R356: 151st St.West from 53rd St. North to K-96	$4,600,000	$0
RM-25-031	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R362: 127th St. East for Half Mile North of 31st St.South	$950,000	$0
RM-25-032	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R364: 29th St.North between 119th and 135th St. West	$2,825,000	$0
RM-25-043	Carry Over Project (Unchanged)	County of Sedgwick - Public Works	R381: MacArthur from 215th St West to K-42	$2,060,000	$0
RM-26-007	New Project	County of Sedgwick - Public Works	R378: Pawnee Ave. between 151st St. and 183rd St. West	$5,725,000	$0
RM-26-008	New Project	County of Sedgwick - Public Works	R388: 151st Street West between 13th St. and 21st St North	$3,000,000	$0
B-20-01	Carry Over Project (Unchanged)	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	$5,514,000	$0
B-22-01	Carry Over Project (Unchanged)	KDOT	Bridge #132 on US-54 in Sedgwick County	$24,842,200	$0
B-22-02	Carry Over Project (Unchanged)	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	$22,032,100	$0
B-22-03	Carry Over Project (Unchanged)	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	$4,001,800	$0
B-23-02	Carry Over Project (Unchanged)	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	$1,847,100	$0
B-23-06	Amend/Adjust Project	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	$5,794,600	$0
B-23-07	Amend/Adjust Project	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	$687,800	$0
B-23-11	Carry Over Project (Unchanged)	KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita	$1,650,000	$0
B-23-14	Carry Over Project (Unchanged)	KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135	$2,056,600	$0
B-23-15	Carry Over Project (Unchanged)	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	$5,152,600	$0
B-23-16	Amend/Adjust Project	KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue	$9,490,200	$0
B-23-17	Amend/Adjust Project	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction	$15,174,300	$0
B-23-18	Carry Over Project (Unchanged)	KDOT	I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35	$580,700	$0
B-24-02	Amend/Adjust Project	KDOT	I-135 North of US-54 Interchange North to 21st Interchange	$2,000,000	$0
B-24-04	Amend/Adjust Project	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	$30,000,000	$0
BR-25-026	Carry Over Project (Unchanged)	KDOT	US-54: Bridge #292 carrying US-54/US-400 eastbound lanes over I-135 and Canal located at the US-54 and I-135 junction	$6,293,300	$0
BR-25-027	Carry Over Project (Unchanged)	KDOT	US-54: Bridge #293 carrying US-54/US-400 westbound lanes over I-135 and Canal located at the US-54 and I-135 junction	$6,576,400	$0
HWY-20-01	Amend/Adjust Project	KDOT	K-42 in Sedgwick County	$24,053,100	$0
R-21-04	Amend/Adjust Project	KDOT	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)	$10,100,000	$0
R-21-06	Carry Over Project (Unchanged)	KDOT	K-96: From I-135 to I-35 in Wichta	$63,912,800	$0

WAMPO ID	Action	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
R-23-02	Amend/Adjust Project	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	$50,000,000	$0
R-23-03	Carry Over Project (Unchanged)	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties	$425,090,000	$0
R-23-04	Carry Over Project (Unchanged)	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	$2,145,900	$0
R-23-05	Carry Over Project (Unchanged)	KDOT	Sedgwick County: Half mile west of K-254 and Rock Road intersection east to K-254 and Greenwich Road intersection	$800,000	$0
RM-26-001	Amend/Adjust Project	KDOT	I-235: ramps located at the I-235/K-96 junction	$19,513,700	$0
RM-26-002	Carry Over Project (Unchanged)	KDOT	Sedgwick County: Various Intersections	$26,200	$0
RM-26-003	Carry Over Project (Unchanged)	KDOT	City of Bel Aire: Intersections of N Greenwich Road and E 53rd Street N (North and South), N Greenwich Road and E 45th Street N, N Oliver Street and E 53rd Street N, and N Webb Road and E 53rd Street N	$31,788	$0
RN-26-001	Carry Over Project (Unchanged)	KDOT	Andover: US-54 south backage road (Cloud/Clyde Street) from Allen Street 0.13 mile west and Allen Street 0.06 mile south	$2,829,000	$0
RR-25-001	Amend/Adjust Project	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	$200,000	$0
RR-26-003	New Project	KDOT	KO and North 247th Street in the city of Andale	$73,000	$0
RX-25-005	Amend/Adjust Project	KDOT	U.S. 54: from 0.25 mile east of 159 Street East to Prairie Creek Road	$20,900,000	$0
RX-26-001	Carry Over Project (Unchanged)	KDOT	K-96: Capacity Improvements from Woodlawn to Rock Road	$129,000,000	$0
S-17-01	Amend/Adjust Project	KDOT	Railroad Safety Crossing Improvements	$7,500,000	$0
TM-25-005	Amend/Adjust Project	KDOT	I-135: from junction I-235/I-135, north to the Sedgwick/Harvey county line	$108,500	$0
TR-25-001	Amend/Adjust Project	Transit - Sedgwick County Transportation	5311 Grants	$1,048,223	$0
40-570	Carry Over Project (Unchanged)	Transit - Wichita Transit	Delano Transit Center	$22,156,900	$0
T-15-005	Amend/Adjust Project	Transit - Wichita Transit	Transit: Bus Purchase	$5,207,687	$1,359,089
T-17-02	Amend/Adjust Project	Transit - Wichita Transit	Wichita Transit Other Capital	$44,000,000	$0
T-17-05	Carry Over Project (Unchanged)	Transit - Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	$7,185,375	$0
T-19-01	Amend/Adjust Project	Transit - Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	$8,575,594	$0
T-19-02	Amend/Adjust Project	Transit - Wichita Transit	Wichita Transit Operating	$52,000,000	$0
T-19-05	Amend/Adjust Project	Transit - Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	$1,866,840	$1,493,472
T-23-01	Amend/Adjust Project	Transit - Wichita Transit	Paratransit Vehicle Replacement	$1,200,000	$0
T-23-03	Carry Over Project (Unchanged)	Transit - Wichita Transit	FTA 5339 Low No Program: Electric Van Purchase	$4,614,478	$0
TR-26-001	Carry Over Project (Unchanged)	Transit - Wichita Transit	Hybrid Bus Purchase	$2,583,482	$0
TR-26-003	New Project	Transit - Wichita Transit	Purchase of Replacement Buses	$5,906,158	$2,362,464
40-514	Carry Over Project (Unchanged)	WAMPO	WAMPO Travel Demand Model Update	$700,000	$700,000
P-23-03	Amend/Adjust Project	WAMPO	Safe Routes to School Planning Assistance	$250,000	$200,000
PL-26-001	New Project	WAMPO	Interstate Passenger Rail Study Support	$375,000	$300,000
			Total	**$1,573,416,867**	**$153,065,287**

TIP Projects

Lead Agency City of Andover *WAMPO I.D.* 40-008 *KDOT Project I.D.* *Last TIP Action* 27-00

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

Project Limits 21st St North, from KTA Toll Booth to Andover Road

Project Scope 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.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact
Les Mangus
City of Andover
316-733-1303
lmangus@andoverks.gov

Engineering Contact
Michael Bailey
GFT
316-303-3016
mdbailey@gftinc.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2028	Local			$200,000	$1,400,000	$400,000	$0	$0	$0	$0	$0	$2,000,000
2029	Local			$0	$0	$0	$15,533,025	$1,942,000	$0	$0	$0	$17,475,025
		Total (using AC, not ACCP)		$200,000	$1,400,000	$400,000	$15,533,025	$1,942,000	$0	$0	$0	**$19,475,025**
		Total (using ACCP, not AC)		$200,000	$1,400,000	$400,000	$15,533,025	$1,942,000	$0	$0	$0	**$19,475,025**

Lead Agency City of Andover *WAMPO I.D.* 40-012 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Prairie Creek Rd bridge over KTA

Project Limits Prairie Creek Road Bridge across the Kansas Turnpike

Project Scope The bridge project, located on Prairie Creek Road over I-35, would replace and widen the existing outdated farm-to-market bridge to accommodate an urban roadway bridge with a bicycle and pedestrian accommodations. The new bridge would meet current KTA and city standards for vertical clearance and typical section.

Project Type: BR - Bridge *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Les Mangus
City of Andover
316-733-1303
lmangus@andoverks.gov

Engineering Contact

Les Mangus
City of Andover
316-733-1303
lmangus@andoverks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$482,058	$10,823	$0	$0	$0	$0	$0	$492,881
2025	Local			$0	$0	$0	$6,303,047	$30,000	$0	$0	$0	$6,333,047
		Total (using AC, not ACCP)		$0	$482,058	$10,823	$6,303,047	$30,000	$0	$0	$0	**$6,825,928**
		Total (using ACCP, not AC)		$0	$482,058	$10,823	$6,303,047	$30,000	$0	$0	$0	**$6,825,928**

Lead Agency City of Andover *WAMPO I.D.* RM-26-005 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Prairie Creek Road - KTA Bridge to 21st Street

Project Limits Prairie Creek Road - KTA Bridge to 21st Street

Project Scope The project reconstructs Prairie Creek Road from the new KTA bridge to 21st Street from an existing rural, two-lane ditch section roadway to an urban, three-lane roadway with curb and gutter and a 10-foot bicycle/pedestrian path on one side. Typical section improvements align with the KTA bridge that will be replaced in 2026. The 10' bicycle/pedestrian path would connect to the similar path that is planned along 21st Street between Andover Road and Kansas Turnpike (project 40-008).

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Les Mangus
City of Andover
316-733-1303
lmangus@andoverks.gov

Engineering Contact

Michael Bailey
GFT
316-303-3016
mdbailey@gftinc.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$113,500	$0	$0	$0	$0	$0	$0	$113,500
2027	Local			$0	$0	$0	$1,628,170	$160,000	$0	$0	$0	$1,788,170
		Total (using AC, not ACCP)		$0	$113,500	$0	$1,628,170	$160,000	$0	$0	$0	**$1,901,670**
		Total (using ACCP, not AC)		$0	$113,500	$0	$1,628,170	$160,000	$0	$0	$0	**$1,901,670**

Lead Agency City of Andover *WAMPO I.D.* RX-25-001 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Andover Rd. from 21st St. north 1/2 Mile

Project Limits Andover Rd. from 21st St. north 1/2 Mile

Project Scope The project reconstructs Andover Road from 21st Street to half-mile north of 21st Street from a two-lane open ditch section to a four-lane curb & gutter section with a 10 foot shared use path and underground storm sewers to accommodate future capacity and provide bicycle and pedestrian facilities. As well as improvements to the Andover Rd & 21st St intersection.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Les Mangus
City of Andover
316-733-1303
lmangus@andoverks.gov

Engineering Contact

Michael Bailey
GFT
316-303-3016
mdbailey@gftinc.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2029	Local			$300,000	$615,000	$150,000	$0	$0	$0	$0	$0	$1,065,000
2030	Local			$0	$0	$0	$6,150,000	$769,000	$0	$0	$0	$6,919,000
		Total (using AC, not ACCP)		$300,000	$615,000	$150,000	$6,150,000	$769,000	$0	$0	$0	**$7,984,000**
		Total (using ACCP, not AC)		$300,000	$615,000	$150,000	$6,150,000	$769,000	$0	$0	$0	**$7,984,000**

Lead Agency City of Bel Aire *WAMPO I.D.* 40-015 *KDOT Project I.D.* N-0823-01 *Last TIP Action* 25-08

Project Title 45th St N, Oliver to Woodlawn

Project Limits Oliver to Woodlawn

Project Scope Reconstruct East 45th St. North from North Oliver Ave. to North Woodlawn St. to a 3-lane, curb and gutter section with a 10-foot multi-use path and 6-foot sidewalk, and improvements at the 45th and Oliver intersection.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Anne Stephens
City of Bel Aire
316-744-2451
astephens@belaireks.gov

Engineering Contact

Anne Stephens
City of Bel Aire
316-744-2451
astephens@belaireks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$60,000	$0	$0	$0	$0	$0	$0	$60,000
2024	Local			$0	$840,000	$0	$0	$0	$0	$0	$0	$840,000
2025	Local			$370,000	$0	$125,000	$0	$0	$0	$0	$0	$495,000
2027	Federal: MPO-STBG			$0	$0	$0	$6,369,797	$1,448,292	$0	$0	$0	$7,818,089
2027	Federal: MPO-STBG	AC	Local	$0	$0	$0	$5,216,539	$0	$0	$0	$0	$5,216,539
2027	Local			$0	$0	$0	$2,896,584	$362,073	$0	$0	$0	$3,258,657
2028	Federal: MPO-STBG	ACCP		$0	$0	$0	$5,216,539	$0	$0	$0	$0	$5,216,539
			Total (using AC, not ACCP)	$370,000	$900,000	$125,000	$14,482,920	$1,810,365	$0	$0	$0	**$17,688,285**
			Total (using ACCP, not AC)	$370,000	$900,000	$125,000	$14,482,920	$1,810,365	$0	$0	$0	**$17,688,285**

Lead Agency City of Bel Aire *WAMPO I.D.* BP-23-02 *KDOT Project I.D.* N-0806-01 *Last TIP Action* 25-03.2

Project Title 53rd Street, Oliver to Woodlawn Multi-Use Path

Project Limits Oliver - Woodlawn

Project Scope Installation of a 10' multi-use pathway beginning at Oliver Street and terminating at the existing sidewalk located in the southeast corner of 53rd and Woodlawn and miscellaneous grading and appurtenances.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Anne Stephens, PE
City of Bel Aire
316-744-2451
astephens@belaireks.gov

Engineering Contact

Ken Lee, PE
Garver
316-221-3029
kwlee@garverusa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: MPO-CRP			$0	$0	$0	$264,886	$27,356	$0	$0	$0	$292,242
2025	Local			$6,555	$26,215	$6,555	$122,340	$11,367	$0	$0	$0	$173,032
		Total (using AC, not ACCP)		$6,555	$26,215	$6,555	$387,226	$38,723	$0	$0	$0	**$465,274**
		Total (using ACCP, not AC)		$6,555	$26,215	$6,555	$387,226	$38,723	$0	$0	$0	**$465,274**

Lead Agency City of Bel Aire *WAMPO I.D.* MB-25-001 *KDOT Project I.D.* *Last TIP Action* 25-07.1

Project Title Bel Aire Bike Ped Trail Phase 1

Project Limits From the Bel Aire Rec Center to Woodlawn Blvd. along the half-mile easement between 45th St. and 53rd St.

Project Scope Construct a 10-foot wide multiuse path, from the Rec Center to Woodlawn along the half-mile easement between 45th and 53rd.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Anne Stephens
City of Bel Aire
316-744-2451
astephens@belaireks.gov

Engineering Contact

Anne Stephens
City of Bel Aire
316-744-2451
astephens@belaireks.gov

Project Notes This is Phase 1 of a 3-phase Bike/Ped Trail.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$86,489	$0	$0	$0	$0	$0	$0	$86,489
2027	Local			$17,298	$0	$171,175	$0	$0	$0	$0	$0	$188,473
2028	Federal: MPO-TA			$0	$0	$0	$691,912	$86,488	$0	$0	$0	$778,400
2028	Local			$0	$0	$0	$172,978	$21,623	$0	$0	$0	$194,601
		Total (using AC, not ACCP)		$17,298	$86,489	$171,175	$864,890	$108,111	$0	$0	$0	**$1,247,963**
		Total (using ACCP, not AC)		$17,298	$86,489	$171,175	$864,890	$108,111	$0	$0	$0	**$1,247,963**

Lead Agency City of Bel Aire *WAMPO I.D.* R-17-02 *KDOT Project I.D.* N-0678-01 *Last TIP Action* 21-00

Project Title Woodlawn: 45th St to 37th St. N

Project Limits Woodlawn, beginning at the north return of 37th Street and continuing through the intersection of 45th Street.

Project Scope Reconstruct Woodlawn with curb and gutter from 37th to 45th Streets. The project will include a 10' multiuse path that connects with the multiuse path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Anne Stephens, PE
City of Bel Aire
316-744-2451
astephens@belaireks.gov

Engineering Contact

Jay Anglemyer, PE
MKEC
316-684-9600
janglemyer@mkec.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	Local			$900,000	$586,406	$30,000	$0	$0	$0	$0	$0	$1,516,406
2021	Federal: MPO-HIP			$0	$0	$0	$550,000	$0	$0	$0	$0	$550,000
2021	Federal: MPO-STBG			$0	$0	$0	$4,946,190	$82,960	$0	$0	$0	$5,029,150
2021	Local			$0	$0	$0	$1,374,047	$20,740	$0	$0	$0	$1,394,787
		Total (using AC, not ACCP)		$900,000	$586,406	$30,000	$6,870,237	$103,700	$0	$0	$0	**$8,490,343**
		Total (using ACCP, not AC)		$900,000	$586,406	$30,000	$6,870,237	$103,700	$0	$0	$0	**$8,490,343**

Lead Agency City of Derby *WAMPO I.D.* 40-540 *KDOT Project I.D.* N-0758-01 *Last TIP Action* 25-08

Project Title Rock Road Corridor Improvements

Project Limits Rock Rd. from 0.5 miles north of 55th St. S to Freedom St.

Project Scope Reconstruct Rock Road from 1/2 mile north of 55th Street to Freedom Street to meet urban standards as the city grows north,improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$395,000	$0	$0	$0	$0	$0	$0	$395,000
2024	Local			$110,000	$0	$55,000	$0	$0	$0	$0	$0	$165,000
2026	Federal: MPO-CMAQ			$0	$0	$0	$2,986,791	$0	$0	$0	$0	$2,986,791
2026	Federal: MPO-STBG			$0	$0	$0	$5,670,615	$846,400	$0	$0	$0	$6,517,015
2026	Local			$0	$0	$0	$2,164,352	$211,600	$0	$0	$0	$2,375,952
		Total (using AC, not ACCP)		$110,000	$395,000	$55,000	$10,821,758	$1,058,000	$0	$0	$0	**$12,439,758**
		Total (using ACCP, not AC)		$110,000	$395,000	$55,000	$10,821,758	$1,058,000	$0	$0	$0	**$12,439,758**

Lead Agency City of Derby *WAMPO I.D.* 40-541 *KDOT Project I.D.* N-0727-01 *Last TIP Action* 23-03.2

Project Title Nelson Drive Realignment

Project Limits Nelson Drive, between Patriot and just south of Red Powell

Project Scope Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby. Includes a new signalized access from K-15 to Nelson Dr.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$190,000	$335,000	$429,704	$0	$0	$0	$0	$0	$954,704
2024	Federal: MPO-CMAQ			$0	$0	$0	$670,954	$46,503	$0	$0	$0	$717,457
2024	Federal: MPO-STBG			$0	$0	$0	$5,430,165	$313,497	$0	$0	$0	$5,743,662
2024	Federal: MPO-TA			$0	$0	$0	$338,012	$0	$0	$0	$0	$338,012
2024	Local			$0	$0	$0	$1,609,783	$90,000	$0	$0	$0	$1,699,783
		Total (using AC, not ACCP)		$190,000	$335,000	$429,704	$8,048,914	$450,000	$0	$0	$0	**$9,453,618**
		Total (using ACCP, not AC)		$190,000	$335,000	$429,704	$8,048,914	$450,000	$0	$0	$0	**$9,453,618**

Lead Agency City of Garden Plain *WAMPO I.D.* BP-23-01 *KDOT Project I.D.* TE-0519-01 *Last TIP Action* 25-00.1

Project Title Harry and Main Street Sidewalks

Project Limits On Harry St from Section Line Road west to Doyle St and on Main St from Harry south to the baseball field entrance approximately 300 feet south of Abel Ave.

Project Scope Installation of sidewalk, ramps and crosswalks with flashing lights.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Kim McCormick
City of Garden Plain
316-531-2321
cityclerk@gardenplain.com

Engineering Contact

John Riggins, PE
Kirkham Michael
316-540-8028
jriggins@kirkham.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$26,000	$0	$0	$0	$0	$0	$0	$26,000
2025	Federal: KDOT-TA			$0	$0	$0	$345,782	$64,039	$0	$0	$0	$409,821
2025	Local			$0	$0	$0	$86,446	$16,010	$0	$0	$0	$102,456
		Total (using AC, not ACCP)		$0	$26,000	$0	$432,228	$80,049	$0	$0	$0	**$538,277**
		Total (using ACCP, not AC)		$0	$26,000	$0	$432,228	$80,049	$0	$0	$0	**$538,277**

Lead Agency City of Goddard *WAMPO I.D.* PF-25-002 *KDOT Project I.D.* *Last TIP Action* 25-04

Project Title Goddard Sidewalk Improvements - First and Second Street

Project Limits First Street and Second Street from Walnut to Goddard

Project Scope Remove and replace existing sidewalks on First and Second Street in disrepair and that do not meet ADA requirements and complete the sidewalk route to include 6' wide multi-use path on one side of each street.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Tina Powell
City of Goddard
316-322-5934
tpowell@goddardks.gov

Engineering Contact

Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$13,705	$0	$274,096	$95,933	$0	$0	$0	$383,734
		Total (using AC, not ACCP)		$0	$13,705	$0	$274,096	$95,933	$0	$0	$0	**$383,734**
		Total (using ACCP, not AC)		$0	$13,705	$0	$274,096	$95,933	$0	$0	$0	**$383,734**

Lead Agency City of Goddard *WAMPO I.D.* PF-25-003 *KDOT Project I.D.* *Last TIP Action* 25-04

Project Title Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard

Project Limits Third Street and Fourth Street from Walnut to Goddard

Project Scope Remove and replace existing sidewalks on Third and Fourth Street in disrepair and that do not meet ADA requirements and complete the sidewalk route to include 6' wide multi-use path on one side of each street.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Tina Powell
City of Goddard
316-322-5934
tpowell@goddardks.gov

Engineering Contact

Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$11,254	$0	$225,084	$78,779	$0	$0	$0	$315,117
		Total (using AC, not ACCP)		$0	$11,254	$0	$225,084	$78,779	$0	$0	$0	**$315,117**
		Total (using ACCP, not AC)		$0	$11,254	$0	$225,084	$78,779	$0	$0	$0	**$315,117**

Lead Agency City of Goddard *WAMPO I.D.* PF-25-004 *KDOT Project I.D.* *Last TIP Action* 25-04

Project Title Goddard Sidewalk Improvements - Walnut Street and Spruce Street

Project Limits Walnut Street from Kellogg to the Trail Crossing and Spruce Street from Seventh to Linear Park

Project Scope Remove and replace existing sidewalks on Walnut Street from Kellogg to the Trail Crossing and Spruce Street from Seventh to Linear Park in disrepair and that do not meet ADA requirements and complete the sidewalk route to include 6' wide multi-use path on one side of each street.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Tina Powell
City of Goddard
316-322-5934
tpowell@goddardks.gov

Engineering Contact
Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$13,109	$0	$262,184	$91,765	$0	$0	$0	$367,058
		Total (using AC, not ACCP)		$0	$13,109	$0	$262,184	$91,765	$0	$0	$0	**$367,058**
		Total (using ACCP, not AC)		$0	$13,109	$0	$262,184	$91,765	$0	$0	$0	**$367,058**

Lead Agency City of Goddard *WAMPO I.D.* PF-25-005 *KDOT Project I.D.* *Last TIP Action* 25-04

Project Title Goddard Sidewalk Improvements - Pine Street and Oak Street

Project Limits Pine Street from the school to Linear Park and Oak Street from Kellogg to Linear Park

Project Scope Remove and replace existing sidewalks on Pine Street from the school to Linear Park and Oak Street from Kellogg to Linear Park in disrepair and that do not meet ADA requirements and complete the sidewalk route to include 6' wide multi-use path on one side of each street.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Tina Powell
City of Goddard
316-322-5934
tpowell@goddardks.gov

Engineering Contact
Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$10,321	$0	$206,426	$72,249	$0	$0	$0	$288,996
		Total (using AC, not ACCP)		$0	$10,321	$0	$206,426	$72,249	$0	$0	$0	**$288,996**
		Total (using ACCP, not AC)		$0	$10,321	$0	$206,426	$72,249	$0	$0	$0	**$288,996**

Lead Agency City of Goddard *WAMPO I.D.* PF-25-006 *KDOT Project I.D.* *Last TIP Action* 25-04

Project Title Goddard Sidewalk Improvements - Main Street

Project Limits Main Street from Kellogg to Second Street

Project Scope Remove and replace existing sidewalks on Main Street from Kellogg to Second Street in disrepair and that do not meet ADA requirements and complete the sidewalk route to include 6' wide multi-use path on one side of each street.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Tina Powell
City of Goddard
316-322-5934
tpowell@goddardks.gov

Engineering Contact

Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$7,420	$0	$148,389	$51,936	$0	$0	$0	$207,745
		Total (using AC, not ACCP)		$0	$7,420	$0	$148,389	$51,936	$0	$0	$0	**$207,745**
		Total (using ACCP, not AC)		$0	$7,420	$0	$148,389	$51,936	$0	$0	$0	**$207,745**

Lead Agency City of Goddard *WAMPO I.D.* PF-25-007 *KDOT Project I.D.* *Last TIP Action* 25-04

Project Title Goddard Sidewalk Improvements on Cedar Street and Elm Street

Project Limits Cedar Street from Kellogg to Santa Fe and Elm Street from Fourth Street to Santa Fe

Project Scope Remove and replace existing sidewalks in disrepair and that do not meet ADA requirements and complete the sidewalk route to include 6' wide multi-use path on one side of each street.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Tina Powell
City of Goddard
316-322-5934
tpowell@goddardks.gov

Engineering Contact
Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$9,166	$0	$183,327	$64,165	$0	$0	$0	$256,658
		Total (using AC, not ACCP)		$0	$9,166	$0	$183,327	$64,165	$0	$0	$0	**$256,658**
		Total (using ACCP, not AC)		$0	$9,166	$0	$183,327	$64,165	$0	$0	$0	**$256,658**

Lead Agency City of Goddard *WAMPO I.D.* RM-25-045 *KDOT Project I.D.* *Last TIP Action* 25-05

Project Title 23rd Street Expansion Project

Project Limits 23rd Street from 215th to 199th

Project Scope For the roadway section on 23rd between 199th and 215th, Transystems recommends improving the corridor to a two-lane rural section. The width of this two-lane section, including the shoulders, will be consistent with the width of a future three-lane section, facilitating easy future expansion as traffic demand further increases. This section will feature flat-bottom ditches on both sides and a shared-use path. No significant improvements are planned for the intersection at 215th Street. For the intersection of 23rd Street and 199th Street, a roundabout is recommended as the current signal does not meet warrant criteria.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Craig R. Crossette
City of Goddard
316-794-2441
ccrossette@goddardks.gov

Engineering Contact
Chad Banka
GFT
816-329-8625
ccbanka@transystems.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2028	Local			$0	$340,824	$0	$4,544,321	$454,432	$0	$0	$0	$5,339,577
		Total (using AC, not ACCP)		$0	$340,824	$0	$4,544,321	$454,432	$0	$0	$0	**$5,339,577**
		Total (using ACCP, not AC)		$0	$340,824	$0	$4,544,321	$454,432	$0	$0	$0	**$5,339,577**

Lead Agency City of Goddard *WAMPO I.D.* RN-25-003 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Crowne Drive Extension from US-54 to 23rd Street

Project Limits From the dead end of existing Crowne Drive to 23rd Street South.

Project Scope Extend the exisiting alignment of Crown Drive South ~800 ft, then shift it ~120 ft S/E and extend the drive ~1500' to construct a new intersection at Industrial Road and extend Crowne Drive to 23rd Street South. Regrade the exisitng wetland channel parallel to this project and add two large drainage structures to facilitate drainage through the intersection of Industrial Road and Crowne Drive and add a roundabout at Amelia Aerheart School.

Project Type: RN - New Roadway *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Craig R. Crossette
City of Goddard
316-794-2441
ccrossette@goddardks.gov

Engineering Contact

Harlan Foraker
CED
316-262-8808
hforaker@cedpa.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2029	Local			$0	$431,250	$100,000	$0	$0	$0	$0	$0	$531,250
2030	Local			$0	$0	$0	$5,750,000	$230,000	$0	$0	$0	$5,980,000
		Total (using AC, not ACCP)		$0	$431,250	$100,000	$5,750,000	$230,000	$0	$0	$0	**$6,511,250**
		Total (using ACCP, not AC)		$0	$431,250	$100,000	$5,750,000	$230,000	$0	$0	$0	**$6,511,250**

Lead Agency City of Goddard/County of Sedgwick *WAMPO I.D.* RM-25-046 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title 183rd St Expansion

Project Limits Maple to Central

Project Scope 1) Improving the intersection at 183rd Street and Maple Street from a two-way stop to a roundabout. 2) Transitioning the 183rd St gravel road to pavement between the intersection of 183rd and Maple north to Central Street.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Craig R. Crossette/Lynn Packer
City of Goddard/Sedgwick County
316-794-2441/316-660-1766
ccrossette@goddardks.gov/lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			$0	$350,000	$0	$0	$0	$0	$0	$0	$350,000
2028	Local			$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
2029	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2030	Federal: MPO-STBG			$0	$0	$0	$3,700,000	$150,000	$0	$0	$0	$3,850,000
2030	Local			$0	$0	$0	$925,000	$37,500	$0	$0	$0	$962,500
		Total (using AC, not ACCP)		$50,000	$350,000	$50,000	$4,625,000	$187,500	$0	$0	$0	**$5,262,500**
		Total (using ACCP, not AC)		$50,000	$350,000	$50,000	$4,625,000	$187,500	$0	$0	$0	**$5,262,500**

Lead Agency City of Haysville *WAMPO I.D.* RM-25-009 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title West Grand Improvements

Project Limits On Grand St, starting at Meridian and going 1/2-mile west.

Project Scope Widening Grand Avenue to expand it from a 2-lane roadway to a 4-lane roadway and to include turn lanes, storm sewer system, extending sidewalk, and adding signalized cross walk.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Will Black
City of Haysville
316-529-5900
wblack@haysvilleks.gov

Engineering Contact

Kristy Skaggs
PEC
316-262-2691
kristy.skaggs@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2029	Local			$0	$445,772	$111,443	$0	$0	$0	$0	$0	$557,215
2030	Federal: MPO-STBG			$0	$0	$0	$3,566,176	$445,772	$0	$0	$0	$4,011,948
2030	Local			$222,886	$0	$0	$891,544	$111,443	$0	$0	$0	$1,225,873
		Total (using AC, not ACCP)		$222,886	$445,772	$111,443	$4,457,720	$557,215	$0	$0	$0	**$5,795,036**
		Total (using ACCP, not AC)		$222,886	$445,772	$111,443	$4,457,720	$557,215	$0	$0	$0	**$5,795,036**

Lead Agency City of Haysville *WAMPO I.D.* RM-25-044 *KDOT Project I.D.* N-0851-01 *Last TIP Action* 25-08

Project Title Meridian Street & Multiuse Trail

Project Limits Meridian Street (79th St to Grand Ave) and 79th St, Meridian to Cattail

Project Scope Reconstruct Meridian to a suburban standard from current 2-lane open ditch rural roadway and extend multiuse trail. Includes curb and gutter, 3-lane section with center left turn lanes, pedestrian crossing, extension of sidewalks/multiuse trail, intersection reconstruction at 79th and Meridian to include left turn lanes in all directions, a pedestrian bridge, and lighting.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Will Black
City of Haysville
316-529-5900
wblack@haysvilleks.gov

Engineering Contact

Tim Aziere
PEC
316-206-1469
tim.aziere@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$778,521	$187,142	$0	$0	$0	$0	$0	$965,663
2027	Federal: MPO-STBG			$0	$0	$0	$4,140,282	$593,580	$0	$0	$0	$4,733,862
2027	Federal: MPO-TA			$0	$0	$0	$599,059	$74,882	$0	$0	$0	$673,941
2027	Federal: MPO-TA-STBG			$0	$0	$0	$608,359	$0	$0	$0	$0	$608,359
2027	Local			$389,261	$0	$0	$1,336,925	$167,116	$0	$0	$0	$1,893,302
		Total (using AC, not ACCP)		$389,261	$778,521	$187,142	$6,684,625	$835,578	$0	$0	$0	**$8,875,127**
		Total (using ACCP, not AC)		$389,261	$778,521	$187,142	$6,684,625	$835,578	$0	$0	$0	**$8,875,127**

Lead Agency City of Maize *WAMPO I.D.* RM-25-018 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title 119th Street Improvments From 29th Street to 37th Street

Project Limits From the south city limits on the north side of 29th N. to the north side of the 119th and 37th Street intersection.

Project Scope The project scope will add capacity to 119th Street between 29th Street and 37th street while modernizing the roadway for existing and future traffic volumes. The roadway will be widened from a two-lane to a partial three-lane roadway, with left-turn lanes into neighborhoods. The project includes an upgrade to curb and gutter, removing the existing rural ditches. A 10-foot wide multi-use trail will be construced along one side of the roadway with a standard 6' wide walking path would be constructed on the other. Appropriate pedestrian crossings and landscaping will occur throughout the corridor, including a multi-use path and sidewalk to connect to similar facilities running along 29th St to the west.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Nick Gregory
City of Maize
316-425-3397
ngregory@maizeks.gov

Engineering Contact

Tim Aziere
PEC
316-206-1469
tim.aziere@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			$0	$558,675	$139,669	$0	$0	$0	$0	$0	$698,344
2028	Local			$279,337	$0	$0	$0	$0	$0	$0	$0	$279,337
2029	Federal: MPO-STBG			$0	$0	$0	$4,469,397	$558,675	$0	$0	$0	$5,028,072
2029	Local			$0	$0	$0	$1,117,350	$139,669	$0	$0	$0	$1,257,019
		Total (using AC, not ACCP)		$279,337	$558,675	$139,669	$5,586,747	$698,344	$0	$0	$0	**$7,262,772**
		Total (using ACCP, not AC)		$279,337	$558,675	$139,669	$5,586,747	$698,344	$0	$0	$0	**$7,262,772**

Lead Agency City of Maize *WAMPO I.D.* RM-26-006 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title 119th Street Improvements (Phase 2 - 37th Street to Wilkinson)

Project Limits From the north edge of the 37th Street intersection to the improved 3 lane roadway at the intersection of 119th W. and Wilkinson

Project Scope The project scope will add capacity to 119th Street between 37th Street North and Wilkenson Street while modernizing the roadway for existing and future traffic volumes. The roadway will be widened from a two-lane to a partial three-lane roadway, with left-turn lanes into neighborhoods. The project includes an upgrade to curb and gutter, removing the existing rural ditches. A 10-foot wide multi-use trail will be construced along one side of the roadway with a standard 6' wide walking path would be constructed on the other. Appropriate pedestrian crossings and landscaping will occur throughout the corridor.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Nick Gregory
City of Maize
316-425-3397
ngregory@maizeks.gov

Engineering Contact

Tim Aziere
PEC
316-206-1469
tim.aziere@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			$0	$341,402	$85,351	$0	$0	$0	$0	$0	$426,753
2028	Local			$170,701	$0	$0	$0	$0	$0	$0	$0	$170,701
2029	Local			$0	$0	$0	$3,414,022	$426,753	$0	$0	$0	$3,840,775
		Total (using AC, not ACCP)		$170,701	$341,402	$85,351	$3,414,022	$426,753	$0	$0	$0	**$4,438,229**
		Total (using ACCP, not AC)		$170,701	$341,402	$85,351	$3,414,022	$426,753	$0	$0	$0	**$4,438,229**

Lead Agency City of Park City *WAMPO I.D.* RM-25-022 *KDOT Project I.D.* N-0818-01 *Last TIP Action* 25-08

Project Title 85th Street and Broadway Roundabout

Project Limits 85th Street from 300' west of Broadway to Hydraulic Avenue and aloing Broadway 300' north to 300' south of the 85th Street intersection.

Project Scope Construct a signle-lane roundabout at the intersection of 85th Street and Broadway.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Sean Fox
City of Park City
316-252-8712
sfox@parkcityks.gov

Engineering Contact

Kristy Skaggs
PEC
316-262-2691
kristy.skaggs@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: MPO-STBG			$0	$0	$0	$1,255,743	$156,968	$0	$0	$0	$1,412,711
2026	Local			$78,484	$156,968	$39,242	$313,936	$39,242	$0	$0	$0	$627,872
		Total (using AC, not ACCP)		$78,484	$156,968	$39,242	$1,569,679	$196,210	$0	$0	$0	**$2,040,583**
		Total (using ACCP, not AC)		$78,484	$156,968	$39,242	$1,569,679	$196,210	$0	$0	$0	**$2,040,583**

Lead Agency City of Valley Center *WAMPO I.D.* BP-23-03 *KDOT Project I.D.* N-0815-01 *Last TIP Action* 27-00

Project Title Seneca St Multiuse Path

Project Limits Seneca Street, Ford St to 5th St

Project Scope Construct a 10-foot multi use concrete path along the west side of Seneca St.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Cyndra Kastens
City of Valley Center
316-755-7310
ckastens@valleycenterks.gov

Engineering Contact

Gage Scheer
PEC
316-206-1308
gage.scheer@pec1.com

Project Notes This project is part of a larger street project, to upgrade Seneca from Ford St to 5th Street, and it is assumed that should this project be awarded WAMPO funding, the sidewalk and larger street project will be designed and constructed together.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: MPO-CRP			$0	$0	$0	$370,943	$46,367	$0	$0	$0	$417,310
2025	Local			$11,590	$46,367	$11,590	$92,736	$11,592	$0	$0	$0	$173,875
		Total (using AC, not ACCP)		$11,590	$46,367	$11,590	$463,679	$57,959	$0	$0	$0	**$591,185**
		Total (using ACCP, not AC)		$11,590	$46,367	$11,590	$463,679	$57,959	$0	$0	$0	**$591,185**

Lead Agency City of Wichita *WAMPO I.D.* 40-056 *KDOT Project I.D.* N-0760-01 *Last TIP Action* 25-04.1

Project Title Wichita Intelligent Transporation System - E 21st St N

Project Limits 21st St N, Cleveland St. to 159th St. E

Project Scope Traffic signal optimization of 9.25 miles of 21st St N from Cleveland Ave to 159th St E. Project includes 24 signalized intersections and crosswalks, and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational effeciency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project.

Project Type: TM - Traffic Management Technology *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$250,000	$0	$0	$0	$0	$0	$0	$250,000
2025	Federal: MPO-CMAQ			$0	$0	$0	$1,747,106	$200,000	$0	$0	$0	$1,947,106
2025	Federal: MPO-CMAQ	AC	Local	$0	$0	$0	$1,861,856	$0	$0	$0	$0	$1,861,856
2025	Federal: MPO-STBG			$0	$0	$0	$391,038	$0	$0	$0	$0	$391,038
2025	Local			$0	$0	$0	$1,000,000	$50,000	$0	$0	$0	$1,050,000
2026	Federal: MPO-CMAQ	ACCP		$0	$0	$0	$1,861,856	$0	$0	$0	$0	$1,861,856
		Total (using AC, not ACCP)		$0	$250,000	$0	$5,000,000	$250,000	$0	$0	$0	**$5,500,000**
		Total (using ACCP, not AC)		$0	$250,000	$0	$5,000,000	$250,000	$0	$0	$0	**$5,500,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-066 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Pawnee Avenue, Greenwich Road to 127th Street East

Project Limits Pawnee Avenue, Greenwich Road to 127th Street East

Project Scope The existing roadway is a two-lane asphalt mat street with ditches. The project would reconstruct Pawnee to three-lane roadway with curb and gutter and underground storm sewer. A six-feet wide sidewalk and ten-feet wide multiple use path would also be constructed with the project. The intersection of Pawnee and 127th Street East would be reconstructed with the project as a roundabout or a five-legged intersection with traffic signal (assuming warrants are met for the signal, otherwise the intersection would only be boxed in). Decel lanes would be added for major entrances and pedestrian signal would be evaluated for Southeast High School.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$700,000	$0	$0	$0	$0	$0	$0	$700,000
2027	Local			$250,000	$350,000	$150,000	$0	$0	$0	$0	$0	$750,000
2029	Local			$0	$842,000	$0	$7,608,000	$750,000	$0	$0	$0	$9,200,000
		Total (using AC, not ACCP)		$250,000	$1,892,000	$150,000	$7,608,000	$750,000	$0	$0	$0	**$10,650,000**
		Total (using ACCP, not AC)		$250,000	$1,892,000	$150,000	$7,608,000	$750,000	$0	$0	$0	**$10,650,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-077 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title Maize Road, Pawnee to 31st Street South

Project Limits Maize Road, Pawnee to 31st Street South

Project Scope The existing roadway is a two-lane asphalt mat street with ditches. The project would reconstruct Maize Road to three-lane roadway with curb and gutter and underground storm sewer. A six-feet wide sidewalk and ten-feet wide multiple use path would also be constructed with the project. The intersection of Maize and 31st Street South would be reconstructed with the project as a five-legged intersection on Maize and three-legged intersection on 31st Street. The intersection would be boxed in with the project. Decel lanes would be added for major entrances.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$25,000	$775,000	$0	$0	$0	$0	$0	$0	$800,000
2027	Local			$0	$0	$75,000	$0	$0	$0	$0	$0	$75,000
2028	Local			$225,000	$0	$0	$7,555,000	$645,000	$0	$0	$0	$8,425,000
		Total (using AC, not ACCP)		$250,000	$775,000	$75,000	$7,555,000	$645,000	$0	$0	$0	**$9,300,000**
		Total (using ACCP, not AC)		$250,000	$775,000	$75,000	$7,555,000	$645,000	$0	$0	$0	**$9,300,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-079 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title Hillside, 37th St N to 45th St N

Project Limits Hillside, 37th to 45th Street N

Project Scope The project will be a complete reconstruction of the 2-lane asphalt mat street to a 5-lane urban roadway with drainage improvements, sidewalk, and a multi-use path. Water and sanitary sewer lines will be replaced as needed.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$50,000	$660,000	$0	$0	$0	$0	$0	$0	$710,000
2027	Local			$0	$0	$50,000	$6,100,000	$550,000	$0	$0	$0	$6,700,000
		Total (using AC, not ACCP)		$50,000	$660,000	$50,000	$6,100,000	$550,000	$0	$0	$0	**$7,410,000**
		Total (using ACCP, not AC)		$50,000	$660,000	$50,000	$6,100,000	$550,000	$0	$0	$0	**$7,410,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-099 *KDOT Project I.D.* *Last TIP Action* 23-01.2

Project Title Comprehensive Way Finding

Project Limits City of Wichita

Project Scope Install and replace way finding signs throughout the city.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$220,000	$0	$0	$0	$0	$0	$0	$220,000
2025	Local			$0	$0	$0	$1,620,000	$85,000	$0	$0	$0	$1,705,000
		Total (using AC, not ACCP)		$0	$220,000	$0	$1,620,000	$85,000	$0	$0	$0	**$1,925,000**
		Total (using ACCP, not AC)		$0	$220,000	$0	$1,620,000	$85,000	$0	$0	$0	**$1,925,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-510 *KDOT Project I.D.* N-0761-01 *Last TIP Action* 25-07

Project Title 17th St N, I-135 to Hillside

Project Limits 17th St N, I-135 to Hillside

Project Scope Convert 17th from a four-lane roadway to three-lane roadway. This a road diet project and the last conversion between Broadway and Oliver. The project would more than likely rebuild between Grove and I-135 and do a maitenance sytle project between Grove and Hillside.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$300,000	$250,000	$0	$0	$0	$0	$0	$550,000
2025	Federal: MPO-STBG			$0	$0	$0	$1,988,800	$271,200	$0	$0	$0	$2,260,000
2025	Federal: MPO-TA			$0	$0	$0	$123,200	$16,800	$0	$0	$0	$140,000
2025	Local			$575,000	$0	$0	$2,160,000	$540,000	$0	$0	$0	$3,275,000
		Total (using AC, not ACCP)		$575,000	$300,000	$250,000	$4,272,000	$828,000	$0	$0	$0	**$6,225,000**
		Total (using ACCP, not AC)		$575,000	$300,000	$250,000	$4,272,000	$828,000	$0	$0	$0	**$6,225,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-517 *KDOT Project I.D.* N-0762-01 *Last TIP Action* 25-05.1

Project Title Douglas, Seneca to Meridian

Project Limits Douglas, Seneca to Meridian

Project Scope To identify which modes of transprotation and amenitties (vechicles, transit, bikes, and on-street parking) should have an identified location on this section of Douglas and where they should be located. The existing roadway is marked as a two-lane roadway but is 50' wide from back of curb to back of curb. If on-street parking is identified as being needed in this corirdor then curb bulbouts will be built with the project. Multiple different scenerios (three-lane, two -lane, on-street parking, on-street bike lanes, etc.) will be evaluted with the community as part of this project.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			$0	$150,000	$0	$0	$0	$0	$0	$0	$150,000
2023	Local			$850,000	$850,000	$400,000	$0	$0	$0	$0	$0	$2,100,000
2025	Federal: MPO-STBG			$0	$0	$0	$3,298,159	$285,841	$0	$0	$0	$3,584,000
2025	Federal: MPO-TA			$0	$0	$0	$301,841	$26,159	$0	$0	$0	$328,000
2025	Local			$0	$50,000	$0	$6,060,000	$475,000	$0	$0	$0	$6,585,000
		Total (using AC, not ACCP)		$850,000	$1,050,000	$400,000	$9,660,000	$787,000	$0	$0	$0	**$12,747,000**
		Total (using ACCP, not AC)		$850,000	$1,050,000	$400,000	$9,660,000	$787,000	$0	$0	$0	**$12,747,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-524 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title Webb Road, Central to 13th St N

Project Limits Webb Road, Central to 13th St N

Project Scope The existing four-lane roadway is a combination of asphalt mat with ditches and curb and gutter. This project would reconstruct a majority of Webb Road to five-lane urban section (curb and gutter with underground storm sewer). The section between the north property line of All Star Sports and the north property line of Cross Creek 2nd Addition would be a four-lane urban section. The project would also construct a six-feet wide sidewalk on both sides of the Webb Road. The pedestrian signal would be replaced with the project.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$25,000	$775,000	$0	$0	$0	$0	$0	$0	$800,000
2026	Local			$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000
2027	Local			$230,000	$0	$0	$7,620,000	$640,000	$0	$0	$0	$8,490,000
		Total (using AC, not ACCP)		$255,000	$775,000	$100,000	$7,620,000	$640,000	$0	$0	$0	**$9,390,000**
		Total (using ACCP, not AC)		$255,000	$775,000	$100,000	$7,620,000	$640,000	$0	$0	$0	**$9,390,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-526 *KDOT Project I.D.* *Last TIP Action* 23-00

Project Title Wichita Intelligent Transporation System - Central Business District

Project Limits Wichita Central Business District (Kellogg to Murdock, Arkansas River to Washington)

Project Scope Traffic signal optimization of downtown corridor(s) as identified in conjunction with the Wichita Downtown Streets Plan. Project will include installation of conduit and fiber, which will connect signalized intersections to the City of Wichita's central traffic management system. Improvements also include installation of wheelchair ramps, pedestrian actuation and vehicular detection.

Project Type: TM - Traffic Management Technology *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$300,000	$0	$0	$0	$0	$0	$0	$300,000
2026	Local			$0	$0	$0	$3,000,000	$150,000	$0	$0	$0	$3,150,000
		Total (using AC, not ACCP)		$0	$300,000	$0	$3,000,000	$150,000	$0	$0	$0	**$3,450,000**
		Total (using ACCP, not AC)		$0	$300,000	$0	$3,000,000	$150,000	$0	$0	$0	**$3,450,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-559 *KDOT Project I.D.* *Last TIP Action* 23-00

Project Title Chisholm Trail and Delano Path

Project Limits The project will extend the path west of McLean within the old Pearl Street right of way (north of Douglas) to Exposition. The path will continue on-street southwest thru the neighborhood to K-42 and McCormick. The project also includes on-street markings on Taft between Sycamore and McLean.

Project Scope The project connects the Delano business district to the Arkansas path, provides access to two universities and is an extension of the Sycamore bicycle route. The project would include installation of paved paths and crossing improvements at new and existing signals. Delano Path: the former railroad corridor north of Douglas Avenue from the Arkansas River path to the proposed future park site west of Exposition. The route will then be on street through the neighborhood with sharrow markings south on Elizabeth to University, west on University to Hiram (adjacent to Friends University), south on Hiram to Kellogg Dr, then west through the Kellogg/Meridian/Edwards interchange, south of K-42 and McCormick.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$0	$0	$2,200,000	$0	$0	$0	$0	$2,200,000
		Total (using AC, not ACCP)		$0	$0	$0	$2,200,000	$0	$0	$0	$0	**$2,200,000**
		Total (using ACCP, not AC)		$0	$0	$0	$2,200,000	$0	$0	$0	$0	**$2,200,000**

Lead Agency City of Wichita *WAMPO I.D.* 40-560 *KDOT Project I.D.* *Last TIP Action* 23-00

Project Title Prairie Sunset Trail

Project Limits K-42 & McCormick to 167th Street W

Project Scope Connect the Prairie Sunset Trail to the Chisholm/Delano Path thus providing access to downtown Wichita destinations. This regional connection will tie together bikeways from Garden Plain and Goddard to the Wichita bicycle network. The project will improve the existing trail along the City railbanked sections, improve crossings, wayfinding, upgrades to existing bridges, and connections to adjacent destinations. Coordination with FHWA and KDOT is required to cross the I-235 interchange and M.S. Mitchell Floodway including bridge improvements over the floodway.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			$0	$0	$0	$2,300,000	$0	$0	$0	$0	$2,300,000
		Total (using AC, not ACCP)		$0	$0	$0	$2,300,000	$0	$0	$0	$0	**$2,300,000**
		Total (using ACCP, not AC)		$0	$0	$0	$2,300,000	$0	$0	$0	$0	**$2,300,000**

Lead Agency City of Wichita *WAMPO I.D.* B-19-06 *KDOT Project I.D.* *Last TIP Action* 21-00

Project Title Bridge Rehabilitation/Repair - Wichita

Project Limits City of Wichita

Project Scope Bridge repair, if needed, for bridged identified in the biennial bridge inspection

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			$0	$0	$0	$700,000	$50,000	$0	$0	$0	$750,000
2022	Local			$0	$0	$0	$900,000	$100,000	$0	$0	$0	$1,000,000
2023	Local			$0	$0	$0	$900,000	$100,000	$0	$0	$0	$1,000,000
		Total (using AC, not ACCP)		$0	$0	$0	$2,500,000	$250,000	$0	$0	$0	**$2,750,000**
		Total (using ACCP, not AC)		$0	$0	$0	$2,500,000	$250,000	$0	$0	$0	**$2,750,000**

Lead Agency City of Wichita *WAMPO I.D.* BP-19-01 *KDOT Project I.D.* *Last TIP Action* 21-00

Project Title Bike Enhancement Projects

Project Limits City of Wichita

Project Scope Various bicycle improvements including those recommended by the Wichita Bicycle and pedestrian Advisory board.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			$0	$0	$0	$150,000	$0	$0	$0	$0	$150,000
2022	Local			$0	$0	$0	$150,000	$0	$0	$0	$0	$150,000
		Total (using AC, not ACCP)		$0	$0	$0	$300,000	$0	$0	$0	$0	**$300,000**
		Total (using ACCP, not AC)		$0	$0	$0	$300,000	$0	$0	$0	$0	**$300,000**

Lead Agency City of Wichita *WAMPO I.D.* INT-19-02 *KDOT Project I.D.* *Last TIP Action* 23-02

Project Title Pawnee & 127th Street intersection

Project Limits Pawnee & 127th Street

Project Scope Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$0	$130,000	$0	$0	$0	$0	$0	$130,000
2026	Local			$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
2028	Local			$0	$0	$0	$2,250,000	$0	$0	$0	$0	$2,250,000
		Total (using AC, not ACCP)		$0	$200,000	$130,000	$2,250,000	$0	$0	$0	$0	**$2,580,000**
		Total (using ACCP, not AC)		$0	$200,000	$130,000	$2,250,000	$0	$0	$0	$0	**$2,580,000**

Lead Agency City of Wichita *WAMPO I.D.* MB-25-009 *KDOT Project I.D.* N-0794-01 *Last TIP Action* 25-04

Project Title Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1

Project Limits Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96, with the exception of appoximately 1/4 mile each side of Rock Road

Project Scope Construct a hybrid 9-foot concrete and 4-foot gravel multi-use path along the Redbud Trail from Woodlawn to K-96, with the exception of appoximately 1/4 mile each side of Rock Road. Upgrade the rapid flashing beacon at the Woodlawn crossing to a High-Intensity Activated CrossWalk (HAWK) signal, install new HAWK crossing signals at both Webb and Greenwich Road. Provide access to the Redbud Multi-Use Path through neighborhood connections where possible. Construct additional parking areas/lots by strategically locating them where space is available.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact
Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes WAMPO TIP fee needs to be accounted for in City of Wichita budget: $104,364.74.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$214,042	$0	$0	$0	$0	$0	$0	$214,042
2024	Local			$0	$1,185,000	$85,000	$0	$0	$0	$0	$0	$1,270,000
2025	Federal: MPO-CRP			$0	$0	$0	$3,738,387	$0	$0	$0	$0	$3,738,387
2025	Federal: MPO-TA			$0	$0	$0	$610,144	$0	$0	$0	$0	$610,144
2025	Local			$0	$356,000	$0	$2,640,000	$400,000	$0	$0	$0	$3,396,000
		Total (using AC, not ACCP)		$0	$1,755,042	$85,000	$6,988,531	$400,000	$0	$0	$0	**$9,228,573**
		Total (using ACCP, not AC)		$0	$1,755,042	$85,000	$6,988,531	$400,000	$0	$0	$0	**$9,228,573**

Lead Agency City of Wichita *WAMPO I.D.* MB-25-010 *KDOT Project I.D.* N-0794-02 *Last TIP Action* 25-08

Project Title Redbud Multi-Use Path near Rock Road Phase 2

Project Limits Redbud Path near 17th St appoximately 1/4 mile each side of Rock Road

Project Scope Construct a hybrid 9-foot concrete and 4-foot gravel multi-use path along the Redbud Trail from approximately 1/4 mile on each side of Rock Road. Install an elevated pedestrian bridge crossing at Rock Road eliminating at grade interaction with vehicular traffic. Provide access to the Redbud Multi-Use Path through neighborhood connections where possible.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact
Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes WAMPO TIP fee needs to be accounted for in City of Wichita budget: $66,082.90.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: MPO-CMAQ			$0	$0	$0	$726,039	$504,232	$0	$0	$0	$1,230,271
2026	Federal: MPO-CRP			$0	$0	$0	$1,485,131	$0	$0	$0	$0	$1,485,131
2026	Federal: MPO-TA			$0	$0	$0	$2,847,361	$0	$0	$0	$0	$2,847,361
2026	Local			$1,000,000	$134,000	$0	$3,819,923	$380,768	$0	$0	$0	$5,334,691
		Total (using AC, not ACCP)		$1,000,000	$134,000	$0	$8,878,454	$885,000	$0	$0	$0	**$10,897,454**
		Total (using ACCP, not AC)		$1,000,000	$134,000	$0	$8,878,454	$885,000	$0	$0	$0	**$10,897,454**

Lead Agency City of Wichita *WAMPO I.D.* MB-26-001 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Gypsum Creek Multi-Use Path, Oliver to Lincoln

Project Limits Along Gypsum Creek Multi-Use Path from Oliver St to Lincoln St

Project Scope The project includes replacing existing asphalt multi-use path in several locations along the City of Wichita's Gypsum Creek path from Oliver Street to Lincoln Street with new 10-foot wide concrete sidewalk to improve pedestrian safety and accessibility. Work may consist of removing and replacing damaged panels of existing concrete multi-use path as necessary.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			$25,000	$240,000	$25,000	$0	$0	$0	$0	$0	$290,000
2029	Federal: MPO-TA			$0	$0	$0	$1,440,000	$144,000	$0	$0	$0	$1,584,000
2029	Local			$0	$0	$0	$360,000	$36,000	$0	$0	$0	$396,000
		Total (using AC, not ACCP)		$25,000	$240,000	$25,000	$1,800,000	$180,000	$0	$0	$0	**$2,270,000**
		Total (using ACCP, not AC)		$25,000	$240,000	$25,000	$1,800,000	$180,000	$0	$0	$0	**$2,270,000**

Lead Agency City of Wichita *WAMPO I.D.* P-23-04 *KDOT Project I.D.* *Last TIP Action* 23-04

Project Title Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS

Project Limits 21st Street Corridor from I-135 to Broadway, Wichita, KS

Project Scope This project will support public engagement and a planning study on how best to reconnect the 21st Street Corridor, a vital portion of the city that is divided by several at-grade railroad crossings and a recessed Interstate 135.

Project Type: PL - Planning/Studies/Engagement *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Paul Gunzelman
City of Wichita
316-268-4393
pgunzelman@wichita.gov

Engineering Contact

Paul Gunzelman
City of Wichita
316-268-4393
pgunzelman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RCP			$0	$0	$0	$0	$0	$1,000,000	$0	$0	$1,000,000
2024	Local			$0	$0	$0	$0	$0	$250,000	$0	$0	$250,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$1,250,000	$0	$0	**$1,250,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$1,250,000	$0	$0	**$1,250,000**

Lead Agency City of Wichita *WAMPO I.D.* PF-26-001 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Seneca Street & 55th Street South Sidewalks

Project Limits Seneca St(from 63rd Street South to 55th Street South) and 55th Street South (from Charles Street to Seneca Street)

Project Scope Construct new sidewalk on both the east and west sides of Seneca Street from 55th Street South to 63rd Street South, and on the north side of 55th Street South from Charles Street to Seneca Street to improve pedestrian connectivity, accessibility, and safety along two major arterial corridors.

Project Type: PF - Pedestrian Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$240,000	$0	$0	$0	$0	$0	$0	$240,000
2027	Local			$125,000	$0	$350,000	$0	$0	$0	$0	$0	$475,000
2030	Federal: MPO-TA			$0	$0	$0	$1,510,000	$182,000	$0	$0	$0	$1,692,000
2030	Local			$0	$0	$0	$377,500	$45,500	$0	$0	$0	$423,000
		Total (using AC, not ACCP)		$125,000	$240,000	$350,000	$1,887,500	$227,500	$0	$0	$0	**$2,830,000**
		Total (using ACCP, not AC)		$125,000	$240,000	$350,000	$1,887,500	$227,500	$0	$0	$0	**$2,830,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-09 *KDOT Project I.D.* N-0696-01 *Last TIP Action* 21-00.1

Project Title Pawnee, Webb to Greenwich

Project Limits Pawnee from Webb to Greenwich

Project Scope Re-construct the existing 2-lane asphalt mat street with a 3/5 lane street with curb and gutter on Pawnee from Webb to Greenwich. Final lane configuration will be determined as initial concepts are developed and traffic data has been updated from the recent construction/opening of the Southeast High School located at Pawnee & 127th Street. The intersections of Webb and Greenwich will have been improved with left turn lanes on all approaches. However, ADA improvements may be needed at the intersection of Webb Road to be sure wheelchair ramps and pedestrian signals are compliant. The project will include drainage improvements and a minimum of a 6' sidewalk on each side of Pawnee. The Bicycle Master Plan will be reviewed to determine what bicycle facility is most appropriate to connect existing paths along Greenwich and Pawnee.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			$0	$350,000	$0	$0	$0	$0	$0	$0	$350,000
2020	Local			$0	$0	$150,000	$0	$0	$0	$0	$0	$150,000
2021	Federal: MPO-STBG			$0	$0	$0	$3,059,152	$0	$0	$0	$0	$3,059,152
2021	Federal: MPO-STBG	AC	Local	$0	$0	$0	$533,848	$0	$0	$0	$0	$533,848
2021	Federal: MPO-STBG	ACCP		$0	$0	$0	$533,848	$0	$0	$0	$0	$533,848
2021	Local			$0	$0	$0	$837,000	$70,000	$0	$0	$0	$907,000
			Total (using AC, not ACCP)	$0	$350,000	$150,000	$4,430,000	$70,000	$0	$0	$0	**$5,000,000**
			Total (using ACCP, not AC)	$0	$350,000	$150,000	$4,430,000	$70,000	$0	$0	$0	**$5,000,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-10 *KDOT Project I.D.* *Last TIP Action* 23-01.2

Project Title 2nd St., Main to St. Francis

Project Limits 2nd St., Main to St. Francis

Project Scope Preservation project - curb extensions, streetscaping improvements

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$500,000	$0	$0	$0	$0	$0	$0	$500,000
2025	Local			$0	$0	$0	$5,000,000	$0	$0	$0	$0	$5,000,000
		Total (using AC, not ACCP)		$0	$500,000	$0	$5,000,000	$0	$0	$0	$0	**$5,500,000**
		Total (using ACCP, not AC)		$0	$500,000	$0	$5,000,000	$0	$0	$0	$0	**$5,500,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-11 *KDOT Project I.D.* *Last TIP Action* 23-01.2

Project Title West St, 47th-MacArthur

Project Limits West St from 47th St S to MacArthur

Project Scope Construct 3 lane roadway with pedestrian, intersection upgrades, and drainage improvements.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			$0	$400,000	$0	$0	$0	$0	$0	$0	$400,000
2022	Local			$0	$0	$250,000	$0	$0	$0	$0	$0	$250,000
2025	Local			$0	$0	$0	$5,400,000	$600,000	$0	$0	$0	$6,000,000
		Total (using AC, not ACCP)		$0	$400,000	$250,000	$5,400,000	$600,000	$0	$0	$0	**$6,650,000**
		Total (using ACCP, not AC)		$0	$400,000	$250,000	$5,400,000	$600,000	$0	$0	$0	**$6,650,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-12 *KDOT Project I.D.* *Last TIP Action* 23-01.2

Project Title 37th St N., Hydraulic to Hillside

Project Limits 37th St N from Hydraulic to Hillside

Project Scope Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalks.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$495,000	$0	$0	$0	$0	$0	$0	$495,000
2024	Local			$0	$0	$550,000	$0	$0	$0	$0	$0	$550,000
2025	Local			$0	$0	$0	$5,500,000	$0	$0	$0	$0	$5,500,000
		Total (using AC, not ACCP)		$0	$495,000	$550,000	$5,500,000	$0	$0	$0	$0	**$6,545,000**
		Total (using ACCP, not AC)		$0	$495,000	$550,000	$5,500,000	$0	$0	$0	$0	**$6,545,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-13 *KDOT Project I.D.* *Last TIP Action* 23-01.2

Project Title Douglas, Washington to Grove

Project Limits Douglas from Washington to Grove

Project Scope Preservation project - curb extensions, streetscaping improvements

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$220,000	$0	$0	$0	$0	$0	$0	$220,000
2024	Local			$0	$0	$0	$3,877,500	$0	$0	$0	$0	$3,877,500
2025	Local			$0	$0	$0	$3,300,000	$0	$0	$0	$0	$3,300,000
		Total (using AC, not ACCP)		$0	$220,000	$0	$7,177,500	$0	$0	$0	$0	**$7,397,500**
		Total (using ACCP, not AC)		$0	$220,000	$0	$7,177,500	$0	$0	$0	$0	**$7,397,500**

Lead Agency City of Wichita *WAMPO I.D.* R-19-14 *KDOT Project I.D.* *Last TIP Action* 23-01.2

Project Title 143rd St. E., Kellogg-Harry

Project Limits 143rd St E from Kellogg to Harry

Project Scope Construct 3 or 5-lane roadway with sidewalk, multi-use path, and drainage improvements.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$385,000	$0	$0	$0	$0	$0	$0	$385,000
2024	Local			$100,000	$0	$220,000	$0	$0	$0	$0	$0	$320,000
2025	Local			$0	$0	$0	$4,950,000	$0	$0	$0	$0	$4,950,000
		Total (using AC, not ACCP)		$100,000	$385,000	$220,000	$4,950,000	$0	$0	$0	$0	**$5,655,000**
		Total (using ACCP, not AC)		$100,000	$385,000	$220,000	$4,950,000	$0	$0	$0	$0	**$5,655,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-15 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title Maple, 135th St W to 167th St W

Project Limits Maple, 135th St W to 167th St W

Project Scope The existing roadway is a two-lane asphalt mat street with ditches. The project would reconstruct Maple to three-lane roadway with curb and gutter and underground storm sewer. A six-feet wide sidewalk and ten-feet wide multiple use path would also be constructed with the project. The intersection of Maple & 151st and Maple & 167th would be reconstructed with the project. A roundabout at Maple and 151st will be evaluated and new signals at 167th woud likely be needed. Decel lanes would be added for major entrances.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$100,000	$1,650,000	$0	$0	$0	$0	$0	$0	$1,750,000
2026	Local			$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000
2027	Local			$1,850,000	$0	$0	$15,030,000	$1,450,000	$0	$0	$0	$18,330,000
		Total (using AC, not ACCP)		$1,950,000	$1,650,000	$100,000	$15,030,000	$1,450,000	$0	$0	$0	**$20,180,000**
		Total (using ACCP, not AC)		$1,950,000	$1,650,000	$100,000	$15,030,000	$1,450,000	$0	$0	$0	**$20,180,000**

Lead Agency City of Wichita *WAMPO I.D.* R-19-16 *KDOT Project I.D.* N-0720-01 *Last TIP Action* 23-05.1

Project Title West St., Harry to Pawnee

Project Limits West Street from Harry to Pawnee

Project Scope Construct 5-lane roadway with pedestrian amenities, traffic signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will also be re-constructed. The project includes waterline and sanitary sewer work.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes On the Construction phase, the participating costs are $16,466,514. On the Construction Engineering phase, the entire $1,049,786 cost is participating. The sum of all participating costs is $17,516,300. The $2,720,000 of Local $s in 2023 is for water line and sanitary sewer work to be completed during construction. These are non-participating costs.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			$0	$265,000	$0	$0	$0	$0	$0	$0	$265,000
2021	Local			$0	$959,448	$0	$1,240,552	$0	$0	$0	$0	$2,200,000
2022	Local			$686,866	$0	$1,530,103	$1,839,591	$0	$0	$0	$0	$4,056,560
2023	Federal: KDOT-STBG			$0	$0	$0	$4,000,642	$0	$0	$0	$0	$4,000,642
2023	Federal: MPO-STBG			$0	$0	$0	$7,024,761	$600,000	$0	$0	$0	$7,624,761
2023	Federal: MPO-TA			$0	$0	$0	$377,296	$0	$0	$0	$0	$377,296
2023	Federal: MPO-TA-STBG			$0	$0	$0	$516,532	$0	$0	$0	$0	$516,532
2023	Local			$2,720,000	$0	$258,447	$5,434,648	$472,832	$0	$0	$0	$8,885,927
		Total (using AC, not ACCP)		$3,406,866	$1,224,448	$1,788,550	$20,434,022	$1,072,832	$0	$0	$0	**$27,926,718**
		Total (using ACCP, not AC)		$3,406,866	$1,224,448	$1,788,550	$20,434,022	$1,072,832	$0	$0	$0	**$27,926,718**

Lead Agency City of Wichita *WAMPO I.D.* R-19-17 *KDOT Project I.D.* N-0719-01 *Last TIP Action* 25-01.1

Project Title West St., I-235-MacArthur

Project Limits West St from I-235 to MacArthur

Project Scope Construct 4-lane lane roadway with pedestrian, signal upgrades, and drainage improvements

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			$0	$300,000	$0	$0	$0	$0	$0	$0	$300,000
2022	Local			$0	$0	$450,000	$0	$0	$0	$0	$0	$450,000
2024	Federal: MPO-CMAQ			$0	$0	$0	$633,767	$0	$0	$0	$0	$633,767
2024	Federal: MPO-STBG			$0	$0	$0	$2,894,993	$550,000	$0	$0	$0	$3,444,993
2024	Federal: MPO-TA			$0	$0	$0	$129,600	$0	$0	$0	$0	$129,600
2024	Federal: MPO-TA-STBG			$0	$0	$0	$573,910	$0	$0	$0	$0	$573,910
2024	Local			$100,000	$0	$0	$1,058,068	$137,500	$0	$0	$0	$1,295,568
		Total (using AC, not ACCP)		$100,000	$300,000	$450,000	$5,290,338	$687,500	$0	$0	$0	**$6,827,838**
		Total (using ACCP, not AC)		$100,000	$300,000	$450,000	$5,290,338	$687,500	$0	$0	$0	**$6,827,838**

Lead Agency City of Wichita *WAMPO I.D.* R-21-05 *KDOT Project I.D.* *Last TIP Action* 23-00

Project Title West Kellogg/US-54/400 Expansion

Project Limits 111th Street West to 151st Street West

Project Scope This will complete the design of the project and relocate utilties between 111th and 151st St W.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Gary Janzen
City of Wichita
316-268-4450
gjanzen@wichita.gov

Engineering Contact

Gary Janzen
City of Wichita
316-268-4450
gjanzen@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$2,500,000	$0	$0	$0	$0	$0	$0	$2,500,000
2026	Local			$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
		Total (using AC, not ACCP)		$5,000,000	$2,500,000	$0	$0	$0	$0	$0	$0	**$7,500,000**
		Total (using ACCP, not AC)		$5,000,000	$2,500,000	$0	$0	$0	$0	$0	$0	**$7,500,000**

Lead Agency City of Wichita *WAMPO I.D.* RM-25-038 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title 127th St E, 13th to 850 feet south of Douglas

Project Limits 127th St E, 13th to 850 feet south of Douglas

Project Scope The existing section of 127th from 13th to K-96 and the KTA on/off ramp to Douglas is a two-lane asphalt mat with ditches. The section between K-96 and KTA on/off ramp is an 3/5 lane urban section (curb and gutter with underground storm sewer). This project would reconstruct 127th from 13th to K-96 and KTA on/off ramp to Douglas to a three-lane roadway with a sidwalk on one side and a multi-use path on the other side. The project would mill and overlay or do concrete patching for the section between K-96 and the KTA on/off ramp and convert the bridge to a four-lane accommodate bikes and pedestrian traffic across the bridge. The intersection of 127th with the KTA on/off ramp and Douglas would be reconstructed with the project. Decel lanes would be added for major entrances. The reinfroced concrete box structure approximately 500 feet south of Douglas will also be placed with the project.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local: Nonparticipating			$20,000	$825,000	$0	$0	$0	$0	$0	$0	$845,000
2026	Local: Nonparticipating			$0	$0	$125,000	$0	$0	$0	$0	$0	$125,000
2028	Federal: MPO-STBG			$0	$0	$0	$6,015,433	$623,423	$0	$0	$0	$6,638,856
2028	Federal: MPO-STBG	AC	Local	$0	$0	$0	$300,000	$0	$0	$0	$0	$300,000
2028	Local: Match			$0	$0	$0	$2,204,114	$217,577	$0	$0	$0	$2,421,691
2028	Local: Nonparticipating			$380,000	$0	$0	$0	$0	$0	$0	$0	$380,000
2029	Federal: MPO-STBG	ACCP		$0	$0	$0	$300,000	$0	$0	$0	$0	$300,000
			Total (using AC, not ACCP)	$400,000	$825,000	$125,000	$8,519,547	$841,000	$0	$0	$0	**$10,710,547**
			Total (using ACCP, not AC)	$400,000	$825,000	$125,000	$8,519,547	$841,000	$0	$0	$0	**$10,710,547**

Lead Agency City of Wichita *WAMPO I.D.* RM-25-039 *KDOT Project I.D.* *Last TIP Action* 25-08

Project Title Mt. Vernon and Hydraulic Intersection

Project Limits Mt. Vernon and Hydraulic Intersection

Project Scope Reconstruct the intersection of Mt. Vernon and Hydralic to add left turns in all directions and make geometric improvements. Replace the existing signals and add pedestrain push buttons if needed.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$150,000	$0	$0	$0	$0	$0	$0	$150,000
2025	Local			$0	$50,000	$100,000	$0	$0	$0	$0	$0	$150,000
2026	Federal: HSIP			$0	$0	$0	$2,000,000	$200,000	$0	$0	$0	$2,200,000
2026	Local			$0	$0	$0	$1,200,000	$100,000	$0	$0	$0	$1,300,000
2026	Local: Nonparticipating			$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
		Total (using AC, not ACCP)		$250,000	$200,000	$100,000	$3,200,000	$300,000	$0	$0	$0	**$4,050,000**
		Total (using ACCP, not AC)		$250,000	$200,000	$100,000	$3,200,000	$300,000	$0	$0	$0	**$4,050,000**

Lead Agency City of Wichita *WAMPO I.D.* RM-25-040 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title 21st Street North, 119th Street West to St. Teresa

Project Limits 21st Street North, 119th Street West to St. Teresa

Project Scope Reconstruct the existing asphalt mat street to an urban section with curbs and underground storm sewer and expand it from a 3-lane roadway to a 5-lane roadway. The approved design concept consist of a multi-use path on the north and a sidewalk on the south. The Sedgwick County Bridge over Cowskin Creek will also be reconstructed with the project. Two pedestrain crossings will be installed with the project.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact
Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes Paternering with Sedgwick County to build bridge and roadway together

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
2027	Local			$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
2028	Local			$0	$0	$500,000	$0	$0	$0	$0	$0	$500,000
2029	Federal: MPO-STBG			$0	$0	$0	$5,811,707	$1,024,506	$0	$0	$0	$6,836,213
2029	Federal: MPO-STBG	AC	Local	$0	$0	$0	$4,302,338	$0	$0	$0	$0	$4,302,338
2029	Federal: MPO-TA			$0	$0	$0	$192,685	$0	$0	$0	$0	$192,685
2029	Federal: MPO-TA	AC	Local	$0	$0	$0	$84,685	$0	$0	$0	$0	$84,685
2029	Local			$0	$0	$0	$3,808,585	$375,494	$0	$0	$0	$4,184,079
2030	Federal: MPO-STBG	ACCP		$0	$0	$0	$4,302,338	$0	$0	$0	$0	$4,302,338
2030	Federal: MPO-TA	ACCP		$0	$0	$0	$84,685	$0	$0	$0	$0	$84,685
			Total (using AC, not ACCP)	$250,000	$2,000,000	$500,000	$14,200,000	$1,400,000	$0	$0	$0	**$18,350,000**
			Total (using ACCP, not AC)	$250,000	$2,000,000	$500,000	$14,200,000	$1,400,000	$0	$0	$0	**$18,350,000**

Lead Agency City of Wichita *WAMPO I.D.* RM-25-042 *KDOT Project I.D.* *Last TIP Action* 25-08

Project Title Kellogg and Eisenhower Parkway Interchange

Project Limits Kellogg and Eisenhower Parkway Interchange

Project Scope The existing interchange is the major hub into Dwight D Eisenhower (DDE) National Airport. It is configured into four independly controlled signalize intersections. It is approximately 50 years old configured with minimal lane widths and small radii at the corners leading to many impact damages to the crash barriers. New interchange meeting current design standards is needed.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Paul Gunzelman
City of Wichita
316-268-4393
pgunzelman@wichita.gov

Engineering Contact

Paul Gunzelman
City of Wichita
316-268-4393
pgunzelman@wichita.gov

Project Notes The earmark will be utilized for planning and design of the interchange.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Federal: Earmark			$0	$2,100,000	$0	$0	$0	$0	$0	$0	$2,100,000
2027	Local: Match			$0	$500,000	$0	$0	$0	$0	$0	$0	$500,000
		Total (using AC, not ACCP)		$0	$2,600,000	$0	$0	$0	$0	$0	$0	**$2,600,000**
		Total (using ACCP, not AC)		$0	$2,600,000	$0	$0	$0	$0	$0	$0	**$2,600,000**

Lead Agency City of Wichita *WAMPO I.D.* RM-25-047 *KDOT Project I.D.* *Last TIP Action* 25-07.1

Project Title 29th Street North and Broadway Intersection

Project Limits 29th Street North from Emporia to Park Place and Broadway from 21st to I-235

Project Scope The 29th and Broadway Intersection will be reconstructed with a dedicated left turn lane in each direction. Broadway will be converted to a four-lane roadway with two lanes in each direction to a four-lane roadway with two northbound lanes, a center two-way left turn lane and one southbound lane from 21st to 37th. The broadway conversion will be done with pavement patching, surfacing, and markings.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$50,000	$0	$0	$0	$0	$0	$0	$50,000
2025	Local			$0	$550,000	$100,000	$0	$0	$0	$0	$0	$650,000
2028	Federal: HSIP			$0	$0	$0	$2,100,000	$225,000	$0	$0	$0	$2,325,000
2028	Local			$0	$0	$0	$2,800,000	$400,000	$0	$0	$0	$3,200,000
2028	Local: Nonparticipating			$675,000	$0	$0	$0	$75,000	$0	$0	$0	$750,000
		Total (using AC, not ACCP)		$675,000	$600,000	$100,000	$4,900,000	$700,000	$0	$0	$0	**$6,975,000**
		Total (using ACCP, not AC)		$675,000	$600,000	$100,000	$4,900,000	$700,000	$0	$0	$0	**$6,975,000**

Lead Agency City of Wichita *WAMPO I.D.* RM-26-004 *KDOT Project I.D.* *Last TIP Action* 25-08

Project Title Broadway Corridor Safety Improvement Project

Project Limits Broadway from 37th St N to Pawnee

Project Scope Improvements along Broadway include roadway geometry, lane configuration, traffic signals, bicycle facitlities and pedestrian safety.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Federal: SS4A			$0	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
2028	Federal: SS4A			$0	$0	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
2029	Federal: SS4A			$0	$0	$0	$17,750,000	$250,000	$0	$0	$0	$18,000,000
2029	Local			$2,000,000	$0	$0	$150,000	$100,000	$0	$0	$0	$2,250,000
2029	State			$0	$0	$0	$4,750,000	$0	$0	$0	$0	$4,750,000
		Total (using AC, not ACCP)		$2,000,000	$1,000,000	$1,000,000	$22,650,000	$350,000	$0	$0	$0	**$27,000,000**
		Total (using ACCP, not AC)		$2,000,000	$1,000,000	$1,000,000	$22,650,000	$350,000	$0	$0	$0	**$27,000,000**

Lead Agency City of Wichita *WAMPO I.D.* RX-25-004 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title 45th Street N, Hillside to Oliver

Project Limits 45th Street N, Hillside to Oliver

Project Scope The project will be a complete reconstruction of the 2-lane asphalt mat street to a 5-lane urban roadway with drainage improvements, sidewalk, and a multi-use path. Water and sanitary sewer lines will be replaced as needed.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Local			$50,000	$660,000	$50,000	$0	$0	$0	$0	$0	$760,000
2028	Local			$0	$0	$0	$6,365,000	$550,000	$0	$0	$0	$6,915,000
		Total (using AC, not ACCP)		$50,000	$660,000	$50,000	$6,365,000	$550,000	$0	$0	$0	**$7,675,000**
		Total (using ACCP, not AC)		$50,000	$660,000	$50,000	$6,365,000	$550,000	$0	$0	$0	**$7,675,000**

Lead Agency City of Wichita *WAMPO I.D.* T-23-02 *KDOT Project I.D.* *Last TIP Action* 25-00.1

Project Title Multimodal Facility (MMF)

Project Limits The MMF will be constructed west of Sycamore between Texas & Burton

Project Scope The new MMF will include scooter and bicycle storage, and electric vehicle charging stations within the attached parking structure.

Project Type: TR - Public Transit *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Paul Gunzelman
City of Wichita
316-268-4393
pgunzelman@wichita.gov

Engineering Contact

Paul Gunzelman
City of Wichita
316-268-4393
pgunzelman@wichita.gov

Project Notes The Multimodal Facility is anticipated to break ground late 2023. This project is related to and will be part of the TIP Project - Delano Transit Center.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: KDOT-STBG			$0	$0	$0	$250,000	$0	$0	$0	$0	$250,000
2024	Federal: MPO-CRP			$0	$0	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
2024	Local			$0	$0	$0	$312,500	$0	$0	$0	$0	$312,500
		Total (using AC, not ACCP)		$0	$0	$0	$1,562,500	$0	$0	$0	$0	**$1,562,500**
		Total (using ACCP, not AC)		$0	$0	$0	$1,562,500	$0	$0	$0	$0	**$1,562,500**

Lead Agency City of Wichita *WAMPO I.D.* TM-25-001 *KDOT Project I.D.* *Last TIP Action* 25-08

Project Title ITS – 21st and 119th St W to Downtown

Project Limits 21st N and 119th St W to Downtown Wichita

Project Scope Installation of fiber backbone and splice vaults along corridor. Traffic signal controller and detection upgrades at intersections. Pedestrian and bicycle connection improvements as determined for ADA compliance and better path connectivity.

Project Type: TM - Traffic Management Technology *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Federal: MPO-CMAQ			$0	$0	$0	$1,911,635	$243,815	$0	$0	$0	$2,155,450
2027	Federal: MPO-CMAQ	AC	Local	$0	$0	$0	$676,550	$0	$0	$0	$0	$676,550
2027	Local			$25,000	$300,000	$25,000	$1,551,815	$146,185	$0	$0	$0	$2,048,000
2028	Federal: MPO-CMAQ	ACCP		$0	$0	$0	$676,550	$0	$0	$0	$0	$676,550
			Total (using AC, not ACCP)	$25,000	$300,000	$25,000	$4,140,000	$390,000	$0	$0	$0	**$4,880,000**
			Total (using ACCP, not AC)	$25,000	$300,000	$25,000	$4,140,000	$390,000	$0	$0	$0	**$4,880,000**

Lead Agency City of Wichita *WAMPO I.D.* TM-25-002 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title ITS - Maize Rd, 37th St N to Pawnee

Project Limits Maize Rd, 37th St N to Pawnee

Project Scope Installation of fiber backbone and splice vaults along corridor. Traffic signal controller and detection upgrades at intersections. Pedestrian and bicycle connection improvements as determined for ADA compliance and better path connectivity.

Project Type: TM - Traffic Management Technology *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Mike Armour
City of Wichita
316-268-4598
marmour@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2030	Local			$25,000	$450,000	$25,000	$3,700,000	$300,000	$0	$0	$0	$4,500,000
		Total (using AC, not ACCP)		$25,000	$450,000	$25,000	$3,700,000	$300,000	$0	$0	$0	**$4,500,000**
		Total (using ACCP, not AC)		$25,000	$450,000	$25,000	$3,700,000	$300,000	$0	$0	$0	**$4,500,000**

Lead Agency City of Wichita *WAMPO I.D.* TM-26-001 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title ITS - Central Ave, Seneca to 159th St E

Project Limits Central Ave, Seneca to 159th St E

Project Scope Installation of fiber backbone and splice vaults along corridor. Traffic signal controller and detection upgrades at intersections. Pedestrian and bicycle connection improvements as determined for ADA compliance and better path connectivity.

Project Type: TM - Traffic Management Technology *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Mike Armour
City of Wichita
316-268-4598
marmour@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2029	Federal: MPO-CMAQ			$0	$0	$0	$1,849,664	$305,786	$0	$0	$0	$2,155,450
2029	Federal: MPO-CMAQ	AC	Local	$0	$0	$0	$2,155,450	$0	$0	$0	$0	$2,155,450
2029	Federal: MPO-CRP	AC	Local	$0	$0	$0	$275,888	$0	$0	$0	$0	$275,888
2029	Local			$25,000	$450,000	$25,000	$1,318,998	$94,214	$0	$0	$0	$1,913,212
2030	Federal: MPO-CMAQ	ACCP		$0	$0	$0	$2,155,450	$0	$0	$0	$0	$2,155,450
2030	Federal: MPO-CRP	ACCP		$0	$0	$0	$275,888	$0	$0	$0	$0	$275,888
			Total (using AC, not ACCP)	$25,000	$450,000	$25,000	$5,600,000	$400,000	$0	$0	$0	**$6,500,000**
			Total (using ACCP, not AC)	$25,000	$450,000	$25,000	$5,600,000	$400,000	$0	$0	$0	**$6,500,000**

Lead Agency County of Butler *WAMPO I.D.* 40-537 *KDOT Project I.D.* N-0756-01 *Last TIP Action* 25-04.1

Project Title SW Butler Rd Improvements from SW 170th St to SW 155th St

Project Limits 0.08 Mi N of SW 170th St, then north 1.42 mile to SW 155th.

Project Scope Improve SW Butler Rd, including the Eightmile Creek Bridge, from an existing rural 2-lane roadway to a 4-lane urban arterial standard with curb & gutter and intersection improvements at SW 160th St and construction of a new RFB Bridge as part of an overall project to link 2 previous improvement projects. Project will include a 10' wide multi-use path that will connect to a path system in Rose Hill.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Darryl Lutz
Butler County
316-322-4101
dlutz@bucoks.com

Engineering Contact

Darryl Lutz
Butler County
316-322-4101
dlutz@bucoks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$586,000	$0	$0	$0	$0	$0	$0	$586,000
2024	Local			$0	$400,000	$235,000	$0	$0	$0	$0	$0	$635,000
2025	Federal: MPO-STBG			$0	$0	$0	$2,373,613	$973,440	$0	$0	$0	$3,347,053
2025	Federal: MPO-STBG	AC	Local	$0	$0	$0	$5,451,987	$0	$0	$0	$0	$5,451,987
2025	Federal: MPO-TA			$0	$0	$0	$520,000	$28,000	$0	$0	$0	$548,000
2025	Local			$85,000	$57,200	$0	$2,086,400	$250,360	$0	$0	$0	$2,478,960
2026	Federal: MPO-STBG	ACCP		$0	$0	$0	$5,451,987	$0	$0	$0	$0	$5,451,987
			Total (using AC, not ACCP)	$85,000	$1,043,200	$235,000	$10,432,000	$1,251,800	$0	$0	$0	**$13,047,000**
			Total (using ACCP, not AC)	$85,000	$1,043,200	$235,000	$10,432,000	$1,251,800	$0	$0	$0	**$13,047,000**

Lead Agency County of Butler *WAMPO I.D.* B-24-03 *KDOT Project I.D.* C-5218-01 *Last TIP Action* 23-07

Project Title SW Prairie Creek Rd Bridge over Eightmile Creek

Project Limits SW Prairie Creek Rd beginning approximately 0.1 mile north of SW 170th, thence north 700'.

Project Scope Construct a 42'-56'-42' Reinforced Concrete Haunched Slab Bridge, 45 Degr. Skew Rt. w/30' Rdway, approach roadway, guardrail, light type surfacing and seeding.

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact
Darryl C. Lutz, PE
Butler County
316-322-4101
dlutz@bucoks.com

Engineering Contact
Darryl C. Lutz, PE
Butler County
316-322-4101
dlutz@bucoks.com

Project Notes The project is a FFY 2024 federal aid off-system bridge program project being administered through KDOT Bureau of Loal Projects. The project is scheduled for letting in June 2024 and is ready for final PS&E submittal to KDOT. Butler County was notified by KDOT Bureau of Local Projects on 2/8/2024 that the project needs to be included in the WAMPO TIP before it can be let to bid for construction using federal funds.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			$0	$43,000	$0	$0	$0	$0	$0	$0	$43,000
2024	Federal: KDOT-STBG			$0	$0	$0	$460,000	$0	$0	$0	$0	$460,000
2024	Local			$0	$0	$25,000	$522,000	$60,000	$0	$0	$0	$607,000
		Total (using AC, not ACCP)		$0	$43,000	$25,000	$982,000	$60,000	$0	$0	$0	**$1,110,000**
		Total (using ACCP, not AC)		$0	$43,000	$25,000	$982,000	$60,000	$0	$0	$0	**$1,110,000**

Lead Agency County of Butler *WAMPO I.D.* MB-25-005 *KDOT Project I.D.* *Last TIP Action* 25-08

Project Title SW Butler Rd Multi-use Path at SW 150th St.

Project Limits SW Butler Rd beginning 0.5 mile south of SW 150th St, thence 1 mile north

Project Scope Construct a 10' wide mult-use path along the east side of SW Butler Rd. and a 5' sidewalk along the west side. Includes minor grading behind existing curb & gutter, concrete path, seeding and signing.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact
Curtis Mader
Butler County
316-322-4101
cmader@bucoks.com

Engineering Contact
Curtis Mader
Butler County
316-322-4101
cmader@bucoks.com

Project Notes The SW Butler Rd Improvement Project completed in 2022 did not include paths until the section connecting this project with Rose Hill was funded. This project will extend the 10' path and 6' path planned in the next phase of the SW Butler Rd project with the Rose Hill path system at W Rosewood St to 1/2 mile north of SW 150th St. (E 47th St S)

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$105,000	$0	$0	$0	$0	$0	$0	$105,000
2028	Federal: MPO-CMAQ			$0	$0	$0	$960,000	$120,000	$0	$0	$0	$1,080,000
2028	Local			$0	$0	$0	$240,000	$30,000	$0	$0	$0	$270,000
		Total (using AC, not ACCP)		$0	$105,000	$0	$1,200,000	$150,000	$0	$0	$0	**$1,455,000**
		Total (using ACCP, not AC)		$0	$105,000	$0	$1,200,000	$150,000	$0	$0	$0	**$1,455,000**

Lead Agency County of Butler *WAMPO I.D.* R-17-01 *KDOT Project I.D.* C-4942-01 *Last TIP Action* 21-02.1

Project Title SW Butler Rd/SW 150th St Intersection

Project Limits SW Butler Rd beginning 0.5 miles south of SW 150th St., thence north 1 mile.

Project Scope Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in Rose Hill.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Darryl C. Lutz, PE
Butler County
316-322-4101
dlutz@bucoks.com

Engineering Contact

Darryl C. Lutz, PE
Butler County
316-322-4101
dlutz@bucoks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			$0	$165,000	$250,000	$0	$0	$0	$0	$0	$415,000
2019	Local			$300,000	$100,000	$0	$0	$0	$0	$0	$0	$400,000
2020	Federal: MPO-HIP			$0	$0	$0	$1,669,726	$0	$0	$0	$0	$1,669,726
2020	Federal: MPO-STBG			$0	$0	$0	$3,530,274	$400,000	$0	$0	$0	$3,930,274
2020	Local			$0	$0	$0	$1,300,000	$100,000	$0	$0	$0	$1,400,000
		Total (using AC, not ACCP)		$300,000	$265,000	$250,000	$6,500,000	$500,000	$0	$0	$0	**$7,815,000**
		Total (using ACCP, not AC)		$300,000	$265,000	$250,000	$6,500,000	$500,000	$0	$0	$0	**$7,815,000**

Lead Agency County of Butler/County of Sedgwick *WAMPO I.D.* MB-25-006 *KDOT Project I.D.* N-0854-01 *Last TIP Action* 25-07.1

Project Title W Rosewood/E 63rd St. S. Multi-use Path

Project Limits Butler County: W. Rosewood St. (SW 170th St.) from SG County Line to Rose Hill Rd.; Sedgwick County: 63rd Street South from Lynnrae Street to 159th Street East (Sedgwick/Butler County line).

Project Scope Butler County: Construct a 10' wide mult-use path along the south side of W Rosewood St. from SG/BU Co Line (S 159th St E) east 1 mile to Rose Hill Rd. Includes grading behind existing curb & gutter, concrete path, RCB Extension, seeding and signing.; Sedgwick County: Construction of a 10 foot wide multi-use pathway, street crossings, and drainage structures. The project begins at the terminus of the pathway in the south right of way of 63rd Street at Lynnrae Street and extends east to the Sedgwick/Butler County line.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Curtis Mader/Lynn Packer
Butler County/Sedgwick County
316-322-4101/316-660-1766
cmader@bucoks.com/lynn.packer@sedgwick.gov

Engineering Contact
Curtis Mader/Daniel Schrant
Butler County/Sedgwick County
316-322-4101/316-660-1778
cmader@bucoks.com/daniel.schrant@sedgwick.gov

Project Notes The path when completed will connect the City of Rose Hill's path system to the City of Derby's path system.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$392,900	$0	$0	$0	$0	$0	$0	$392,900
2027	Local			$91,550	$0	$91,550	$0	$0	$0	$0	$0	$183,100
2028	Federal: MPO-CMAQ			$0	$0	$0	$398,900	$0	$0	$0	$0	$398,900
2028	Federal: MPO-CRP			$0	$0	$0	$673,139	$0	$0	$0	$0	$673,139
2028	Federal: MPO-STBG			$0	$0	$0	$8,891	$0	$0	$0	$0	$8,891
2028	Federal: MPO-TA			$0	$0	$0	$1,209,245	$283,425	$0	$0	$0	$1,492,670
2028	Local			$0	$0	$0	$572,544	$70,856	$0	$0	$0	$643,400
		Total (using AC, not ACCP)		$91,550	$392,900	$91,550	$2,862,719	$354,281	$0	$0	$0	**$3,793,000**
		Total (using ACCP, not AC)		$91,550	$392,900	$91,550	$2,862,719	$354,281	$0	$0	$0	**$3,793,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* 40-511 *KDOT Project I.D.* N-0759-01 *Last TIP Action* 25-08

Project Title Maple Street Pathway

Project Limits Maple St from 183rd St W to Wellcrest Circle in Pike Addition, and 167th St W from Maple St to Explorer St in the Goddard School Addition.

Project Scope Construction of a 10 foot wide multi-use pathway, street crossings, drainage structures and amenities. The project begins at 183rd St W at the terminus of the Goddard sidewalk and extends east along Maple St to the existing sidewalk constructed around the Wellcrest Circle cul-de-sac located 1/4 mile east of 167th St W. The pathway also extends to the south along 167th St W from Maple down to Explorer St, which accesses Explorer Elementary School and Eisenhower Middle and High Schools.

Project Type: MB - Multiuse Trail/Bicycle Facility *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$125,000	$0	$0	$0	$0	$0	$0	$125,000
2025	Local			$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000
2026	Local			$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
2027	Federal: MPO-CRP			$0	$0	$0	$1,337,120	$120,000	$0	$0	$0	$1,457,120
2027	Federal: MPO-CRP	AC	Local	$0	$0	$0	$182,880	$0	$0	$0	$0	$182,880
2027	Local			$0	$0	$0	$380,000	$30,000	$0	$0	$0	$410,000
2028	Federal: MPO-CRP	ACCP		$0	$0	$0	$182,880	$0	$0	$0	$0	$182,880
			Total (using AC, not ACCP)	$100,000	$125,000	$100,000	$1,900,000	$150,000	$0	$0	$0	**$2,375,000**
			Total (using ACCP, not AC)	$100,000	$125,000	$100,000	$1,900,000	$150,000	$0	$0	$0	**$2,375,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* 40-569 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R348: Pave 135th St. W. North of 53rd St. N.

Project Limits 135th St. W. between 53rd St. N. and the K&O Railroad, plus the intersection of 135th St. W . and 53rd St. N.

Project Scope Reconstruct one-half mile of135thSt. West between 53rd St. North and the K&O Railroad tracks from a two-lane gravel road to a two-lane paved road constructed to current standards to serve the Maize Industrial Park. Improvements include turn lanes at the intersection of 53rd St. North and improved drainage ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact
Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			$0	$42,660	$50,000	$0	$0	$0	$0	$0	$92,660
2023	Local			$0	$15,000	$0	$0	$0	$0	$0	$0	$15,000
2025	Local			$0	$0	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
		Total (using AC, not ACCP)		$0	$57,660	$50,000	$1,200,000	$0	$0	$0	$0	**$1,307,660**
		Total (using ACCP, not AC)		$0	$57,660	$50,000	$1,200,000	$0	$0	$0	$0	**$1,307,660**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-002 *KDOT Project I.D.* *Last TIP Action* 25-08

Project Title B533: Bridge on Seneca between 63rd and 71st St South

Project Limits Seneca between 63rd and 71st St South

Project Scope Rehabilitate bridge over the M.S. 'Mitch' Mitchell Floodway on Seneca between 63rd and 71st St South

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant, PE
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$70,000	$0	$0	$0	$0	$0	$0	$70,000
2027	Federal: MPO-STBG			$0	$0	$0	$1,442,355	$0	$0	$0	$0	$1,442,355
2027	Local			$0	$0	$0	$360,589	$0	$0	$0	$0	$360,589
		Total (using AC, not ACCP)		$0	$70,000	$0	$1,802,944	$0	$0	$0	$0	**$1,872,944**
		Total (using ACCP, not AC)		$0	$70,000	$0	$1,802,944	$0	$0	$0	$0	**$1,872,944**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-003 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B503: Bridge on 21st St. North between 391st St. and 407th St. West

Project Limits 21st St. North between 391st St. and 407th St. West

Project Scope Replace the bridge on 21st St. North between 391st St. and 407th St. West

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$100,000	$50,000	$0	$0	$0	$0	$0	$150,000
2026	Local			$50,000	$0	$0	$2,000,000	$0	$0	$0	$0	$2,050,000
		Total (using AC, not ACCP)		$50,000	$100,000	$50,000	$2,000,000	$0	$0	$0	$0	**$2,200,000**
		Total (using ACCP, not AC)		$50,000	$100,000	$50,000	$2,000,000	$0	$0	$0	$0	**$2,200,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-004 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title B526: Bridge on MacArthur Rd. between 343rd and 359th St. West

Project Limits MacArthur Rd. over North Fork Ninnescah River between 343rd and 359th St. West

Project Scope Replace the bridge on MacArthur Rd. over North Fork Ninnescah River between 343rd and 359th St. West

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant, PE
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2028	Local			$0	$0	$0	$4,100,000	$150,000	$0	$0	$0	$4,250,000
		Total (using AC, not ACCP)		$0	$0	$0	$4,100,000	$150,000	$0	$0	$0	**$4,250,000**
		Total (using ACCP, not AC)		$0	$0	$0	$4,100,000	$150,000	$0	$0	$0	**$4,250,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-005 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B537: Bridge on 53rd North between Hillside and Oliver Street

Project Limits 53rd North between Hillside and Oliver Street

Project Scope Replace the bridge over Middle Fork Chisholm Creek on 53rd North between Hillside and Oliver Street

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$90,000	$0	$0	$0	$0	$0	$0	$90,000
2026	Local			$0	$0	$35,000	$0	$0	$0	$0	$0	$35,000
2027	Local			$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
2028	Local			$0	$0	$0	$900,000	$0	$0	$0	$0	$900,000
		Total (using AC, not ACCP)		$25,000	$90,000	$35,000	$900,000	$0	$0	$0	$0	**$1,050,000**
		Total (using ACCP, not AC)		$25,000	$90,000	$35,000	$900,000	$0	$0	$0	$0	**$1,050,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-007 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B522: Bridge on 383rd St. West between 23rd and 31st St. South

Project Limits 383rd St. West between 23rd and 31st St. South

Project Scope Replace the bridge on 383rd St. West between 23rd and 31st St. South

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
2026	Local			$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
2027	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2028	Local			$0	$0	$0	$750,000	$0	$0	$0	$0	$750,000
		Total (using AC, not ACCP)		$50,000	$100,000	$50,000	$750,000	$0	$0	$0	$0	**$950,000**
		Total (using ACCP, not AC)		$50,000	$100,000	$50,000	$750,000	$0	$0	$0	$0	**$950,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-009 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B529: Bridge on 143rd St. East between Central Ave. and 13th St. North

Project Limits 143rd St. East between Central Ave. and 13th St. North.

Project Scope Replace bridge over Four Mile Creek on 143rd St. East between Central Ave. and 13th St. North.

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$75,000	$0	$0	$0	$0	$0	$0	$75,000
2026	Local			$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
2027	Local			$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
2028	Local			$0	$0	$0	$900,000	$0	$0	$0	$0	$900,000
		Total (using AC, not ACCP)		$25,000	$75,000	$50,000	$900,000	$0	$0	$0	$0	**$1,050,000**
		Total (using ACCP, not AC)		$25,000	$75,000	$50,000	$900,000	$0	$0	$0	$0	**$1,050,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-011 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B511: Bridge on 71st St. South between 119th and 135th St. West

Project Limits 71st St. South between 119th and 135th St. West

Project Scope Replace the bridge on 71st St. South between 119th and 135th St. West

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$70,000	$0	$0	$0	$0	$0	$0	$70,000
2024	Local			$50,000	$0	$50,000	$0	$0	$0	$0	$0	$100,000
2025	Local			$0	$0	$0	$700,000	$0	$0	$0	$0	$700,000
		Total (using AC, not ACCP)		$50,000	$70,000	$50,000	$700,000	$0	$0	$0	$0	**$870,000**
		Total (using ACCP, not AC)		$50,000	$70,000	$50,000	$700,000	$0	$0	$0	$0	**$870,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-012 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B514: Bridge on 87th St. South between Seneca St. and Broadway St.

Project Limits 87th St. South between Seneca St. and Broadway St.

Project Scope Replace the bridge on 87th St. South between Seneca St. and Broadway St.

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			$0	$100,000	$50,000	$0	$0	$0	$0	$0	$150,000
2023	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2025	Local			$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
		Total (using AC, not ACCP)		$50,000	$100,000	$50,000	$1,500,000	$0	$0	$0	$0	**$1,700,000**
		Total (using ACCP, not AC)		$50,000	$100,000	$50,000	$1,500,000	$0	$0	$0	$0	**$1,700,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-013 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B515: Bridge on 151st St. West between 101st and 109th St. North

Project Limits 151st St. West between 101st and 109th St. North

Project Scope Replace the bridge on 151st St. West between 101st and 109th St. North

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			$0	$70,000	$0	$0	$0	$0	$0	$0	$70,000
2023	Local			$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
2024	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2025	Local			$0	$0	$0	$700,000	$0	$0	$0	$0	$700,000
		Total (using AC, not ACCP)		$50,000	$70,000	$50,000	$700,000	$0	$0	$0	$0	**$870,000**
		Total (using ACCP, not AC)		$50,000	$70,000	$50,000	$700,000	$0	$0	$0	$0	**$870,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-014 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.

Project Limits 47th St. South between Webb Rd. and Greenwich Rd.

Project Scope Replace the bridge on 47th St. South between Webb Rd. and Greenwich Rd.

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
2027	Local			$50,000	$0	$50,000	$0	$0	$0	$0	$0	$100,000
2028	Local			$0	$0	$0	$700,000	$0	$0	$0	$0	$700,000
		Total (using AC, not ACCP)		$50,000	$100,000	$50,000	$700,000	$0	$0	$0	$0	**$900,000**
		Total (using ACCP, not AC)		$50,000	$100,000	$50,000	$700,000	$0	$0	$0	$0	**$900,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-016 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B523: Bridge on 63rd St. South between 199th and 215th St. West.

Project Limits 63rd St. South between 199th and 215th St. West.

Project Scope Replace the bridge on 63rd St. South between 199th and 215th St. West.

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$85,000	$0	$0	$0	$0	$0	$0	$85,000
2025	Local			$25,000	$0	$50,000	$0	$0	$0	$0	$0	$75,000
2026	Local			$0	$0	$0	$600,000	$0	$0	$0	$0	$600,000
		Total (using AC, not ACCP)		$25,000	$85,000	$50,000	$600,000	$0	$0	$0	$0	**$760,000**
		Total (using ACCP, not AC)		$25,000	$85,000	$50,000	$600,000	$0	$0	$0	$0	**$760,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-017 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B524: Bridge on 199th St. West between 95th and 103rd St. South

Project Limits 199th St. West between 95th and 103rd St. South

Project Scope Replace the bridge on 199th St. West between 95th and 103rd St. South

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$75,000	$0	$0	$0	$0	$0	$0	$75,000
2026	Local			$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
2027	Local			$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
2028	Local			$0	$0	$0	$650,000	$0	$0	$0	$0	$650,000
		Total (using AC, not ACCP)		$25,000	$75,000	$50,000	$650,000	$0	$0	$0	$0	**$800,000**
		Total (using ACCP, not AC)		$25,000	$75,000	$50,000	$650,000	$0	$0	$0	$0	**$800,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-018 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B525: Bridge on 101st St. North between 135th and 151st St. West

Project Limits 101st St. North over Eagle Drainage Ditch between 135th and 151st St. West

Project Scope Replace the bridge on 101st St. North over Eagle Drainage Ditch between 135th and 151st St. West

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$75,000	$0	$0	$0	$0	$0	$0	$75,000
2026	Local			$25,000	$0	$50,000	$0	$0	$0	$0	$0	$75,000
2027	Local			$0	$0	$0	$725,000	$0	$0	$0	$0	$725,000
		Total (using AC, not ACCP)		$25,000	$75,000	$50,000	$725,000	$0	$0	$0	$0	**$875,000**
		Total (using ACCP, not AC)		$25,000	$75,000	$50,000	$725,000	$0	$0	$0	$0	**$875,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* BR-25-019 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title B527: Bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North

Project Limits 119thSt. West between 85th and 93rd St. North

Project Scope Replace the bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$75,000	$0	$0	$0	$0	$0	$0	$75,000
2025	Local			$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
2026	Local			$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
2027	Local			$0	$0	$0	$725,000	$0	$0	$0	$0	$725,000
		Total (using AC, not ACCP)		$25,000	$75,000	$50,000	$725,000	$0	$0	$0	$0	**$875,000**
		Total (using ACCP, not AC)		$25,000	$75,000	$50,000	$725,000	$0	$0	$0	$0	**$875,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-023 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R363: 135th St.West from 29th St North to 45th St. North

Project Limits 135th St.West from 29th St North to 45th St. North

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hotmix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with new roadside ditches and replacement of a bridge.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE

Sedgwick County

316-660-1766

lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant

Sedgwick County

316-660-1778

daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
2024	Local			$0	$0	$300,000	$0	$0	$0	$0	$0	$300,000
2025	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2027	Local			$0	$0	$0	$4,250,000	$0	$0	$0	$0	$4,250,000
		Total (using AC, not ACCP)		$50,000	$200,000	$300,000	$4,250,000	$0	$0	$0	$0	**$4,800,000**
		Total (using ACCP, not AC)		$50,000	$200,000	$300,000	$4,250,000	$0	$0	$0	$0	**$4,800,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-024 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R339: 143rd St. East from Pawnee to 31st Street South

Project Limits 143rd St. East from Pawnee to 31st Street South

Project Scope Reconstruct the existing two-lane gravel road to a two-lane hotmix asphalt road meeting current design standards and add appropriateshoulders. Drainage improvements will also be made with wider roadside ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact
Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$125,000	$0	$0	$0	$0	$0	$0	$125,000
2026	Local			$0	$0	$75,000	$0	$0	$0	$0	$0	$75,000
2027	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2028	Local			$0	$0	$0	$2,500,000	$0	$0	$0	$0	$2,500,000
		Total (using AC, not ACCP)		$50,000	$125,000	$75,000	$2,500,000	$0	$0	$0	$0	**$2,750,000**
		Total (using ACCP, not AC)		$50,000	$125,000	$75,000	$2,500,000	$0	$0	$0	$0	**$2,750,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-025 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R365: Pawnee St. from 135th St West to 151st St. West

Project Limits Pawnee St. from 135th St West to151st St.West

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hot mix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact
Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			$0	$150,000	$0	$0	$0	$0	$0	$0	$150,000
2025	Local			$0	$0	$400,000	$0	$0	$0	$0	$0	$400,000
2026	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2028	Local			$0	$0	$0	$3,500,000	$0	$0	$0	$0	$3,500,000
		Total (using AC, not ACCP)		$50,000	$150,000	$400,000	$3,500,000	$0	$0	$0	$0	**$4,100,000**
		Total (using ACCP, not AC)		$50,000	$150,000	$400,000	$3,500,000	$0	$0	$0	$0	**$4,100,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-026 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title R372: 21st St North and 167th St West Intersection Improvements

Project Limits Intersection at 21st St North and 167th St West

Project Scope Reconstruct the existing intersection of 21st St North and 167th St West from a traditional 4 way stop to modern intersection with turn lanes and a traffic signal meeting current design standards.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant, PE
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$140,000	$0	$0	$0	$0	$0	$0	$140,000
2027	Local			$50,000	$0	$50,000	$0	$0	$0	$0	$0	$100,000
2028	Federal: MPO-CRP			$0	$0	$0	$567,371	$33,730	$0	$0	$0	$601,101
2028	Federal: MPO-CRP	AC	Local	$0	$0	$0	$275,888	$0	$0	$0	$0	$275,888
2028	Local			$0	$0	$0	$656,741	$26,270	$0	$0	$0	$683,011
2029	Federal: MPO-CRP	ACCP		$0	$0	$0	$275,888	$0	$0	$0	$0	$275,888
			Total (using AC, not ACCP)	$50,000	$140,000	$50,000	$1,500,000	$60,000	$0	$0	$0	**$1,800,000**
			Total (using ACCP, not AC)	$50,000	$140,000	$50,000	$1,500,000	$60,000	$0	$0	$0	**$1,800,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-028 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R354: Ridge Rd. Shoulders from 69th St. to 85th St. North

Project Limits Ridge Rd. from 69th St. to 85th St. North

Project Scope Acquire right of way, regrade ditches, and add paved shoulders to Ridge Rd. from 69th St. to 85th St. North.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
2023	Local			$0	$0	$200,000	$0	$0	$0	$0	$0	$200,000
2024	Local			$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000
2025	Local			$0	$0	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
		Total (using AC, not ACCP)		$0	$100,000	$300,000	$1,200,000	$0	$0	$0	$0	**$1,600,000**
		Total (using ACCP, not AC)		$0	$100,000	$300,000	$1,200,000	$0	$0	$0	$0	**$1,600,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-029 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R356: 151st St.West from 53rd St. North to K-96

Project Limits 151st St.West from 53rd St. North to K-96

Project Scope Reconstruct the existing two-lane cold mix road to a two-lane hotmix road meeting current design standards for industrial traffic.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			$0	$250,000	$0	$0	$0	$0	$0	$0	$250,000
2022	Local			$50,000	$0	$300,000	$0	$0	$0	$0	$0	$350,000
2024	Local			$0	$0	$0	$4,000,000	$0	$0	$0	$0	$4,000,000
		Total (using AC, not ACCP)		$50,000	$250,000	$300,000	$4,000,000	$0	$0	$0	$0	**$4,600,000**
		Total (using ACCP, not AC)		$50,000	$250,000	$300,000	$4,000,000	$0	$0	$0	$0	**$4,600,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-031 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R362: 127th St. East for Half Mile North of 31st St.South

Project Limits 127th St. East for Half Mile North of 31st St.South

Project Scope The existing two-lane thin asphalt road will be reconstructed with a two-lane hotmix asphalt road meeting current design standards and appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$50,000	$0	$50,000	$0	$0	$0	$0	$0	$100,000
2026	Local			$0	$0	$0	$850,000	$0	$0	$0	$0	$850,000
		Total (using AC, not ACCP)		$50,000	$0	$50,000	$850,000	$0	$0	$0	$0	**$950,000**
		Total (using ACCP, not AC)		$50,000	$0	$50,000	$850,000	$0	$0	$0	$0	**$950,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-032 *KDOT Project I.D.* *Last TIP Action* 25-00

Project Title R364: 29th St.North between 119th and 135th St. West

Project Limits 29th St.North between 119th and 135th St. West

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hot mix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$0	$125,000	$0	$0	$0	$0	$0	$0	$125,000
2026	Local			$0	$0	$150,000	$0	$0	$0	$0	$0	$150,000
2027	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2028	Local			$0	$0	$0	$2,500,000	$0	$0	$0	$0	$2,500,000
		Total (using AC, not ACCP)		$50,000	$125,000	$150,000	$2,500,000	$0	$0	$0	$0	**$2,825,000**
		Total (using ACCP, not AC)		$50,000	$125,000	$150,000	$2,500,000	$0	$0	$0	$0	**$2,825,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-25-043 *KDOT Project I.D.* C-5323-01 *Last TIP Action* 25-06.1

Project Title R381: MacArthur from 215th St West to K-42

Project Limits MacArthur from 215th St West to K-42

Project Scope Improve edge safety condition along MacArthur. Work includes guard rail replacement, culvert extensions, ditch grading, shoulder improvements, striping, adding edge line rumble strips and turn lane improvements at 119th Street West.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE

Sedgwick County

316-660-1766

lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant, PE

Sedgwick County

316-660-1778

daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Local			$25,000	$0	$35,000	$0	$0	$0	$0	$0	$60,000
2026	Federal: HRRR			$0	$0	$0	$1,600,000	$0	$0	$0	$0	$1,600,000
2026	Local: Match			$0	$0	$0	$400,000	$0	$0	$0	$0	$400,000
		Total (using AC, not ACCP)		$25,000	$0	$35,000	$2,000,000	$0	$0	$0	$0	**$2,060,000**
		Total (using ACCP, not AC)		$25,000	$0	$35,000	$2,000,000	$0	$0	$0	$0	**$2,060,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-26-007 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title R378: Pawnee Ave. between 151st St. and 183rd St. West

Project Limits Pawnee Ave. between 151st St. West and 183rd St. West

Project Scope Reconstruct the existing two-lane cold mix asphalt road to a two-lane hot mix asphalt road meeting current design standards and add appropriate shoulders. Traffic analysis will be performed at the intersections at 167th and 183rd Streets and appropriate turn lanes added during the construciton of both intersections. Drainage improvements will also be made with wider roadside ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE

Sedgwick County

316-660-1766

lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant, PE

Sedgwick County

316-660-1778

daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$0	$250,000	$0	$0	$0	$0	$0	$0	$250,000
2027	Local			$0	$0	$225,000	$0	$0	$0	$0	$0	$225,000
2028	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2030	Local			$0	$0	$0	$5,000,000	$200,000	$0	$0	$0	$5,200,000
		Total (using AC, not ACCP)		$50,000	$250,000	$225,000	$5,000,000	$200,000	$0	$0	$0	**$5,725,000**
		Total (using ACCP, not AC)		$50,000	$250,000	$225,000	$5,000,000	$200,000	$0	$0	$0	**$5,725,000**

Lead Agency County of Sedgwick - Public Works *WAMPO I.D.* RM-26-008 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title R388: 151st Street West between 13th St. and 21st St North

Project Limits 151st Street West between 13th St and 21st St North AND 1/3 mile of paving to east on 13th St to existing pavement

Project Scope Reconstruct the existing two-lane gravel road to a two-lane hot mix asphalt road meeting current design standards and add appropriate shoulders. Drainage improvements will also be made with wider roadside ditches.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Lynn Packer, PE
Sedgwick County
316-660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant, PE
Sedgwick County
316-660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2028	Local			$0	$0	$90,000	$0	$0	$0	$0	$0	$90,000
2029	Local			$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
2031	Local			$0	$0	$0	$2,750,000	$110,000	$0	$0	$0	$2,860,000
		Total (using AC, not ACCP)		$50,000	$0	$90,000	$2,750,000	$110,000	$0	$0	$0	**$3,000,000**
		Total (using ACCP, not AC)		$50,000	$0	$90,000	$2,750,000	$110,000	$0	$0	$0	**$3,000,000**

Lead Agency KDOT *WAMPO I.D.* B-20-01 *KDOT Project I.D.* KA-5770-01 *Last TIP Action* 25-04

Project Title Replace Bridge #184 on K-15 in Sedgwick County

Project Limits Bridge #184 (Wichita Drainage Canal) on K-15 in Sedgwick County located 1.16 miles North of I-35 (KTA)

Project Scope Bridge Replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: NHPP	AC	State	$0	$577,500	$0	$0	$0	$0	$0	$0	$577,500
2020	State			$0	$144,400	$0	$0	$0	$0	$0	$0	$144,400
2023	Federal: NHPP	AC	State	$48,100	$0	$0	$0	$0	$0	$0	$0	$48,100
2023	State			$12,000	$0	$0	$0	$0	$0	$0	$0	$12,000
2025	Federal: NHPP	AC	State	$0	$0	$0	$3,208,200	$481,200	$0	$0	$0	$3,689,400
2025	State			$0	$0	$120,300	$802,000	$120,300	$0	$0	$0	$1,042,600
2029	Federal: NHPP	ACCP		$48,100	$577,500	$0	$3,208,200	$481,200	$0	$0	$0	$4,315,000
			Total (using AC, not ACCP)	$60,100	$721,900	$120,300	$4,010,200	$601,500	$0	$0	$0	**$5,514,000**
			Total (using ACCP, not AC)	$60,100	$721,900	$120,300	$4,010,200	$601,500	$0	$0	$0	**$5,514,000**

Lead Agency KDOT *WAMPO I.D.* B-22-01 *KDOT Project I.D.* KA-0161-05 *Last TIP Action* 25-04

Project Title Bridge #132 on US-54 in Sedgwick County

Project Limits Bridge #132 (Flood Control Canal) on US-54 in Sedgwick County located 0.20 Miles East of Hoover Road

Project Scope Bridge Replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	$0	$2,216,400	$0	$0	$0	$0	$0	$0	$2,216,400
2022	State			$0	$554,100	$0	$0	$0	$0	$0	$0	$554,100
2025	State			$0	$0	$554,100	$0	$0	$0	$0	$0	$554,100
2026	Federal: NHPP	AC	State	$221,600	$0	$0	$14,776,100	$2,216,400	$0	$0	$0	$17,214,100
2026	State			$55,400	$0	$0	$3,694,000	$554,100	$0	$0	$0	$4,303,500
2029	Federal: NHPP	ACCP		$221,600	$2,216,400	$0	$14,776,100	$2,216,400	$0	$0	$0	$19,430,500
			Total (using AC, not ACCP)	$277,000	$2,770,500	$554,100	$18,470,100	$2,770,500	$0	$0	$0	**$24,842,200**
			Total (using ACCP, not AC)	$277,000	$2,770,500	$554,100	$18,470,100	$2,770,500	$0	$0	$0	**$24,842,200**

Lead Agency KDOT *WAMPO I.D.* B-22-02 *KDOT Project I.D.* KA-6517-01 *Last TIP Action* 25-04

Project Title Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County

Project Limits I-135: Bridge #305 (I-135 north & southbound lanes & canals) located at junction I-135/US-54. U.S. 54: Bridge #302 (ramp/Grove Street) located at Kellogg and Grove Street

Project Scope #305 bridge replacement. #302 deck rehabilitation (grinding, patching and MPC overlay)

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	$0	$1,895,900	$0	$0	$0	$0	$0	$0	$1,895,900
2022	State			$0	$210,700	$0	$0	$0	$0	$0	$0	$210,700
2025	Federal: NHPP	AC	State	$237,100	$0	$0	$15,800,000	$1,422,000	$0	$0	$0	$17,459,100
2025	State			$26,300	$0	$526,600	$1,755,500	$158,000	$0	$0	$0	$2,466,400
2029	Federal: NHPP	ACCP		$237,100	$1,895,900	$0	$15,800,000	$1,422,000	$0	$0	$0	$19,355,000
			Total (using AC, not ACCP)	$263,400	$2,106,600	$526,600	$17,555,500	$1,580,000	$0	$0	$0	**$22,032,100**
			Total (using ACCP, not AC)	$263,400	$2,106,600	$526,600	$17,555,500	$1,580,000	$0	$0	$0	**$22,032,100**

Lead Agency KDOT *WAMPO I.D.* B-22-03 *KDOT Project I.D.* KA-6518-01 *Last TIP Action* 25-05.1

Project Title Bridge #094 & #095 on I-235 in Sedgwick County

Project Limits Bridge #094 & #095 (Zoo Blvd, KO RR) on I-235 in Sedgwick County located at Junction Bickell St/I-235 North & Southbound)

Project Scope Bridge Replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact
Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes This project is authorized for PE, ROW, and UTIL Only. The total project cost is $37,202 K and should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	$0	$3,201,500	$0	$0	$0	$0	$0	$0	$3,201,500
2022	State			$0	$355,700	$0	$0	$0	$0	$0	$0	$355,700
2025	State			$0	$0	$296,400	$0	$0	$0	$0	$0	$296,400
2026	Federal: NHPP	AC	State	$133,400	$0	$0	$0	$0	$0	$0	$0	$133,400
2026	State			$14,800	$0	$0	$0	$0	$0	$0	$0	$14,800
2029	Federal: NHPP	ACCP		$133,400	$3,201,500	$0	$0	$0	$0	$0	$0	$3,334,900
			Total (using AC, not ACCP)	$148,200	$3,557,200	$296,400	$0	$0	$0	$0	$0	**$4,001,800**
			Total (using ACCP, not AC)	$148,200	$3,557,200	$296,400	$0	$0	$0	$0	$0	**$4,001,800**

Lead Agency KDOT *WAMPO I.D.* B-23-02 *KDOT Project I.D.* KA-6749-01 *Last TIP Action* 25-02.1

Project Title Repair Bridges #143 & #317 on US-54 in Sedgwick County

Project Limits US-54: Bridge #143 (BNSF Railroad) located 0.25 Miles East of Topeka Street and Bridge #317 (BNSF & KO Railroad) located 0.25 Miles East of Topeka Street

Project Scope Bridge #143: Repair Piers #9, 11, 21, 23, Replace Diaper, Clean & Paint Bearings. Bridge #317: Repair Piers #10, 11, 21, Wrap Columns C & D at #10, Improve Drainage Systems, Replace Diaper at #11, 21, Clean and Paint Bearings

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Dominique Shannon
KDOT
785-296-3347
dominique.shannon@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: NHPP	AC	State	$0	$0	$0	$1,151,400	$115,100	$0	$0	$0	$1,266,500
2025	State			$0	$264,000	$0	$287,800	$28,800	$0	$0	$0	$580,600
2027	Federal: NHPP	ACCP		$0	$0	$0	$1,151,400	$115,100	$0	$0	$0	$1,266,500
			Total (using AC, not ACCP)	$0	$264,000	$0	$1,439,200	$143,900	$0	$0	$0	**$1,847,100**
			Total (using ACCP, not AC)	$0	$264,000	$0	$1,439,200	$143,900	$0	$0	$0	**$1,847,100**

Lead Agency KDOT *WAMPO I.D.* B-23-06 *KDOT Project I.D.* KA-6836-01 *Last TIP Action* 27-00

Project Title Bridges #065 and #066 on I-235 in Sedgwick County

Project Limits I-235: bridge #065 on I-235 northbound lanes over the Union Pacific Railroad located 0.24 mile west of Broadway Street and bridge #066 on I-235 southbound lanes over the Union Pacific Railroad located 0.23 mile west of Broadway Street

Project Scope Bridge Replacements

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact
Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes This project is authorized for PE, ROW, and UTIL Only. Total project cost is $46,181 K and should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: BRF	AC	State	$0	$4,741,000	$0	$0	$0	$0	$0	$0	$4,741,000
2023	State			$0	$526,800	$0	$0	$0	$0	$0	$0	$526,800
2025	State			$0	$0	$351,200	$0	$0	$0	$0	$0	$351,200
2026	Federal: BRF	AC	State	$158,000	$0	$0	$0	$0	$0	$0	$0	$158,000
2026	State			$17,600	$0	$0	$0	$0	$0	$0	$0	$17,600
2030	Federal: BRF	ACCP		$158,000	$4,741,000	$0	$0	$0	$0	$0	$0	$4,899,000
			Total (using AC, not ACCP)	$175,600	$5,267,800	$351,200	$0	$0	$0	$0	$0	**$5,794,600**
			Total (using ACCP, not AC)	$175,600	$5,267,800	$351,200	$0	$0	$0	$0	$0	**$5,794,600**

Lead Agency KDOT *WAMPO I.D.* B-23-07 *KDOT Project I.D.* KA-6978-01 *Last TIP Action* 27-00

Project Title I-135: Bridge #046 located 4.46 miles north of I-235

Project Limits I-135: Bridge #046 located 4.46 miles north of I-235

Project Scope Paint structure steel and bearings (IZV), reset bearings, berm repair and replace joints

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	$0	$95,200	$0	$0	$0	$0	$0	$0	$95,200
2023	State			$0	$10,600	$0	$0	$0	$0	$0	$0	$10,600
2024	Federal: NHPP	AC	State	$0	$0	$0	$476,200	$47,600	$0	$0	$0	$523,800
2024	State			$0	$0	$0	$52,900	$5,300	$0	$0	$0	$58,200
2030	Federal: NHPP	ACCP		$0	$95,200	$0	$476,200	$47,600	$0	$0	$0	$619,000
			Total (using AC, not ACCP)	$0	$105,800	$0	$529,100	$52,900	$0	$0	$0	**$687,800**
			Total (using ACCP, not AC)	$0	$105,800	$0	$529,100	$52,900	$0	$0	$0	**$687,800**

Lead Agency KDOT *WAMPO I.D.* B-23-11 *KDOT Project I.D.* KA-6935-01 *Last TIP Action* 25-00

Project Title I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita

Project Limits I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita

Project Scope Expansion joints, patching, milling and overlay

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	$0	$110,000	$0	$0	$0	$0	$0	$0	$110,000
2023	State			$0	$27,500	$0	$0	$0	$0	$0	$0	$27,500
2024	Federal: NHPP	AC	State	$0	$0	$0	$1,100,000	$110,000	$0	$0	$0	$1,210,000
2024	State			$0	$0	$0	$275,000	$27,500	$0	$0	$0	$302,500
2028	Federal: NHPP	ACCP		$0	$110,000	$0	$1,100,000	$110,000	$0	$0	$0	$1,320,000
			Total (using AC, not ACCP)	$0	$137,500	$0	$1,375,000	$137,500	$0	$0	$0	**$1,650,000**
			Total (using ACCP, not AC)	$0	$137,500	$0	$1,375,000	$137,500	$0	$0	$0	**$1,650,000**

Lead Agency KDOT *WAMPO I.D.* B-23-14 *KDOT Project I.D.* KA-6961-01 *Last TIP Action* 25-00

Project Title I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135

Project Limits Bridge #049

Project Scope Redeck with column repair

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	$0	$284,800	$0	$0	$0	$0	$0	$0	$284,800
2023	State			$0	$31,600	$0	$0	$0	$0	$0	$0	$31,600
2026	Federal: NHPP	AC	State	$0	$0	$0	$1,423,800	$142,400	$0	$0	$0	$1,566,200
2026	State			$0	$0	$0	$158,200	$15,800	$0	$0	$0	$174,000
2028	Federal: NHPP	ACCP		$0	$284,800	$0	$1,423,800	$142,400	$0	$0	$0	$1,851,000
			Total (using AC, not ACCP)	$0	$316,400	$0	$1,582,000	$158,200	$0	$0	$0	**$2,056,600**
			Total (using ACCP, not AC)	$0	$316,400	$0	$1,582,000	$158,200	$0	$0	$0	**$2,056,600**

Lead Agency KDOT *WAMPO I.D.* B-23-15 *KDOT Project I.D.* KA-6959-01 *Last TIP Action* 25-04

Project Title K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line

Project Limits K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line

Project Scope Bridge #271: Redeck with grade raise. #272: Redeck

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	$0	$634,200	$0	$0	$0	$0	$0	$0	$634,200
2023	State			$0	$158,500	$0	$0	$0	$0	$0	$0	$158,500
2026	Federal: NHPP	AC	State	$0	$0	$0	$3,170,800	$317,100	$0	$0	$0	$3,487,900
2026	State			$0	$0	$0	$792,700	$79,300	$0	$0	$0	$872,000
2028	Federal: NHPP	ACCP		$0	$634,200	$0	$3,170,800	$317,100	$0	$0	$0	$4,122,100
			Total (using AC, not ACCP)	$0	$792,700	$0	$3,963,500	$396,400	$0	$0	$0	**$5,152,600**
			Total (using ACCP, not AC)	$0	$792,700	$0	$3,963,500	$396,400	$0	$0	$0	**$5,152,600**

Lead Agency KDOT *WAMPO I.D.* B-23-16 *KDOT Project I.D.* KA-6962-01 *Last TIP Action* 27-00

Project Title I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue

Project Limits I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue

Project Scope Redeck bridge #299 on I-135 in Sedgwick County

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	$0	$1,314,000	$0	$0	$0	$0	$0	$0	$1,314,000
2023	State			$0	$146,000	$0	$0	$0	$0	$0	$0	$146,000
2025	Federal: NHPP	AC	State	$0	$0	$0	$6,570,200	$657,000	$0	$0	$0	$7,227,200
2025	State			$0	$0	$0	$730,000	$73,000	$0	$0	$0	$803,000
2029	Federal: NHPP	ACCP		$0	$1,314,000	$0	$6,570,200	$657,000	$0	$0	$0	$8,541,200
			Total (using AC, not ACCP)	$0	$1,460,000	$0	$7,300,200	$730,000	$0	$0	$0	**$9,490,200**
			Total (using ACCP, not AC)	$0	$1,460,000	$0	$7,300,200	$730,000	$0	$0	$0	**$9,490,200**

Lead Agency KDOT *WAMPO I.D.* B-23-17 *KDOT Project I.D.* KA-7007-01 *Last TIP Action* 27-00

Project Title K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction

Project Limits bridge #279 on 45th Street over K-96

Project Scope Bridge Replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: BRF	AC	State	$0	$1,384,700	$0	$0	$0	$0	$0	$0	$1,384,700
2024	State			$0	$346,200	$0	$0	$0	$0	$0	$0	$346,200
2026	Federal: BRF	AC	State	$46,200	$0	$0	$0	$0	$0	$0	$0	$46,200
2026	State			$11,500	$0	$115,400	$0	$0	$0	$0	$0	$126,900
2027	Federal: BRF	AC	State	$0	$0	$0	$9,231,500	$1,384,700	$0	$0	$0	$10,616,200
2027	Federal: BRF	ACCP		$46,200	$1,384,700	$0	$9,231,500	$1,384,700	$0	$0	$0	$12,047,100
2027	State			$0	$0	$0	$2,307,900	$346,200	$0	$0	$0	$2,654,100
			Total (using AC, not ACCP)	$57,700	$1,730,900	$115,400	$11,539,400	$1,730,900	$0	$0	$0	**$15,174,300**
			Total (using ACCP, not AC)	$57,700	$1,730,900	$115,400	$11,539,400	$1,730,900	$0	$0	$0	**$15,174,300**

Lead Agency KDOT *WAMPO I.D.* B-23-18 *KDOT Project I.D.* KA-7008-01 *Last TIP Action* 25-00

Project Title I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35

Project Limits I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek

Project Scope Bridge Replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes This project is authorized for PE Only. Total project cost is estimated at $5,091K and this should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: BRF	AC	State	$0	$522,700	$0	$0	$0	$0	$0	$0	$522,700
2024	State			$0	$58,000	$0	$0	$0	$0	$0	$0	$58,000
2029	Federal: BRF	ACCP		$0	$522,700	$0	$0	$0	$0	$0	$0	$522,700
			Total (using AC, not ACCP)	$0	$580,700	$0	$0	$0	$0	$0	$0	**$580,700**
			Total (using ACCP, not AC)	$0	$580,700	$0	$0	$0	$0	$0	$0	**$580,700**

Lead Agency KDOT *WAMPO I.D.* B-24-02 *KDOT Project I.D.* KA-7182-01 *Last TIP Action* 27-00

Project Title I-135 North of US-54 Interchange North to 21st Interchange

Project Limits N/A

Project Scope Study to develop a plan for possible rehabilitation and replacement of current structures

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: Other			$0	$1,600,000	$0	$0	$0	$0	$0	$0	$1,600,000
2026	State			$0	$400,000	$0	$0	$0	$0	$0	$0	$400,000
		Total (using AC, not ACCP)		$0	$2,000,000	$0	$0	$0	$0	$0	$0	**$2,000,000**
		Total (using ACCP, not AC)		$0	$2,000,000	$0	$0	$0	$0	$0	$0	**$2,000,000**

Lead Agency KDOT *WAMPO I.D.* B-24-04 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title KDOT Bridge Set Aside Projects in the WAMPO Region

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

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☑

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Brent Terstriep
KDOT
620-727-1472
brent.terstriep@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: NHPP	AC	State	$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2026	State			$0	$120,000	$0	$960,000	$120,000	$0	$0	$0	$1,200,000
2027	Federal: NHPP	AC	State	$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2027	Federal: NHPP	ACCP		$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2027	State			$0	$120,000	$0	$960,000	$120,000	$0	$0	$0	$1,200,000
2028	Federal: NHPP	AC	State	$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2028	Federal: NHPP	ACCP		$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2028	State			$0	$120,000	$0	$960,000	$120,000	$0	$0	$0	$1,200,000
2029	Federal: NHPP	AC	State	$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2029	Federal: NHPP	ACCP		$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2029	State			$0	$120,000	$0	$960,000	$120,000	$0	$0	$0	$1,200,000
2030	Federal: NHPP	AC	State	$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2030	Federal: NHPP	ACCP		$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
2030	State			$0	$120,000	$0	$960,000	$120,000	$0	$0	$0	$1,200,000
2031	Federal: NHPP	ACCP		$0	$480,000	$0	$3,840,000	$480,000	$0	$0	$0	$4,800,000
			Total (using AC, not ACCP)	$0	$3,000,000	$0	$24,000,000	$3,000,000	$0	$0	$0	**$30,000,000**
			Total (using ACCP, not AC)	$0	$3,000,000	$0	$24,000,000	$3,000,000	$0	$0	$0	**$30,000,000**

Lead Agency KDOT *WAMPO I.D.* BR-25-026 *KDOT Project I.D.* KA-7595-01 *Last TIP Action* 25-03

Project Title US-54: Bridge #292 carrying US-54/US-400 eastbound lanes over I-135 and Canal located at the US-54 and I-135 junction

Project Limits US-54: Bridge #292 carrying US-54/US-400 eastbound lanes over I-135 and Canal located at the US-54 and I-135 junction

Project Scope Milling, deck patching, concrete overlay, joint replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: NHPP	AC	State	$0	$774,600	$0	$0	$0	$0	$0	$0	$774,600
2025	State			$0	$193,600	$0	$0	$0	$0	$0	$0	$193,600
2027	Federal: NHPP	AC	State	$0	$0	$0	$3,872,800	$387,300	$0	$0	$0	$4,260,100
2027	State			$0	$0	$0	$968,200	$96,800	$0	$0	$0	$1,065,000
2035	Federal: NHPP	ACCP		$0	$774,600	$0	$3,872,800	$387,300	$0	$0	$0	$5,034,700
			Total (using AC, not ACCP)	$0	$968,200	$0	$4,841,000	$484,100	$0	$0	$0	**$6,293,300**
			Total (using ACCP, not AC)	$0	$968,200	$0	$4,841,000	$484,100	$0	$0	$0	**$6,293,300**

Lead Agency KDOT *WAMPO I.D.* BR-25-027 *KDOT Project I.D.* KA-7596-01 *Last TIP Action* 25-03

Project Title US-54: Bridge #293 carrying US-54/US-400 westbound lanes over I-135 and Canal located at the US-54 and I-135 junction

Project Limits US-54: Bridge #293 carrying US-54/US-400 westbound lanes over I-135 and Canal located at the US-54 and I-135 junction

Project Scope Milling, deck patching, concrete overlay, joint replacement

Project Type: BR - Bridge *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: NHPP	AC	State	$0	$809,400	$0	$0	$0	$0	$0	$0	$809,400
2025	State			$0	$202,400	$0	$0	$0	$0	$0	$0	$202,400
2028	Federal: NHPP	AC	State	$0	$0	$0	$4,047,000	$404,700	$0	$0	$0	$4,451,700
2028	State			$0	$0	$0	$1,011,700	$101,200	$0	$0	$0	$1,112,900
2035	Federal: NHPP	ACCP		$0	$809,400	$0	$4,047,000	$404,700	$0	$0	$0	$5,261,100
			Total (using AC, not ACCP)	$0	$1,011,800	$0	$5,058,700	$505,900	$0	$0	$0	**$6,576,400**
			Total (using ACCP, not AC)	$0	$1,011,800	$0	$5,058,700	$505,900	$0	$0	$0	**$6,576,400**

Lead Agency KDOT *WAMPO I.D.* HWY-20-01 *KDOT Project I.D.* KA-5807-01 *Last TIP Action* 27-00

Project Title K-42 in Sedgwick County

Project Limits K-42: Beginning at the Sumner/Sedgwick County Line thence East to Clonmel

Project Scope Rehabilitate, add 8 foot shoulders from the Sumner County Line North to the K-49 Junction and 10 foot shoulders from the K-49 Junction North. Bridge Extension on Bridge #160, #161, #162 and #163. Culvert Extension on Culvert #533.

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Scott King
KDOT
785-296-3850
scott.king@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: KDOT-STBG	AC	State	$0	$1,564,400	$0	$0	$0	$0	$0	$0	$1,564,400
2020	State			$0	$391,100	$0	$0	$0	$0	$0	$0	$391,100
2023	Federal: KDOT-STBG	AC	State	$234,700	$0	$0	$0	$0	$0	$0	$0	$234,700
2023	State			$58,700	$0	$0	$0	$0	$0	$0	$0	$58,700
2025	State			$0	$0	$293,200	$0	$0	$0	$0	$0	$293,200
2028	Federal: KDOT-STBG	AC	State	$0	$0	$0	$15,644,400	$1,564,400	$0	$0	$0	$17,208,800
2028	Federal: KDOT-STBG	ACCP		$234,700	$1,564,400	$0	$15,644,400	$1,564,400	$0	$0	$0	$19,007,900
2028	State			$0	$0	$0	$3,911,100	$391,100	$0	$0	$0	$4,302,200
			Total (using AC, not ACCP)	$293,400	$1,955,500	$293,200	$19,555,500	$1,955,500	$0	$0	$0	**$24,053,100**
			Total (using ACCP, not AC)	$293,400	$1,955,500	$293,200	$19,555,500	$1,955,500	$0	$0	$0	**$24,053,100**

Lead Agency KDOT *WAMPO I.D.* R-21-04 *KDOT Project I.D.* K-8234-05 *Last TIP Action* 27-00

Project Title Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)

Project Limits K-254 from near 167th St. W. located approximately 3.5 miles north of US-54 northeast to K-96 near 45th St. N. & US-54 from near the US-54/268th St. W. junction (west of Goddard) east to near the US-54/174th St. W. junction

Project Scope Advanced Right of Way Acquisition for a 4 lane Freeway Section

Project Type: RN - New Roadway *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact
Jeff Sims
KDOT
785-296-2093
Jeff.Sims@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$0	$5,000,000	$0	$0	$0	$0	$0	$5,000,000
2023	State			$0	$100,000	$5,000,000	$0	$0	$0	$0	$0	$5,100,000
		Total (using AC, not ACCP)		$0	$100,000	$10,000,000	$0	$0	$0	$0	$0	**$10,100,000**
		Total (using ACCP, not AC)		$0	$100,000	$10,000,000	$0	$0	$0	$0	$0	**$10,100,000**

Lead Agency KDOT *WAMPO I.D.* R-21-06 *KDOT Project I.D.* KA-6099-02 *Last TIP Action* 25-07

Project Title K-96: From I-135 to I-35 in Wichta

Project Limits K-96: From I-135 to I-35 in Wichta

Project Scope Upgrade from 4-Lane to 6-lane freeway and bridge reconstruction (pavement replacement only from 21st Street to 13th Street).

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes Project is authorized for PE, ROW, and UTIL ONLY.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	$0	$25,565,300	$0	$0	$0	$0	$0	$0	$25,565,300
2022	State			$0	$6,391,000	$0	$0	$0	$0	$0	$0	$6,391,000
2024	Federal: NHPP	AC	State	$0	$0	$17,043,500	$0	$0	$0	$0	$0	$17,043,500
2024	State			$0	$0	$4,260,900	$0	$0	$0	$0	$0	$4,260,900
2027	Federal: NHPP	AC	State	$8,521,700	$0	$0	$0	$0	$0	$0	$0	$8,521,700
2027	State			$2,130,400	$0	$0	$0	$0	$0	$0	$0	$2,130,400
2032	Federal: NHPP	ACCP		$8,521,700	$25,565,300	$17,043,500	$0	$0	$0	$0	$0	$51,130,500
			Total (using AC, not ACCP)	$10,652,100	$31,956,300	$21,304,400	$0	$0	$0	$0	$0	**$63,912,800**
			Total (using ACCP, not AC)	$10,652,100	$31,956,300	$21,304,400	$0	$0	$0	$0	$0	**$63,912,800**

Lead Agency KDOT *WAMPO I.D.* R-23-02 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title KDOT 1R Resurfacing Preservation projects in the WAMPO region

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

Project Scope Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☑

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Brent Terstriep
KDOT
620-727-1472
brent.terstriep@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: NHPP	AC	State	$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2026	State			$0	$0	$0	$1,860,000	$140,000	$0	$0	$0	$2,000,000
2027	Federal: NHPP	AC	State	$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2027	Federal: NHPP	ACCP		$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2027	State			$0	$0	$0	$1,860,000	$140,000	$0	$0	$0	$2,000,000
2028	Federal: NHPP	AC	State	$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2028	Federal: NHPP	ACCP		$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2028	State			$0	$0	$0	$1,860,000	$140,000	$0	$0	$0	$2,000,000
2029	Federal: NHPP	AC	State	$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2029	Federal: NHPP	ACCP		$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2029	State			$0	$0	$0	$1,860,000	$140,000	$0	$0	$0	$2,000,000
2030	Federal: NHPP	AC	State	$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2030	Federal: NHPP	ACCP		$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
2030	State			$0	$0	$0	$1,860,000	$140,000	$0	$0	$0	$2,000,000
2031	Federal: NHPP	ACCP		$0	$0	$0	$7,440,000	$560,000	$0	$0	$0	$8,000,000
			Total (using AC, not ACCP)	$0	$0	$0	$46,500,000	$3,500,000	$0	$0	$0	**$50,000,000**
			Total (using ACCP, not AC)	$0	$0	$0	$46,500,000	$3,500,000	$0	$0	$0	**$50,000,000**

Lead Agency KDOT *WAMPO I.D.* R-23-03 *KDOT Project I.D.* KA-6535-04 *Last TIP Action* 25-07

Project Title US-54 (E. Kellogg Ave) in Sedgwick/Butler counties

Project Limits U.S. 54: from east of I-35/127th Street (Project KA-2389-01) to 0.25 mile east of 159th Street

Project Scope Reconstruct US-54 to 6-lanes including reconstruction of U.S. 54/K-96 interchange. addition of interchanges at 143rd Street and 159th street, and 2-lane frontage roads. Multiple new structures and replacements.

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Steve Cross
KDOT
785-296-3901
steven.cross@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	$0	$25,080,000	$15,192,000	$0	$0	$0	$0	$0	$40,272,000
2023	State			$0	$6,270,000	$3,798,000	$0	$0	$0	$0	$0	$10,068,000
2026	Federal: NHPP	AC	State	$23,920,000	$0	$0	$234,420,000	$25,080,000	$0	$0	$0	$283,420,000
2026	Local			$0	$0	$0	$20,475,000	$0	$0	$0	$0	$20,475,000
2026	State			$5,980,000	$0	$0	$58,605,000	$6,270,000	$0	$0	$0	$70,855,000
2033	Federal: NHPP	ACCP		$23,920,000	$25,080,000	$15,192,000	$234,420,000	$25,080,000	$0	$0	$0	$323,692,000
			Total (using AC, not ACCP)	$29,900,000	$31,350,000	$18,990,000	$313,500,000	$31,350,000	$0	$0	$0	**$425,090,000**
			Total (using ACCP, not AC)	$29,900,000	$31,350,000	$18,990,000	$313,500,000	$31,350,000	$0	$0	$0	**$425,090,000**

Lead Agency KDOT *WAMPO I.D.* R-23-04 *KDOT Project I.D.* KA-6545-01 *Last TIP Action* 25-06.1

Project Title US-54: Sign Structures at Ridge Road in Sedgwick County

Project Limits 1.05 miles of US-54 at Ridge Road collectively

Project Scope Multiple Sign Structure Replacements

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Mike Longshaw
KDOT
316-744-1271
mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	State			$0	$160,000	$0	$0	$0	$0	$0	$0	$160,000
2026	State			$0	$0	$0	$1,825,900	$160,000	$0	$0	$0	$1,985,900
		Total (using AC, not ACCP)		$0	$160,000	$0	$1,825,900	$160,000	$0	$0	$0	**$2,145,900**
		Total (using ACCP, not AC)		$0	$160,000	$0	$1,825,900	$160,000	$0	$0	$0	**$2,145,900**

Lead Agency KDOT *WAMPO I.D.* R-23-05 *KDOT Project I.D.* KA-7155-01 *Last TIP Action* 25-02

Project Title Sedgwick County: Half mile west of K-254 and Rock Road intersection east to K-254 and Greenwich Road intersection

Project Limits Half mile west of K-254 and Rock Road intersection east to K-254 and Greenwich Road intersection

Project Scope Discovery for K-254 Rock Rd, Webb Rd and Greenwich Rd

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Mike Longshaw
KDOT
316-744-1271
mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			$0	$800,000	$0	$0	$0	$0	$0	$0	$800,000
		Total (using AC, not ACCP)		$0	$800,000	$0	$0	$0	$0	$0	$0	**$800,000**
		Total (using ACCP, not AC)		$0	$800,000	$0	$0	$0	$0	$0	$0	**$800,000**

Lead Agency KDOT *WAMPO I.D.* RM-26-001 *KDOT Project I.D.* KA-7925-01 *Last TIP Action* 27-00

Project Title I-235: ramps located at the I-235/K-96 junction

Project Limits I-235: ramps located at the I-235/K-96 junction

Project Scope Pavement replacement ramps

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	State			$0	$239,600	$0	$0	$0	$0	$0	$0	$239,600
2028	Federal: NHPP	AC	State	$0	$958,500	$0	$15,405,700	$1,078,400	$0	$0	$0	$17,442,600
2028	State			$0	$0	$0	$1,711,700	$119,800	$0	$0	$0	$1,831,500
2030	Federal: NHPP	ACCP		$0	$958,500	$0	$15,405,700	$1,078,400	$0	$0	$0	$17,442,600
			Total (using AC, not ACCP)	$0	$1,198,100	$0	$17,117,400	$1,198,200	$0	$0	$0	**$19,513,700**
			Total (using ACCP, not AC)	$0	$1,198,100	$0	$17,117,400	$1,198,200	$0	$0	$0	**$19,513,700**

Lead Agency KDOT *WAMPO I.D.* RM-26-002 *KDOT Project I.D.* C-5411-01 *Last TIP Action* 25-07

Project Title Sedgwick County: Various Intersections

Project Limits Various locations

Project Scope Low-cost signing and pavement marking materials package deployment at 7 locations

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: HSIP	AC	State	$0	$0	$0	$26,200	$0	$0	$0	$0	$26,200
2027	Federal: HSIP	ACCP		$0	$0	$0	$26,200	$0	$0	$0	$0	$26,200
			Total (using AC, not ACCP)	$0	$0	$0	$26,200	$0	$0	$0	$0	**$26,200**
			Total (using ACCP, not AC)	$0	$0	$0	$26,200	$0	$0	$0	$0	**$26,200**

Lead Agency KDOT *WAMPO I.D.* RM-26-003 *KDOT Project I.D.* U-2611-01 *Last TIP Action* 25-07

Project Title City of Bel Aire: Intersections of N Greenwich Road and E 53rd Street N (North and South), N Greenwich Road and E 45th Street N, N Oliver Street and E 53rd Street N, and N Webb Road and E 53rd Street N

Project Limits Various Stop-Controlled Intersections in Sedgwick County

Project Scope Low-cost signing and pavement marking materials package deployment at 5 locations

Project Type: RM - Roadway Reconstruction/Modernization *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact
Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: HSIP	AC	State	$0	$0	$0	$31,788	$0	$0	$0	$0	$31,788
2027	Federal: HSIP	ACCP		$0	$0	$0	$31,788	$0	$0	$0	$0	$31,788
			Total (using AC, not ACCP)	$0	$0	$0	$31,788	$0	$0	$0	$0	**$31,788**
			Total (using ACCP, not AC)	$0	$0	$0	$31,788	$0	$0	$0	$0	**$31,788**

Lead Agency KDOT *WAMPO I.D.* RN-26-001 *KDOT Project I.D.* KA-7972-01 *Last TIP Action* 25-08

Project Title Andover: US-54 south backage road (Cloud/Clyde Street) from Allen Street 0.13 mile west and Allen Street 0.06 mile south

Project Limits Andover: US-54 south backage road (Cloud/Clyde Street) from Allen Street 0.13 mile west and Allen Street 0.06 mile south

Project Scope Construct two/three lane roadway with 10 foot bicycle path, 5 foot sidewalk, waterline and storm sewers

Project Type: RN - New Roadway *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Local			$50,000	$210,300	$50,000	$203,200	$315,500	$0	$0	$0	$829,000
2026	State			$0	$0	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
		Total (using AC, not ACCP)		$50,000	$210,300	$50,000	$2,203,200	$315,500	$0	$0	$0	**$2,829,000**
		Total (using ACCP, not AC)		$50,000	$210,300	$50,000	$2,203,200	$315,500	$0	$0	$0	**$2,829,000**

Lead Agency KDOT *WAMPO I.D.* RR-25-001 *KDOT Project I.D.* KA-7652-01 *Last TIP Action* 27-00

Project Title City of Wichita: Burlington Northern Santa Fe corridor

Project Limits Burlington Northern Santa Fe corridor

Project Scope Purchase and installation of Over Height Vehicle Sensor warning system, including study to determine pilot location to implement system on low vertical clearance bridge carrying Burlington Northern Santa Fe railroad

Project Type: RR - Railroad Project *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Michael Flory
KDOT
785-296-0937
michael.flory@ks.gov

Project Notes Federal: Other is STIC.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: Other			$0	$20,000	$0	$93,000	$62,000	$0	$0	$0	$175,000
2026	State			$0	$5,000	$0	$12,000	$8,000	$0	$0	$0	$25,000
		Total (using AC, not ACCP)		$0	$25,000	$0	$105,000	$70,000	$0	$0	$0	**$200,000**
		Total (using ACCP, not AC)		$0	$25,000	$0	$105,000	$70,000	$0	$0	$0	**$200,000**

Lead Agency KDOT *WAMPO I.D.* RR-26-003 *KDOT Project I.D.* X-3169-01 *Last TIP Action* 27-00

Project Title KO and North 247th Street in the city of Andale

Project Limits KO and North 247th Street in the city of Andale

Project Scope Upgrade Crossing Device

Project Type: RR - Railroad Project *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Shawn Hennes
KDOT
785-296-3529
shawn.hennes@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2027	Federal: RRS			$0	$0	$0	$72,000	$1,000	$0	$0	$0	$73,000
		Total (using AC, not ACCP)		$0	$0	$0	$72,000	$1,000	$0	$0	$0	**$73,000**
		Total (using ACCP, not AC)		$0	$0	$0	$72,000	$1,000	$0	$0	$0	**$73,000**

Lead Agency KDOT *WAMPO I.D.* RX-25-005 *KDOT Project I.D.* KA-6535-05 *Last TIP Action* 27-00

Project Title U.S. 54: from 0.25 mile east of 159 Street East to Prairie Creek Road

Project Limits from 0.25 mile east of 159 Street East to Prairie Creek Road

Project Scope Reconstruct US-54 to 6-lanes

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☐ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Steve Cross
KDOT
785-296-3901
steven.cross@ks.gov

Project Notes This project is authorized for PE only. The total project cost is $275,000 K and should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: NHPP	AC	State	$0	$16,720,000	$0	$0	$0	$0	$0	$0	$16,720,000
2026	State			$0	$4,180,000	$0	$0	$0	$0	$0	$0	$4,180,000
2031	Federal: NHPP	ACCP		$0	$16,720,000	$0	$0	$0	$0	$0	$0	$16,720,000
			Total (using AC, not ACCP)	$0	$20,900,000	$0	$0	$0	$0	$0	$0	**$20,900,000**
			Total (using ACCP, not AC)	$0	$20,900,000	$0	$0	$0	$0	$0	$0	**$20,900,000**

Lead Agency KDOT *WAMPO I.D.* RX-26-001 *KDOT Project I.D.* KA-6099-03 *Last TIP Action* 25-07

Project Title K-96: Capacity Improvements from Woodlawn to Rock Road

Project Limits K-96, Woodlawn to Rock Road

Project Scope Upgrade from 4-Lane to 6-lane freeway including interchange improvements at Woodlawn Boulevard and Rock Road interchanges

Project Type: RX - Roadway Expansion (add through lanes) *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2028	Federal: NHPP	AC	State	$0	$0	$0	$96,000,000	$7,200,000	$0	$0	$0	$103,200,000
2028	State			$0	$0	$0	$24,000,000	$1,800,000	$0	$0	$0	$25,800,000
2035	Federal: NHPP	ACCP		$0	$0	$0	$96,000,000	$7,200,000	$0	$0	$0	$103,200,000
			Total (using AC, not ACCP)	$0	$0	$0	$120,000,000	$9,000,000	$0	$0	$0	**$129,000,000**
			Total (using ACCP, not AC)	$0	$0	$0	$120,000,000	$9,000,000	$0	$0	$0	**$129,000,000**

Lead Agency KDOT *WAMPO I.D.* S-17-01 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Railroad Safety Crossing Improvements

Project Limits Railroad crossings in the WAMPO region

Project Scope Construct railroad safety improvements at three railroad crossings in the WAMPO region per year.

Project Type: RR - Railroad Project *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Nick Squires
KDOT
620-860-7386
nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: HSIP	AC	State	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2027	Federal: HSIP	AC	State	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2027	Federal: HSIP	ACCP		$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2028	Federal: HSIP	AC	State	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2028	Federal: HSIP	ACCP		$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2029	Federal: HSIP	AC	State	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2029	Federal: HSIP	ACCP		$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2030	Federal: HSIP	AC	State	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2030	Federal: HSIP	ACCP		$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
2031	Federal: HSIP	ACCP		$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
			Total (using AC, not ACCP)	$0	$0	$0	$7,500,000	$0	$0	$0	$0	**$7,500,000**
			Total (using ACCP, not AC)	$0	$0	$0	$7,500,000	$0	$0	$0	$0	**$7,500,000**

Lead Agency KDOT *WAMPO I.D.* TM-25-005 *KDOT Project I.D.* KA-7062-01 *Last TIP Action* 27-00

Project Title I-135: from junction I-235/I-135, north to the Sedgwick/Harvey county line

Project Limits I-135: from junction I-235/I-135, north to the Sedgwick/Harvey county line

Project Scope Purchase of Safety Corridor program materials and labor for installation by KDOT staff in Sedgwick County on the I-135 corridor

Project Type: TM - Traffic Management Technology *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Allison Smith
KDOT
785-296-0341
allison.smith@ks.gov

Engineering Contact

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	State			$0	$7,100	$0	$0	$0	$0	$0	$0	$7,100
2028	State			$0	$0	$0	$94,300	$7,100	$0	$0	$0	$101,400
		Total (using AC, not ACCP)		$0	$7,100	$0	$94,300	$7,100	$0	$0	$0	**$108,500**
		Total (using ACCP, not AC)		$0	$7,100	$0	$94,300	$7,100	$0	$0	$0	**$108,500**

Lead Agency Transit - Sedgwick County Transportation *WAMPO I.D.* TR-25-001 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title 5311 Grants

Project Limits Sedgwick County

Project Scope Providing transportation in the SG county area to the General Public.

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Monica Cissell
SG County Dept of Aging & Disabilities
316-660-5229
monica.cissell@sedgwick.gov

Engineering Contact

Monica Cissell
SG County Dept of Aging & Disabilities
316-660-5229
monica.cissell@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2025	Federal: FTA 5311			$0	$0	$0	$0	$0	$0	$0	$233,953	$233,953
2025	Local			$0	$0	$0	$0	$0	$0	$0	$129,431	$129,431
2025	State			$0	$0	$0	$0	$0	$0	$0	$54,256	$54,256
2026	Federal: FTA 5311			$0	$0	$0	$0	$0	$0	$0	$158,131	$158,131
2026	Local			$0	$0	$0	$0	$0	$0	$0	$84,167	$84,167
2026	State			$0	$0	$0	$0	$0	$0	$0	$51,010	$51,010
2027	Federal: FTA 5311			$0	$0	$0	$0	$0	$0	$0	$179,968	$179,968
2027	Local			$0	$0	$0	$0	$0	$0	$0	$97,406	$97,406
2027	State			$0	$0	$0	$0	$0	$0	$0	$59,901	$59,901
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$0	$1,048,223	**$1,048,223**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$0	$1,048,223	**$1,048,223**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* 40-570 *KDOT Project I.D.* N-0783-01 *Last TIP Action* 25-04.1

Project Title Delano Transit Center

Project Limits South of W Texas Ave., west of S Sycamore St., north of Burton St., and east of S Oak St., in Wichita, KS

Project Scope Construct a new multimodal transit center

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Raven Alexander
Wichita Transit
316-352-4868
ralexander@wichita.gov

Engineering Contact

Raven Alexander
Wichita Transit
316-352-4868
ralexander@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$14,232,816	$0	$14,232,816
2020	Local			$0	$0	$0	$0	$0	$0	$3,558,204	$0	$3,558,204
2023	Federal: KDOT-CMAQ			$0	$0	$0	$0	$0	$0	$1,000,000	$0	$1,000,000
2023	Federal: KDOT-STBG			$0	$0	$0	$0	$0	$0	$699,113	$0	$699,113
2023	Local			$0	$0	$0	$0	$0	$0	$424,779	$0	$424,779
2024	Federal: KDOT-STBG			$0	$0	$0	$0	$0	$0	$1,793,590	$0	$1,793,590
2024	Local			$0	$0	$0	$0	$0	$0	$448,398	$0	$448,398
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$22,156,900	$0	**$22,156,900**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$22,156,900	$0	**$22,156,900**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-15-005 *KDOT Project I.D.* N-0681-01 *Last TIP Action* 27-00

Project Title Transit: Bus Purchase

Project Limits NA

Project Scope Purchase 7 new all accessible buses to replace the downtown trolleys. Updated project scope for remaining funds: Purchase a bus to replace an aging vehicle that has reached the end of its useful life.

Project Type: TR - Public Transit *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2017	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$2,600,000	$0	$2,600,000
2018	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$360,000	$0	$360,000
2018	Federal: MPO-CMAQ			$0	$0	$0	$0	$0	$0	$949,089	$0	$949,089
2018	Federal: MPO-STBG			$0	$0	$0	$0	$0	$0	$410,000	$0	$410,000
2018	Local			$0	$0	$0	$0	$0	$0	$888,598	$0	$888,598
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$5,207,687	$0	**$5,207,687**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$5,207,687	$0	**$5,207,687**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-17-02 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Wichita Transit Other Capital

Project Limits Wichita city limits

Project Scope Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$3,600,000	$0	$3,600,000
2021	Local			$0	$0	$0	$0	$0	$0	$900,000	$0	$900,000
2022	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$3,600,000	$0	$3,600,000
2022	Local			$0	$0	$0	$0	$0	$0	$900,000	$0	$900,000
2023	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$3,600,000	$0	$3,600,000
2023	Local			$0	$0	$0	$0	$0	$0	$900,000	$0	$900,000
2024	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$3,600,000	$0	$3,600,000
2024	Local			$0	$0	$0	$0	$0	$0	$900,000	$0	$900,000
2025	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$5,200,000	$0	$5,200,000
2025	Local			$0	$0	$0	$0	$0	$0	$1,300,000	$0	$1,300,000
2026	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$5,200,000	$0	$5,200,000
2026	Local			$0	$0	$0	$0	$0	$0	$1,300,000	$0	$1,300,000
2027	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$5,200,000	$0	$5,200,000
2027	Local			$0	$0	$0	$0	$0	$0	$1,300,000	$0	$1,300,000
2028	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$5,200,000	$0	$5,200,000
2028	Local			$0	$0	$0	$0	$0	$0	$1,300,000	$0	$1,300,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$44,000,000	$0	**$44,000,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$44,000,000	$0	**$44,000,000**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-17-05 *KDOT Project I.D.* *Last TIP Action* 25-07

Project Title Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities

Project Limits City of Wichita city limits

Project Scope The 5339 program is eligible for capital purchases

Project Type: TR - Public Transit *Bike/ped component?* ☑ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes Please note FFY26 reflects programming for FY23, FY24 and FY25 funding.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$500,000	$0	$500,000
2021	Local			$0	$0	$0	$0	$0	$0	$125,000	$0	$125,000
2022	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$505,000	$0	$505,000
2022	Local			$0	$0	$0	$0	$0	$0	$126,250	$0	$126,250
2023	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$510,050	$0	$510,050
2023	Local			$0	$0	$0	$0	$0	$0	$127,512	$0	$127,512
2024	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$640,000	$0	$640,000
2024	Local			$0	$0	$0	$0	$0	$0	$160,000	$0	$160,000
2025	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$640,000	$0	$640,000
2025	Local			$0	$0	$0	$0	$0	$0	$160,000	$0	$160,000
2026	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$1,673,250	$0	$1,673,250
2026	Local			$0	$0	$0	$0	$0	$0	$418,313	$0	$418,313
2027	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$640,000	$0	$640,000
2027	Local			$0	$0	$0	$0	$0	$0	$160,000	$0	$160,000
2028	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$640,000	$0	$640,000
2028	Local			$0	$0	$0	$0	$0	$0	$160,000	$0	$160,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$7,185,375	$0	**$7,185,375**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$7,185,375	$0	**$7,185,375**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-19-01 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities

Project Limits Wichita urbanized area

Project Scope Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☑

Administrative Contact

Raven Alexander
Wichita Transit
316-352-4868
ralexander@wichita.gov

Engineering Contact

Raven Alexander
Wichita Transit
316-352-4868
ralexander@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$284,014	$152,931	$436,945
2021	Local			$0	$0	$0	$0	$0	$0	$46,349	$152,931	$199,280
2022	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$419,572	$220,627	$640,199
2022	Local			$0	$0	$0	$0	$0	$0	$68,946	$220,627	$289,573
2023	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$433,600	$231,500	$665,100
2023	Local			$0	$0	$0	$0	$0	$0	$77,608	$231,500	$309,108
2024	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$457,259	$233,500	$690,759
2024	Local			$0	$0	$0	$0	$0	$0	$73,396	$233,500	$306,896
2025	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$458,643	$246,962	$705,605
2025	Local			$0	$0	$0	$0	$0	$0	$77,617	$246,962	$324,579
2026	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$690,271	$0	$690,271
2026	Local			$0	$0	$0	$0	$0	$0	$127,685	$0	$127,685
2027	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$910,000	$490,000	$1,400,000
2027	Local			$0	$0	$0	$0	$0	$0	$204,750	$490,000	$694,750
2028	Federal: FTA 5310			$0	$0	$0	$0	$0	$0	$465,125	$250,457	$715,582
2028	Local			$0	$0	$0	$0	$0	$0	$128,805	$250,457	$379,262
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$4,923,640	$3,651,954	**$8,575,594**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$4,923,640	$3,651,954	**$8,575,594**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-19-02 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Wichita Transit Operating

Project Limits Wichita urbanized area

Project Scope Operating dollars to support ongoing operations

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
2021	Local			$0	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
2022	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
2022	Local			$0	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
2023	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
2023	Local			$0	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
2024	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2024	Local			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2025	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2025	Local			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2026	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2026	Local			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2027	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2027	Local			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2028	Federal: FTA 5307			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
2028	Local			$0	$0	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$0	$52,000,000	**$52,000,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$0	$52,000,000	**$52,000,000**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-19-05 *KDOT Project I.D.* N-0718-01 *Last TIP Action* 27-00

Project Title Wichita Transit Replacement Paratransit Vehicles

Project Limits Wichita Urbanized Area

Project Scope Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet. This project and its funding will be transferred to the Federal Transit Administration.

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: MPO-STBG			$0	$0	$0	$0	$0	$0	$569,365	$0	$569,365
2021	Local			$0	$0	$0	$0	$0	$0	$142,341	$0	$142,341
2022	Federal: MPO-STBG			$0	$0	$0	$0	$0	$0	$924,107	$0	$924,107
2022	Local			$0	$0	$0	$0	$0	$0	$231,027	$0	$231,027
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$1,866,840	$0	**$1,866,840**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$1,866,840	$0	**$1,866,840**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-23-01 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Paratransit Vehicle Replacement

Project Limits City of Wichita

Project Scope Replace 10 paratransit vehicles.

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			$0	$0	$0	$0	$0	$0	$840,000	$0	$840,000
2024	Local			$0	$0	$0	$0	$0	$0	$360,000	$0	$360,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$1,200,000	$0	**$1,200,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$1,200,000	$0	**$1,200,000**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* T-23-03 *KDOT Project I.D.* *Last TIP Action* 23-05

Project Title FTA 5339 Low No Program: Electric Van Purchase

Project Limits Wichita Urbanized Area

Project Scope Replace gas diesel cutaway paratransit vans with battery electric vehicles including infrastructure and necessary equipment

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☑ *Sedgwick County* ☑ *Sumner County* ☑

Administrative Contact

Tonja Howard
Wichita Transit
316-352-4807
thoward@wichita.gov

Engineering Contact

Tonja Howard
Wichita Transit
316-352-4807
thoward@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$54,078	$0	$54,078
2022	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$1,126,950	$0	$1,126,950
2022	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$2,770,050	$0	$2,770,050
2022	Local			$0	$0	$0	$0	$0	$0	$13,520	$0	$13,520
2022	Local			$0	$0	$0	$0	$0	$0	$161,050	$0	$161,050
2022	Local			$0	$0	$0	$0	$0	$0	$488,830	$0	$488,830
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$4,614,478	$0	**$4,614,478**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$4,614,478	$0	**$4,614,478**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* TR-26-001 *KDOT Project I.D.* *Last TIP Action* 25-07

Project Title Hybrid Bus Purchase

Project Limits Wichita Urbanized Area

Project Scope Purchase of hybrid buses and necessary equipment to support transit services.

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact
Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2026	Federal: FTA 5339			$0	$0	$0	$0	$0	$0	$2,066,786	$0	$2,066,786
2026	Local			$0	$0	$0	$0	$0	$0	$516,696	$0	$516,696
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$2,583,482	$0	**$2,583,482**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$2,583,482	$0	**$2,583,482**

Lead Agency Transit - Wichita Transit *WAMPO I.D.* TR-26-003 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Purchase of Replacement Buses

Project Limits City of Wichita city limits

Project Scope Purchase of accessible hybrid replacement buses

Project Type: TR - Public Transit *Bike/ped component?* ☐ *Partially or Fully in:* *Butler County* ☐ *Sedgwick County* ☑ *Sumner County* ☐

Administrative Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Engineering Contact

Kelly Broxterman
Wichita Transit

kbroxterman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2029	Federal: MPO-CRP			$0	$0	$0	$0	$0	$0	$1,181,232	$0	$1,181,232
2029	Local			$0	$0	$0	$0	$0	$0	$1,771,847	$0	$1,771,847
2030	Federal: MPO-CRP			$0	$0	$0	$0	$0	$0	$1,181,232	$0	$1,181,232
2030	Local			$0	$0	$0	$0	$0	$0	$1,771,847	$0	$1,771,847
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$5,906,158	$0	**$5,906,158**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$5,906,158	$0	**$5,906,158**

Lead Agency WAMPO *WAMPO I.D.* 40-514 *KDOT Project I.D.* *Last TIP Action* 21-05.5

Project Title WAMPO Travel Demand Model Update

Project Limits WAMPO region

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

Project Type: PL - Planning/Studies/Engagement *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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: CRRSAA			$0	$0	$0	$0	$0	$700,000	$0	$0	$700,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$700,000	$0	$0	**$700,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$700,000	$0	$0	**$700,000**

Lead Agency WAMPO *WAMPO I.D.* P-23-03 *KDOT Project I.D.* N-0787-01 *Last TIP Action* 27-00

Project Title Safe Routes to School Planning Assistance

Project Limits WAMPO region

Project Scope This project will hire consultants to help municipalities (in conjunction with their school districts) develop Safe Routes to School (SRTS) plans, incorporating the 6 E's – Engagement, Enforcement, Engineering, Encouragement, Education, and Evaluation. The plans will also identify SRTS routes and improvements necessary on those routes.

Project Type: PL - Planning/Studies/Engagement *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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: MPO-TA			$0	$0	$0	$0	$0	$200,000	$0	$0	$200,000
2024	Local			$0	$0	$0	$0	$0	$50,000	$0	$0	$50,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$250,000	$0	$0	**$250,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$250,000	$0	$0	**$250,000**

Lead Agency WAMPO *WAMPO I.D.* PL-26-001 *KDOT Project I.D.* *Last TIP Action* 27-00

Project Title Interstate Passenger Rail Study Support

Project Limits N/A

Project Scope WAMPO funding contribution to (a) future or ongoing study/ies on the potential development of an extension of the Amtrak Heartland Flyer passenger rail route, which currently runs between Ft. Worth, TX, and Oklahoma City, OK, with the potential extension running from Oklahoma City, OK, to Newton, KS, by way of Wichita, KS. Such (a) study/ies would ideally be conducted in cooperation with other MPOs, state governments (KS, OK, TX), and/or local governments either along the current Heartland Flyer route or along its potential extension. The study/ies may include the evaluation of long-term funding strategies and identification of local/state/regional funding mechanisms to support ongoing passenger rail operations. This project supports the Federal Railroad Administration (FRA) Corridor Identification and Development Program in a collaborative effort among the Kansas Department of Transportation (KDOT), Oklahoma Department of Transportation (ODOT), Texas Department of Transportation (TxDOT), and MPOs along the proposed passenger rail corridor.

Project Type: PL - Planning/Studies/Engagement *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

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2028	Federal: MPO-STBG			$0	$0	$0	$0	$0	$300,000	$0	$0	$300,000
2028	Local			$0	$0	$0	$0	$0	$75,000	$0	$0	$75,000
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$375,000	$0	$0	**$375,000**
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$375,000	$0	$0	**$375,000**

Appendix B: Projects and Performance Measures

The Transportation Improvement Program (TIP) lists all federally funded or regionally significant transportation projects within the Wichita Area Metropolitan Planning Organization (WAMPO) region. As part of a performance-based planning approach, these projects are evaluated to determine how they contribute to achieving WAMPO's established federal Performance Measure (PM) targets. The table below outlines how each TIP project aids WAMPO in attaining its federally mandated PM targets, as determined through an analysis of its scope.

Table B1. Projects and Performance Measures

Lead Agency	Project Title	SAFETY (PM1)				PERFORMANCE (PM2)		RELIABILITY (PM3)		Transit Assessment Management	Transit Safety
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds through Walkability Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology / ITS Projects	Traffic Flow Projects		
Andover	21st Street Improvements, from KTA Toll Booth to Andover Road			X	X	X					
Andover	Prairie Creek Rd bridge over KTA			X	X						
Andover	Prairie Creek Road - KTA Bridge to 21st Street			X	X						
Andover	Andover Rd. from 21st St. north 1/2 Mile			X	X	X					
Bel Aire	45th St N, Oliver to Woodlawn		X		X						
Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path				X						
Bel Aire	Bel Aire Bike Ped Trail Phase 1				X						
Bel Aire	Woodlawn: 45th St to 37th St. N			X							
Derby	Rock Road Corridor Improvements		X	X	X						
Derby	Nelson Drive Realignment			X							
Garden Plain	Harry and Main Street Sidewalks			X							
Goddard	Goddard Sidewalk Improvements - First and Second Street			X							
Goddard	Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard			X							
Goddard	Goddard Sidewalk Improvements - Walnut Street and Spruce Street			X							
Goddard	Goddard Sidewalk Improvements - Pine Street and Oak Street			X							
Goddard	Goddard Sidewalk Improvements - Main Street			X							
Goddard	Goddard Sidewalk Improvements on Cedar Street and Elm Street			X							
Goddard	23rd Street Expansion Project		X	X							
Goddard	Crowne Drive Extension from US-54 to 23rd Street		X			X					
Goddard & Sedgwick County	183rd St Expansion		X	X		X					
Haysville	West Grand Improvements			X							
Haysville	Meridian Street & Multiuse Trail			X	X						
Maize	119th Street Improvments From 29th Street to 37th Street			X	X	X					
Maize	119th Street Improvements (Phase 2 - 37th Street to Wilkinson)			X	X	X					
Park City	85th Street and Broadway Roundabout		X								
Valley Center	Seneca St Multiuse Path				X						

Lead Agency	Project Title	SAFETY (PM1)				PERFORMANCE (PM2)		RELIABILITY (PM3)		Transit Assessment Management	Transit Safety
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds through Walkability Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology / ITS Projects	Traffic Flow Projects		
Wichita	Wichita Intelligent Transporation System - E 21st St N							X	X		
Wichita	Pawnee Avenue, Greenwich Road to 127th Street East				X	X					
Wichita	Maize Road, Pawnee to 31st Street South				X	X			X		
Wichita	Hillside, 37th St N to 45th St N				X	X			X		
Wichita	Comprehensive Way Finding	X									
Wichita	17th St N, I-135 to Hillside			X							
Wichita	Douglas, Seneca to Meridian					X		X	X		
Wichita	Webb Road, Central to 13th St N				X	X			X		
Wichita	Wichita Intelligent Transporation System - Central Business District							X	X		
Wichita	Chisholm Trail and Delano Path				X						
Wichita	Prairie Sunset Trail				X						
Wichita	Bridge Rehabilitation/Repair - Wichita						X				
Wichita	Bike Enhancement Projects				X						
Wichita	Pawnee & 127th Street intersection		X						X		
Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1				X						
Wichita	Redbud Multi-Use Path near Rock Road Phase 2				X						
Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln				X	X					
Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	X							X		
Wichita	Seneca Street & 55th Street South Sidewalks			X							
Wichita	Pawnee, Webb to Greenwich		X	X	X				X		
Wichita	2nd St., Main to St. Francis		X								
Wichita	West St, 47th-MacArthur		X	X	X						
Wichita	37th St N., Hydraulic to Hillside			X							
Wichita	Douglas, Washington to Grove					X					
Wichita	143rd St. E., Kellogg-Harry			X							
Wichita	Maple, 135th St W to 167th St W		X		X				X		
Wichita	West St., Harry to Pawnee			X					X		
Wichita	West St., I-235-MacArthur			X					X		
Wichita	West Kellogg/US-54/400 Expansion										
Wichita	127th St E, 13th to 850 feet south of Douglas				X				X		
Wichita	Mt. Vernon and Hydraulic Intersection		X	X							
Wichita	21st Street North, 119th Street West to St. Teresa			X		X	X				
Wichita	Kellogg and Eisenhower Parkway Interchange		X								
Wichita	29th Street North and Broadway Intersection		X			X					
Wichita	Broadway Corridor Safety Improvement Project			X	X						
Wichita	45th Street N, Hillside to Oliver				X	X			X		
Wichita	Multimodal Facility (MMF)			X	X					X	X
Wichita	ITS – 21st and 119th St W to Downtown			X	X			X			
Wichita	ITS - Maize Rd, 37th St N to Pawnee			X	X			X			
Wichita	ITS - Central Ave, Seneca to 159th St E			X	X			X			
Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St		X				X				
Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek						X				
Butler County	SW Butler Rd Multi-use Path at SW 150th St.				X						
Butler County	SW Butler Rd/SW 150th St Intersection		X	X		X					
Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path				X						
Sedgwick County	Maple Street Pathway				X						
Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.					X					
Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South						X				
Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West						X				
Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West						X				
Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street						X				
Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South						X				
Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North						X				
Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West						X				
Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.						X				
Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North						X				

Lead Agency	Project Title	SAFETY (PM1)				PERFORMANCE (PM2)		RELIABILITY (PM3)		Transit Assessment Management	Transit Safety
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds through Walkability Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology / ITS Projects	Traffic Flow Projects		
Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.						X				
Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.						X				
Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South						X				
Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West						X				
Sedgwick County	B527: Bridge over Eagle Ditch on 119thSt. West between 85th and 93rd St. North						X				
Sedgwick County	R363: 135th St.West from 29th St North to 45th St. North					X					
Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South					X					
Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West					X					
Sedgwick County	R372: 21st St North and 167th St West Intersection Improvements		X								
Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North					X					
Sedgwick County	R356: 151st St.West from 53rd St. North to K-96					X					
Sedgwick County	R362: 127th St. East for Half Mile North of 31st St.South					X					
Sedgwick County	R364: 29th St.North between 119th and 135th St. West					X					
Sedgwick County	R381: MacArthur from 215th St West to K-42		X								
Sedgwick County	R378: Pawnee Ave. between 151st St. and 183rd St. West					X					
Sedgwick County	R388: 151st Street West between 13th St. and 21st St North					X					
KDOT	Replace Bridge #184 on K-15 in Sedgwick County						X				
KDOT	Bridge #132 on US-54 in Sedgwick County						X				
KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County						X				
KDOT	Bridge #094 & #095 on I-235 in Sedgwick County						X				
KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County						X				
KDOT	Bridges #065 and #066 on I-235 in Sedgwick County						X				
KDOT	I-135: Bridge #046 located 4.46 miles north of I-235						X				
KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita						X				
KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135						X				
KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line						X				
KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue						X				
KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction						X				
KDOT	I-135: bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35						X				
KDOT	I-135 North of US-54 Interchange North to 21st Interchange						X				
KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region						X				
KDOT	US-54: Bridge #292 carrying US-54/US-400 eastbound lanes over I-135 and Canal located at the US-54 and I-135 junction						X				
KDOT	US-54: Bridge #293 carrying US-54/US-400 westbound lanes over I-135 and Canal located at the US-54 and I-135 junction						X				
KDOT	K-42 in Sedgwick County	X									
KDOT	Right of Way Acquisition for Northwest Wichita Bypass (K-8234-05)								X		
KDOT	K-96: From I-135 to I-35 in Wichta					X	X				
KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region					X					
KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties		X			X			X		
KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	X									
KDOT	Sedgwick County: Half mile west of K-254 and Rock Road intersection east to K-254 and Greenwich Road intersection		X								
KDOT	I-235: ramps located at the I-235/K-96 junction					X					
KDOT	Sedgwick County: Various Intersections		X								
KDOT	City of Bel Aire: Intersections of N Greenwich Road and E 53rd Street N (North and South), N Greenwich Road and E 45th Street N, N Oliver Street and E 53rd Street N, and N Webb Road and E 53rd Street N		X								
KDOT	Andover: US-54 south backage road (Cloud/Clyde Street) from Allen Street 0.13 mile west and Allen Street 0.06 mile south					X					
KDOT	City of Wichita: Burlington Northern Santa Fe corridor	X									
KDOT	KO and North 247th Street in the city of Andale	X									
KDOT	U.S. 54: from 0.25 mile east of 159 Street East to Prairie Creek Road					X					
KDOT	K-96: Capacity Improvements from Woodlawn to Rock Road		X			X					
KDOT	Railroad Safety Crossing Improvements	X									
KDOT	I-135: from junction I-235/I-135, north to the Sedgwick/Harvey county line	X						X			
Sedgwick County Transportation	5311 Grants										X

Lead Agency	Project Title	SAFETY (PM1)				PERFORMANCE (PM2)		RELIABILITY (PM3)		Transit Assessment Management	Transit Safety
		General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds through Walkability Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology / ITS Projects	Traffic Flow Projects		
Wichita Transit	Delano Transit Center									X	
Wichita Transit	Transit: Bus Purchase									X	
Wichita Transit	Wichita Transit Other Capital									X	X
Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities									X	
Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities									X	
Wichita Transit	Wichita Transit Operating									X	
Wichita Transit	Wichita Transit Replacement Paratransit Vehicles									X	
Wichita Transit	Paratransit Vehicle Replacement									X	
Wichita Transit	FTA 5339 Low No Program: Electric Van Purchase									X	X
Wichita Transit	Hybrid Bus Purchase									X	
Wichita Transit	Purchase of Replacement Buses									X	
WAMPO	WAMPO Travel Demand Model Update							X	X		
WAMPO	Safe Routes to School Planning Assistance	X									
WAMPO	Interstate Passenger Rail Study Support	X									

Appendix C: Completed and Removed Projects

Which projects from the FFY2025-FFY2028 TIP are not in the FFY2027-FFY2030 TIP?

Not all projects from the FFY2025-FFY2028 TIP have been carried forward into the FFY2027-FFY2030 TIP. There are 34 projects in the FFY2025-FFY2028 TIP whose lead agencies confirm have been completed, so there is no reason to continue to show them in the FFY2027-FFY2030 TIP. These projects are identified in the following table.

It is common for TIP project details to be amended several times before the next adoption of a new TIP, sometimes including the removal of a project from the TIP. For the most up-to-date detailed TIP project list for the WAMPO region, visit www.wampo.org/transportation-improvement-program.

Table C1. Completed Projects from FFY2025-FFY2028 TIP (no need to carry forward)

WAMPO ID	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
R-19-05	City of Andover	159th St. East, from US-54/400 to Central Ave.	$9,189,322	$4,485,000
40-538	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	$1,249,534	$756,652
INT-19-01	City of Kechi	Oliver and Kechi Rd. Intersection	$4,355,217	$2,433,853
40-548	City of Maize	Academy Avenue Improvements from Maize Road to Maize City Park	$8,310,199	$4,095,649
R-19-07	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	$11,695,901	$7,373,315
40-508	County of Sedgwick - Public Works	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	$3,060,000	$2,195,582
40-555	County of Sedgwick - Public Works	B502: Bridge on Greenwich between 109th St. North and 117th St. North	$765,000	$0
40-564	County of Sedgwick - Public Works	B485: Bridge on 151st St West over Ninnescah River	$4,600,000	$0
40-567	County of Sedgwick - Public Works	B498: Bridge on 143rd St. East between Pawnee and 31st St. South	$925,000	$0

WAMPO ID	Lead Agency	Project Title	Total Cost	WAMPO Suballocated Funds
BR-25-006	County of Sedgwick - Public Works	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.	$870,000	$0
RM-25-027	County of Sedgwick - Public Works	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North	$1,675,000	$0
B-24-01	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	$2,060,500	$0
EV-25-02	KDOT	EV charger installations at Jabara Airport	$1,116,400	$0
EV-26-001	KDOT	City of Park City: Sinclair located at 6209 North Broadway Avenue	$759,400	$0
INT-24-01	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	$1,983,400	$0
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	$500,000	$400,000
P-24-01	KDOT	WAMPO Supplemental Planning and Demonstration Activities	$176,250	$0
R-15-005	KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8234-03, K-8234-04, K-8234-05, K-8235-02)	$18,889,010	$0
R-23-07	KDOT	Sedgwick County: West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad in the City of Maize	$171,000	$0
R-24-01	KDOT	City of Goddard: US-54 and 183rd Street	$1,010,000	$0
RN-25-001	KDOT	City of Goddard Galleria Commercial Road: North Seasons Street and E. 2nd St. Street from the south line of W. Kellogg Drive to the westerly pavement line of 183rd Street West, and E. 6th St. from the west line of Goddard Galleria Addition to the west line of North Seasons Street	$2,686,300	$0
RN-25-002	KDOT	Andover: Founders Parkway from Andover Road to Sunflower Road	$3,062,700	$0
RR-23-01	KDOT	Sedgwick County: West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize	$1,848,000	$0
RR-24-01	KDOT	Rail Line Rehabilitation along the K&O Railroad	$803,300	$0
RR-24-03	KDOT	KO Railroad & Southwest Boulevard in Wichita	$501,000	$0
RR-24-04	KDOT	KO Railroad & May Street in Wichita	$501,000	$0
RR-24-05	KDOT	KO Railroad & 31st Street in Wichita	$501,000	$0
RR-24-06	KDOT	KO Railroad & Tracy Avenue in Clearwater	$501,000	$0
RR-24-07	KDOT	KO Railroad & St. Clair Street in Wichita	$501,000	$0
RR-26-001	KDOT	Kanza Coop Andale Rail Project: Along the Kansas and Oklahoma Railroad, from MP 503.9 to MP 504.2; Hutchinson Subdivision, in Andale, KS.	$169,100	$0
RR-26-002	KDOT	Truck Transport to Rail Transport: Along the Wichita Terminal Association, from the 25th street elevator to the 13th street flour mill; WTA Sub, in Wichita, KS	$2,832,400	$0
40-544	Transit - Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	$222,815	$178,252
40-509	Transit - Wichita Transit	Wichita Transit Network Redesign Plan	$327,669	$262,135
40-525	Transit - Wichita Transit	Wichita Bicycle Master Plan Update	$458,735	$366,988
		Total	**$88,277,152**	**$22,547,426**

Appendix D: Plan Development and Public Comments

Plan Development

The Transportation Improvement Program (TIP) lists all federally funded transportation projects within the Wichita Area Metropolitan Planning Organization (WAMPO) region, as part of a prioritized, four-year list of projects planned for the WAMPO region. Each project's eligibility criteria for incorporation into the FFY2027-FFY2030 TIP depended on whether it originated as a project in the FFY2025-FFY2028 or prior TIP, was submitted for consideration for WAMPO suballocated federal funding, or was submitted as a local- or state-government project that did not request suballocated funding but that must appear in the TIP due to it being regionally significant or receiving other sources of federal funding.

To be programmed to receive WAMPO suballocated federal funding in the FFY2027-FFY2030 TIP, a project must be recommended for funding by the Project Selection Committee (PSC), and then that recommendation must be officially endorsed by the Technical Advisory Committee (TAC) and approved by the Transportation Policy Body (TPB).

Process Overview

Figure D1 describes the process for the development of the TIP.

Figure D1. TIP Development Process and Timeline

Determine Anticipated Available Funding	Fall 2025 - Spring 2026
Call for Projects for WAMPO Suballocated Funding	February 2, 2026 - March 6, 2026
Call for Projects Workshop	February 12, 2026
Staff Review, Score, & Map Projects	February 2026 - May 2026
Project Selection Committee Meeting on WAMPO Suballocated Funding	March 30, 2026
Call for Changes (Aside from Requests for WAMPO Suballocated Funding)	April 6, 2026 - April 17, 2026
TAC Recommendation of Projects for WAMPO Suballocated Funding	April 27, 2026
TPB Approval of Projects for WAMPO Suballocated Funding	May 12, 2026
Update the Text of the Document	March 2026 - June 2026
State/Federal Review	June - July 2026
Public Comment Period	June 17, 2026 - July 16, 2026
Review Public Comments for Plan Incorporation	July 17, 2026 - July 20, 2026
TAC Recommendation on TIP Approval	July 27, 2026
TPB Approval - Public Hearing	August 11, 2026

Project Solicitation and Submission

From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects for the FFY2027-FFY2030 TIP. Project sponsors (WAMPO member jurisdictions, transit agencies, and the Kansas Department of Transportation) were emailed an Excel-workbook form to use for submitting projects. A Call for Projects Workshop was held virtually on February 12, 2026, to provide an overview of the project submission process, review application requirements, and answer any questions from the project sponsors. During the Call for Projects period, WAMPO staff updated a Frequently Asked Questions (FAQ) document, which included questions asked during the workshop as well as questions received by WAMPO staff via email, over the phone, or in person. The FAQ document was updated periodically and made available on the WAMPO TIP webpage to assist project sponsors with the project application process.

WAMPO member jurisdictions submitted twenty-two (22) projects requested to be considered for new suballocated federal funding awards in the FFY2027-FFY2030 TIP. Following the close of the Call for Projects and prior to review by the PSC, all submissions were scored and ranked based on TPB-approved evaluation criteria within each of seven (7) project categories, as noted in the next section (some categories include subcategories which are not listed below). Kansas Department of Transportation (KDOT) staff reviewed the candidate projects for eligibility for suballocated federal funding and civil engineering staff from WAMPO member jurisdictions conducted cost-estimate reasonableness checks for each candidate project using the cost estimate documentation submitted as part of each project's application. Project cost reasonableness reviews were completed by staff from jurisdictions other than the project's lead agency to maintain neutrality.

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

Evaluation Criteria

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 and the Infrastructure Investment and Jobs Act (IIJA) have built 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 evaluation of regional transportation projects is specialized for the following types of transportation improvements:

- Bridge Rehabilitation/Replacement
- Traffic Management Technologies (Roadway System Mgmt.)
- Roadway Reconstruction/Modernization/Automation
- Roadway Expansion
- Multiuse Trails & Bicycle Facilities
- Pedestrian Facilities/Safe Routes to School
- Transit Expansion/Transit Modernization

On October 12, 2021, at a Transportation Policy Body (TPB) meeting, project-evaluation methodology and scoring criteria were presented for approval, with the intention to better organize additional data to assist the Project Selection Committee in prioritizing MTP and TIP projects in future updates. The methodology was first used in 2022 for the development of the FFY2023-FFY2026 TIP, and most recently updated and approved by the TPB on September 9, 2026, following the adoption of the current MTP, Metropolitan Transportation Plan 2050.

For a detailed version of the most up-to-date methodology for project evaluation criteria, please visit the TIP webpage, www.wampo.org/transportation-improvement-program.

Project Selection Committee Meetings

A Project Selection Committee (PSC) meeting was held on March 30, 2026. The PSC reviewed the project scores and discussed the projects' merits and the available funding. There were 30 projects considered for WAMPO suballocated federal funding awards in the FFY2027-FFY2030 TIP, including eight (8) planning studies for which WAMPO would be the lead agency, which were not scored or ranked. The federal funding that all of these projects, combined, could utilize totaled more than $100 million, but only about $35.7 million of WAMPO suballocated federal funding was projected to be available to award. The PSC worked diligently to select regionally significant projects across the WAMPO region that would fit within financial constraints. The PSC's recommendations were presented to the Technical Advisory Committee (TAC) on April 27, 2026, for a recommendation to the Transportation Policy Body (TPB). The TAC's suballocated funding award recommendations were considered and approved by the TPB on May 12, 2026.

Projects Selected

The projects in Table D1 were recommended by the PSC & TAC and approved by the TPB for WAMPO suballocated federal funding. This table does not include any projects that were awarded suballocated federal funding prior to the development of the FFY2027-FFY2030 TIP and carried over from the FFY2025-FFY2028 TIP to the FFY2027-FFY2030 TIP.

Table D1. Projects Selected for New FFY2027-FFY2030 WAMPO Suballocated Federal Funding

WAMPO ID	Lead Agency	Project Title	FFY(s)	Funding Program(s)	Amt.	Resultant % Fed. Funding
PL-26-001	WAMPO	Interstate Passenger Rail Study Support	2028	STBG	$300,000	60.00%
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Intersection Improvements	2028, 2029	CRP	$876,989	56.22%
MB-26-001	Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln	2029	TA	$1,584,000	80.00%
RM-25-018	Maize	119th Street Improvments From 29th Street to 37th Street	2029	STBG	$5,028,072	80.00%
TR-26-003	Wichita Transit	Purchase of Replacement Buses	2029, 2030	CRP	$2,362,464	40.00%
TM-26-001	Wichita	ITS - Central Ave, Seneca to 159th St E	2029, 2030	CMAQ, CRP	$4,586,788	76.45%
RM-25-040	Wichita	21st Street North, 119th Street West to St. Teresa	2029, 2030	STBG, TA	$11,415,921	73.18%
PF-26-001	Wichita	Seneca Street & 55th Street South Sidewalks	2030	TA	$1,692,000	80.00%
RM-25-009	Haysville	West Grand Improvements	2030	STBG	$4,011,948	80.00%
RM-25-046	Goddard & Sedgwick County	183rd St Expansion	2030	STBG	$3,850,000	80.00%
				Total	**$35,708,182**	

Document Development

After projects were selected and approved by the TPB, WAMPO staff developed this TIP document. The document was available for a thirty-day public-comment period from June 17, 2026, through July 16, 2026. To enhance visability of the public-comment opportunity, several outreach strategies were employed, including a paid public notice in the Wichita Eagle, a press release to WAMPO email distribution lists and media contacts, advertisements on social media (Facebook, LinkedIn, Instagram, and X) and on the WAMPO website (www.wampo.org), and outreach to planning partners. Before the start of the public-comment period, WAMPO staff developed an executive summary of the document available in English, Spanish, and Vietnamese.

The document was presented to the TAC for review and recommendation of approval on July 27, 2026, and to the TPB for review and approval on August 11, 2026.

Public Comments

The public-comment period for the FFY2027-FFY2030 Transportation Improvement Program (TIP) was held June 17, 2026, through July 16, 2026. One (1) public comment was received and is documented below, along with WAMPO's response. Personally identifiable information has been redacted for the privacy of the person who commented.

Comment Received via Email:

WAMPO Staff & Management:

I want to thank you for supporting the bike/ped projects that are included in your plan, such as bike/ped trails in Bel Aire, Haysville, and Butler County the Gypsum Creek multiuse path reconstruction, sidewalks at Seneca & 55th South, and the bike/ped components of several of the other projects.

I am very pleased with the progress on the Redbud Trail from Woodlawn eastward to the K-96 Trail [with a pedestrian bridge to be built over Rock Road]!

Should you have questions, please let me know.

Thanks again,

WAMPO Response: Comment was noted and acknowledged.

Appendix E: Submitted Projects

From February 2, 2026, through March 6, 2026, WAMPO held a Call for Projects for the FFY2027-FFY2030 Transportation Improvement Program (TIP). During this Call for Projects, WAMPO received submissions for thirty (30) projects that were considered for WAMPO suballocated federal funding in FFY2027-FFY2030 (primarily FFY2029-FFY2030, as most anticipated FFY2027-FFY2028 funds had already been programmed to projects that will carry over from the FFY2025-FFY2028 TIP).

Table E1 shows the numbers of projects submitted by each member jurisdiction that were considered for WAMPO suballocated federal funding. Table E2 shows the projects submitted for consideration. The locations of these submitted projects are shown in Map E1.

Table E1. Numbers of Submitted Projects Considered for FFY2027-FFY2030 WAMPO Suballocated Federal Funding by Lead Agency

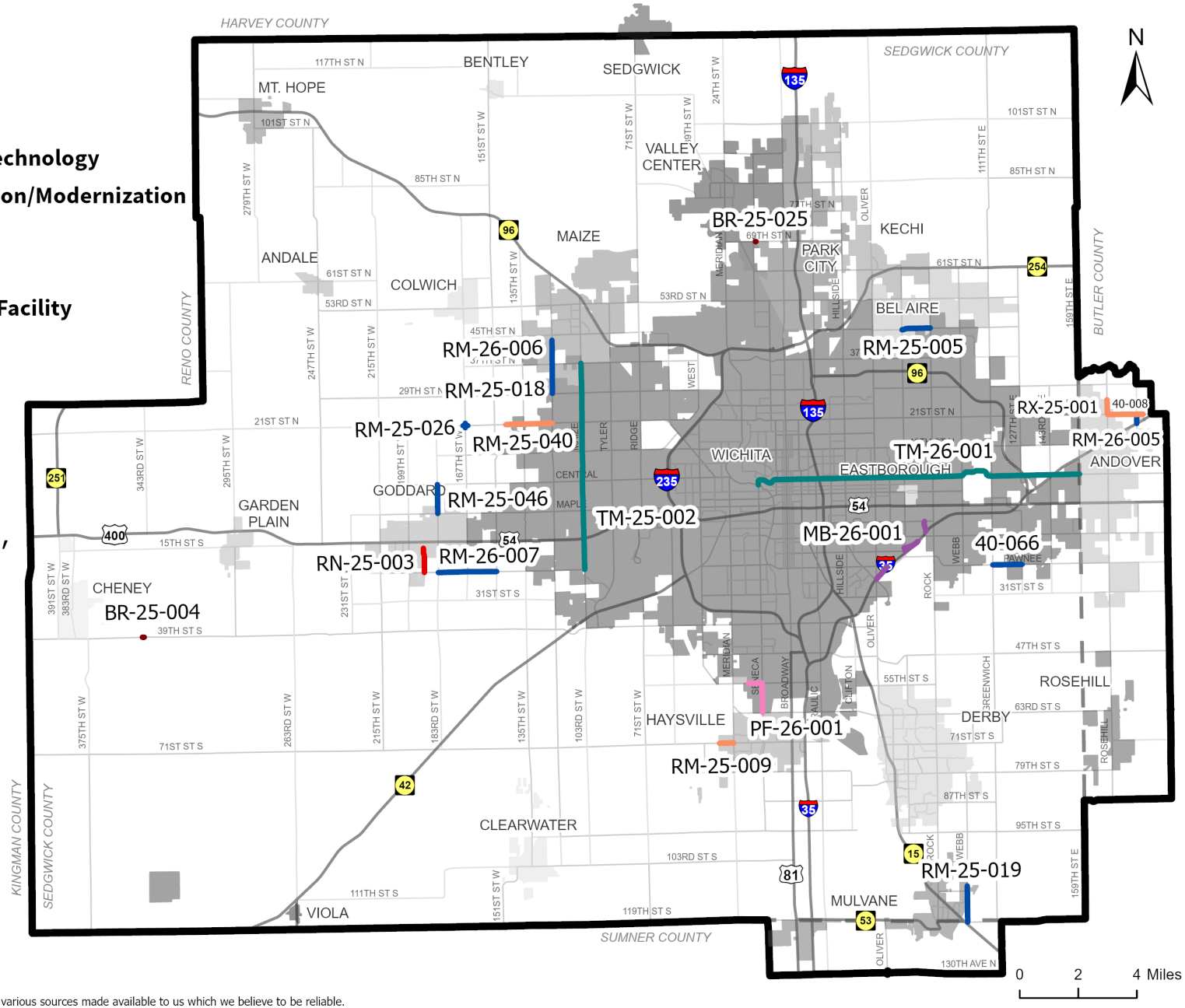
Andover	3	**Haysville**	1	**Valley Center**	1
Bel Aire	1	**Maize**	2	**Wichita Public Works**	6
Goddard	1	**Mulvane**	1	**Wichita Transit**	2
Goddard & Sedgwick County	1	**Sedgwick County**	3	**WAMPO**	8
				Total	**30**

Table E2. Projects Submitted for FFY2027-FFY2030 WAMPO Suballocated Federal Funding Consideration

WAMPO ID	Lead Agency	Project Title	Cost of Qualifying Project Phase(s)	Requested Fed. $	Scorecard	Project Score
40-008	Andover	21st Street Improvements, from KTA Toll Booth to Andover Road	$17,475,025	$13,980,020	Roadway Expansion	60.25
RM-26-005	Andover	Prairie Creek Road - KTA Bridge to 21st Street	$1,788,170	$1,430,536	Roadway Reconstruction/Modernization	47.50
RX-25-001	Andover	Andover Rd. from 21st St. north 1/2 Mile	$6,919,000	$5,535,200	Roadway Expansion	53.00
RM-25-005	Bel Aire	45th, Woodlawn to Rock	$9,071,312	$7,257,049	Roadway Reconstruction/Modernization	61.25
RN-25-003	Goddard	Crowne Drive Extension from US-54 to 23rd Street	$5,480,000	$3,450,000	New Roadways	46.50
RM-25-046	Goddard & Sedgwick County	183rd St Expansion	$4,812,500	$3,850,000	Roadway Reconstruction/Modernization	48.25
RM-25-009	Haysville	West Grand Improvements	$5,014,935	$4,011,948	Roadway Expansion	48.50
RM-25-018	Maize	119th Street Improvments From 29th Street to 37th Street	$6,285,090	$5,028,072	Roadway Reconstruction/Modernization	46.25
RM-26-006	Maize	119th Street Improvements (Phase 2 - 37th Street to Wilkinson)	$3,840,775	$3,072,620	Roadway Reconstruction/Modernization	51.00
RM-25-019	Mulvane	Webb - Sapphire to 119th Street	$8,099,372	$6,479,497	Roadway Reconstruction/Modernization	49.25
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West	$4,250,000	$3,400,000	Bridges	30.00
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Intersection Improvements	$1,560,000	$1,248,000	Roadway Reconstruction/Modernization	40.75
RM-26-007	Sedgwick County	R378: Pawnee Ave. between 151st St. and 183rd St. West	$5,200,000	$4,160,000	Roadway Reconstruction/Modernization	47.75
BR-25-025	Valley Center	69th St Bridge Replacement	$2,006,429	$1,605,143	Bridges	53.50
40-066	Wichita	Pawnee Avenue, Greenwich Road to 127th Street East	$8,358,000	$6,686,000	Roadway Reconstruction/Modernization	57.50
MB-26-001	Wichita	Gypsum Creek Multi-Use Path, Oliver to Lincoln	$1,980,000	$1,584,000	Multiuse Trails and Bicycle Facilities	72.00
PF-26-001	Wichita	Seneca Street & 55th Street South Sidewalks	$2,115,000	$1,692,000	Pedestrian Facilities	67.50
RM-25-040	Wichita	21st Street North, 119th Street West to St. Teresa	$15,600,000	$12,480,000	Roadway Expansion	57.75
TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee	$4,000,000	$3,200,000	Traffic Management Technologies	83.50
TM-26-001	Wichita	ITS - Central Ave, Seneca to 159th St E	$6,000,000	$4,800,000	Traffic Management Technologies	81.50

WAMPO ID	Lead Agency	Project Title	Cost of Qualifying Project Phase(s)	Requested Fed. $	Scorecard	Project Score
TR-26-002	Wichita Transit	Wichita Transit Hardware and Software Upgrades	$1,462,790	$1,170,232	Transit Expansion and Modernization	50.00
TR-26-003	Wichita Transit	Purchase of Replacement Buses	$5,906,158	$4,724,926	Transit Expansion and Modernization	45.00
PL-26-001	WAMPO	Interstate Passenger Rail Study Support	$500,000	$400,000	N/A	N/A
PL-26-002	WAMPO	2030 MTP Development Assistance	$375,000	$300,000	N/A	N/A
PL-26-003	WAMPO, Wichita, & Sedgwick County	Traffic Count Database System (TCDS) Development	$375,000	$300,000	N/A	N/A
PL-26-004	WAMPO, Wichita, & Sedgwick County	Pavement-Condition Report	$375,000	$300,000	N/A	N/A
PL-26-005	WAMPO	Equipment to Monitor/Measure Pavement Ratings	$250,000	$200,000	N/A	N/A
PL-26-006	WAMPO	Freight Study	$312,500	$250,000	N/A	N/A
PL-26-007	WAMPO	Corridor Safety Study: US-54 [or Rock Rd., K-254, Broadway, K-15, etc.]	$125,000	$100,000	N/A	N/A
PL-26-008	WAMPO	Railroad-Crossing Safety Study	$125,000	$100,000	N/A	N/A

Map E1. Projects Submitted for FFY2027-FFY2030 WAMPO Suballocated Federal Funding Consideration



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

Appendix F: Transportation Improvement Program Policy

1. Introduction

The Wichita Area Metropolitan Planning Organization (WAMPO) is the designated Metropolitan Planning Organization (MPO) for the Wichita region, in place to provide access to federal transportation funds and to conduct regional transportation planning. The WAMPO region includes 22 municipalities, all of Sedgwick County, and portions of Butler County and Sumner County.

The region's increasing development and travel demand require a continuous program of managing and improving the area's surface transportation system. WAMPO is responsible for maintaining a number of federally required core documents to ensure that federal transportation funds are programmed towards projects that will make a positive contribution to the region's transportation system. These documents include the **Metropolitan Transportation Plan (MTP)** and the **Transportation Improvement Program (TIP)**. The MTP is federally required and outlines long-range transportation goals of the region and lists transportation projects that advance those goals, including projects eligible for federal transportation funds.

The TIP is a list of transportation projects covering a period of four years, based on the Federal Fiscal Year (FFY), which runs from October 1st through September 30th. The TIP is developed biennially by WAMPO in cooperation with federal, state, and local agencies, including public transportation providers. Projects included in the TIP must be consistent with the MTP and the WAMPO Federal Functional Classification Map and should reflect progress towards the overall transportation goals of the region.

This TIP Policy serves as the guiding document outlining processes and criteria established by the Transportation Policy Body (TPB) for the development and maintenance of the TIP. The TIP Policy shall supersede, when more restrictive, any criteria or guidelines reflected in the Kansas Department of Transportation (KDOT) State Transportation Improvement Program (STIP) Amendment and Administrative Modifications Procedures.

2. Participants in the TIP Process

Transportation Policy Body (TPB)

The TPB is the decision-making authority for WAMPO. The TPB is responsible for determining which projects receive WAMPO suballocated funding, takes final action on adopting a new TIP and on TIP amendments, and has overall authority to include or exclude any given project in the TIP.

Technical Advisory Committee (TAC)

The TAC reviews and proposes projects to be programmed with WAMPO suballocated funding in each new TIP and each TIP amendment. The TAC is responsible for providing a recommendation to the TPB for action on any new TIP or TIP amendment.

Project Selection Committee (PSC)

The Project Selection Committee reviews each request to identify which projects will be recommended for funding.

Kansas Department of Transportation (KDOT)

KDOT serves as a cooperative partner and oversight agency for WAMPO. KDOT provides information that WAMPO uses to develop and maintain the TIP. This information includes but is not limited to obligation-authority statuses, notifications of obligated and deobligated funds, and updates on projects using WAMPO suballocated funding.

United States Department of Transportation (USDOT)

The United States Department of Transportation (USDOT) serves as a cooperative partner and oversight agency for WAMPO and KDOT. The primary USDOT agencies that WAMPO works with are the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Other agencies of the USDOT are involved on a case-by-case basis.

Project Sponsors

A project sponsor is responsible for submitting projects to be included in the TIP, coordinating with WAMPO and KDOT, and, ultimately, the completion of their projects. A project sponsor is typically a governmental jurisdiction/agency or taxing entity that is responsible for the local share of a project's cost. A paratransit provider may also be a project sponsor if its project is funded through WAMPO suballocated funding and/or FTA funding sources (e.g., Section 5310, Section 5311, etc.). Project sponsors are responsible for providing WAMPO with the most accurate information reasonably possible regarding their TIP projects.

Public

The public plays an important role in the regional transportation planning process by providing project sponsors, elected officials, and WAMPO with input on projects in the WAMPO region. There are various opportunities for the public to provide input on TIP projects, including: public meetings, public review and comment periods, and public hearings at TPB meetings. The efforts WAMPO undertakes to engage the public are identified in the Public Participation Plan (PPP).

3. Elements of the TIP

When working with the TIP, there are many elements that are essential to understand the entire process. These elements are discussed in this section. For additional information, refer to the current TIP or contact WAMPO.

Fiscal Constraint

Federal regulation 23 CFR 450 requires that programming for each year of the TIP shall not exceed levels of funding committed or available to the Metropolitan Planning Area (MPA) in that year. For the TIP to remain fiscally constrained, all projects included in the TIP, combined, may not exceed levels of funding committed or reasonably expected to be available to the MPA.

Obligation Authority Estimates

During the development of a new TIP, WAMPO will request from KDOT future obligation authority estimates for WAMPO suballocated funding for all four years of the TIP. WAMPO will request that these estimates be provided prior to the end of the Call for Projects. The estimates are used to program WAMPO suballocated funding during the project-selection process and are subject to change throughout an FFY.

Funding Split (80/20)

Project sponsors are allowed to request a maximum of 80% WAMPO suballocated funding for qualifying costs associated with a project. A minimum 20% nonfederal match must be used to fund the project. Only costs that are eligible for funding, such as construction engineering (CE) and construction, can be programmed to be paid with WAMPO suballocated funding. WAMPO suballocated funding may not be used for Right-Of-Way acquisition (ROW), Preliminary Engineering, or utilities relocation, unless otherwise directed by the TPB and KDOT.

Project sponsors should keep in mind that most federal funding programs operate on a reimbursement basis. This includes any projects funded with WAMPO suballocated funding. Project sponsors with questions regarding the process for reimbursement of federal funds should contact WAMPO.

Project Evaluation Criteria

Project Evaluation Criteria are used by WAMPO to assist in determining which projects to program in the TIP with WAMPO suballocated funding. Federal legislation requires that projects programmed with WAMPO suballocated funding go through a Project Evaluation Criteria process. Projects applying for WAMPO suballocated funding must fully complete the Project Evaluation Criteria for the applicable project type and meet eligibility criteria as identified in section 4. Projects that fail to meet the minimum eligibility criteria for at least one WAMPO suballocated funding source will be disregarded.

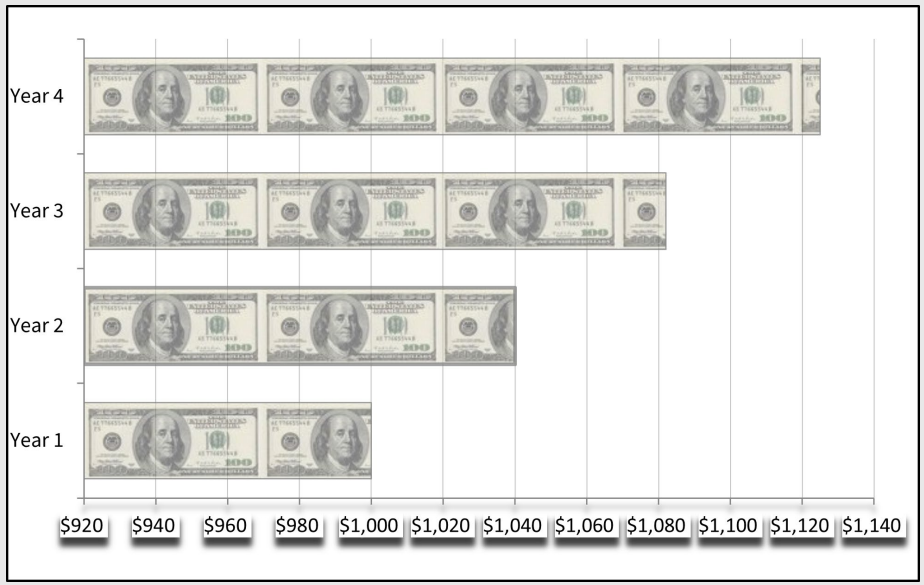
Year of Expenditure (YOE) - Inflation

By USDOT and KDOT approval of the STIP (where the TIP is amended into the STIP), they agree to the **Year of Expenditure (YOE)** rate used in the TIP. YOE is applied to projects included in the second, third, and fourth years of the TIP. This rate is applied to the base cost of the project to reflect the project cost in future years. This rate is compounded annually (as reflected in the example below). WAMPO staff will apply the YOE to the project cost depending on the year that the project is programmed.

WAMPO does not apply YOE to any KDOT projects. KDOT incorporates inflation into their projects as they are submitted to WAMPO for incorporation into the TIP. Non-suballocated projects with federal funds administered by KDOT have YOE reflected entirely through the local funding share of a project's cost.

Below is an example of how to calculate YOE for the various years of the TIP. Figure F1 graphically reflects this example.

Figure F1. Year of Expenditure



Example: Assume a 4% yearly inflation rate and a base project cost of $1,000.

- In year one, a project would cost $1,000.
- In year two, the base cost of $1,000 would then cost $1,040. The base amount multiplied by 4% (.04) and added to the base project cost.
- In year three, the project would cost $1,082. This is the second year project cost multiplied by 4% (.04) and added to the second year project cost.
- In year four, the project would cost $1,125. This is the third year project cost multiplied by 4% (.04) and added to the third year project cost.

$1,000

$1,000 x .04 = $40 + $1,000 = **$1,040**

$1,000 x .04 = $40 + $1,000 = $1,040 x .04 = $42 + $1,040 = **$1,082**

$1,000 x .04 = $40 + $1,000 = $1,040 x .04 = $42 + $1,040 = $1,082 x .04 = $43 + $1,082 = **$1,125**

Project Capping

WAMPO limits the amount of WAMPO suballocated funding for a project by capping these funds in the TIP (Starting in FFY 2008). Should a project's cost exceed the amount of programmed WAMPO suballocated funding, the project sponsor is responsible for making up the difference.

Uncapped projects in the TIP can exceed their programmed amount prior to being closed out by KDOT, typically due to contract limitations. The difference between the programmed amount and the closed out amount would then come from the current FFY (i.e. 2026) obligation authority. If that occurs, projects programmed in the current TIP with the identified funding source would need to be reviewed and adjusted to maintain fiscal constraint of the TIP.

Obligation of Funds

Federal funds awarded in each FFY must be obligated by September 30th of the project's specified FFY in the TIP. An obligation is the Federal Government's promise to pay the federal share of a project's eligible cost. This commitment occurs when KDOT submits a Project Agreement to the FHWA for approval. If the project does not obligate by September 30th, these funds could be lost to the WAMPO region.

Before KDOT can submit a Project Agreement to FHWA for approval, the following criteria must be met by the project sponsor in coordination with WAMPO and KDOT:

- The project must be in the WAMPO MTP and TIP.
- If KDOT is authorizing any work phase other than Preliminary Engineering (PE), all environmental clearances must be complete and the project sponsor's Local Agency/State Agreement shall have been executed.
- In the case of Construction Engineering (CE)/Construction authorization, KDOT must also have a Right of Way (ROW) and Utilities Certificate on file.

Obligated funds are considered used even if no expenses have occurred. Once a project has been obligated it can be let at any point, but it is encouraged to be let within a reasonable amount of time (between 30 and 60 days after obligation). The term "let" is a shortened term for "bid letting," which means that the project has been made available for contractors to apply for consideration to complete the project's construction. The date that a project is let is referred to as the "let date."

Project Listing

The project listing section of the TIP is where the most recent information regarding TIP projects can be found, as reported by project sponsors. This includes, but is not limited to, project information such as:

- Project sponsor
- Project scope
- Project FFY
- Project type
- KDOT and WAMPO project numbers
- Project funding amounts
- Project funding sources
- Total project cost

4. Types of Funding Categories

This section discusses the difference between WAMPO suballocated funding and non-suballocated funding categories. WAMPO suballocated funding sources are also discussed with a brief summary of each program and any necessary criteria for a project being programmed with these funds.

WAMPO Suballocated Funding

WAMPO suballocated funding are for projects that are funded partially or in full (for the federal share) with the following funding programs: Congestion Mitigation and Air Quality (MPO-CMAQ), Surface Transportation Block Grant (MPO-STBG) and Transportation Alternatives (MPO-TA). KDOT annually provides MPO-CMAQ funds to WAMPO, to be used as WAMPO suballocated funding. Both MPO-STBG and MPO-TA funds are attributable to the WAMPO region. All WAMPO suballocated funding programs operate on a reimbursement basis through KDOT.

Projects are evaluated with the assistance of the Project Selection Committee and by the TAC who then develop a recommended list of projects to program for each FFY of the TIP. This recommendation is then brought to the TPB who is asked to endorse the TAC's recommendation. Once the complete TIP is brought to the TPB for action, the TPB will take final action of the TIP and all of the projects found within it, including WAMPO suballocated funding.

Congestion Mitigation and Air Quality (MPO-CMAQ)

The WAMPO Congestion Mitigation and Air Quality (MPO-CMAQ) Program:

- Assures that MPO-CMAQ funds are programmed for projects that meet the intent of the federal CMAQ program.
- Outlines eligible project types for MPO-CMAQ funding.

MPO-CMAQ Funding Split (80/20):
Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the projects that are eligible for funding. A minimum 20 percent non-federal match must be used to fund the project.

See Section 3 for additional details.

MPO-CMAQ Policy Implementation:
Project sponsors are encouraged to apply for MPO-CMAQ funds for projects that are directly related to meeting the intent of the federal CMAQ Program. This policy includes a list of all eligible project types MPO-CMAQ funds for the WAMPO region, as determined by the TPB.

Starting in FFY 2014, 100 percent of MPO-CMAQ funds are first available for projects identified as an eligible project type. The balance of MPO-CMAQ funds not programmed towards eligible project types will be made available to program other projects that can demonstrate congestion mitigation or air quality benefits to the WAMPO region. These funds will be treated in a similar fashion as MPO-STBG funds. If the WAMPO region is designated as a non-attainment area for air quality standards, all projects programmed with MPO-CMAQ funds would then be required to meet additional federal requirements.

MPO-CMAQ Eligible Project Types:
Eligible project types include:

- Projects intended to reduce emissions through cold-start conditions.
  - Retrofitting vehicles and fleets with water and oil heaters
  - Installing electrical outlets and equipment in publicly-owned garages or fleet storage facilities.
- Traffic flow improvements (must demonstrate net emissions benefits).
  - Traditional Improvements.
    - Construction of roundabouts.
- Construction of vehicle lanes (such as turn lanes) that can prove a reduction in congestion.

- Intelligent Transportation Systems (ITS).
  - Traffic signal synchronization projects.
  - Traffic management projects.
  - Regional multimodal traveler information systems.
  - Traffic signal control systems.
  - Freeway management systems.
  - Incident management programs.
    - Transit management systems.
    - Electronic toll-collection systems.
- Transit operating assistance (for up to 3 years).
  - Operating assistance to introduce a new type of transit service, service to a new geographical area, or expand existing service providing additional hours or service or reduced headways.
    - Eligible operating costs include: labor, fuel, maintenance, and related expenses.
- Bicycle and pedestrian.
  - Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Travel demand management.
  - Park and Ride facilities.
  - Telecommuting.
  - Carpool/Vanpool.
  - Employer-based commuter choice programs (flexible work hours).
- Public education and outreach (may be funded indefinitely).
  - Education and outreach activities targeting the public, community leaders, and potential projects sponsors about:
    - Connections between trip making and transportation mode choices.
    - Traffic congestion.
    - Air quality.
  - Activities that promote:
    - New or existing transportation services
    - Developing messages.
    - Advertising materials (including market research, focus groups, and creative)
    - Distributing messages and materials.
    - Evaluating message and material dissemination and public awareness.
    - Technical assistance.
    - Programs that promote the Tax Code provisions related to commute benefits.
    - Transit operation of fare sales.
    - Any other activities that help forward less-polluting transportation options.
  - Air quality public education messages.
    - Maintain your vehicle.
    - Minimize one person per vehicle travel by grouping trips to locations together.
    - Telecommuting.
    - Proper use of alternate fuels.
    - Observe speed limits.
    - Don't idle your vehicle for long durations.
    - Eliminate rapid starts and stops when driving.
    - Use of alternate modes of transportation.
- Transportation Management Associations (TMAs)
  - TMA start-up costs, provided emissions can be reduced (up to 3 years).
- Carpooling and vanpooling.
  - Marketing (may be funded indefinitely) for existing, expanded, and new activities designed to:
    - Increase the use of carpools and vanpools.
    - Purchase and use of computerized matching software.
    - Outreach to employers.
    - Guaranteed ride home programs.
  - Vehicles (Vanpools only) (eligible operating costs limited to 3 years).
    - Vanpool vehicle capital costs for purchasing or leasing vans.
    - Empty-seat subsidies.
    - Maintenance.
    - Insurance.
    - Administration (staff, dispatcher, grant management, etc.).

- Idle reduction.
  - Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, the WAMPO region.
- Inspection/Maintenance (I/M) programs.
  - Construction of I/M facilities.
  - Purchase of I/M equipment.
  - I/M program development.
  - One-time start-up activities:
    - Updating quality assurance software.
    - Developing mechanic training curriculum.
  - Administrative costs.
- Alternative Fuels.
  - Infrastructure / Facilities.
  - Vehicles.
    - Establishment of privately owned "portable" I/M programs, including remote sensing (provided that they are public services, reduce emissions, and do not conflict with statutory I/M requirements or EPA regulations).

This section was developed with the use of the Eligible Projects and Programs section of "The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the [SAFETEA-LU]Final Program Guidance".

Surface Transportation Block Grant Program (MPO-STBG)

The Surface Transportation Block Grant Program (MPO-STBG) is one of two funding sources that is directly attributable to WAMPO from the USDOT and used as a WAMPO suballocated funding program. This funding program is flexible and can be used for a variety of different transportation improvements. The MPO-STBG program:

- Assures that MPO-STBG funds are programmed for projects that meet the intent of the Federal STBG Program.
- Outlines eligible project types for MPO-STBG funding.

MPO-STBG Funding Split (80/20):
Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the projects that are eligible for funding. A minimum 20 percent non-federal match must be used to fund the project.

See Section 3 for additional details.

MPO-STBG Eligible Project Types:
For a complete listing of eligible project types, refer to 23 U.S.C. 133. Shown below is a summary of eligible project types for MPO-STBG funds.

- Construction.
- Reconstruction.
- Rehabilitation.
- Resurfacing.
- Restoration.
- Operational improvements for highways and bridges
- Capital costs for transit projects (including vehicles and facilities).
- Carpool projects.
- Fringe and corridor parking facilities and programs.
- Bicycle transportation and pedestrian walkways
- Highway and transit safety infrastructure improvements and programs.
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
- Transportation enhancement activities.
- Transportation Control Measures. (TCM) listed in Section 108(f)(1)(A) (other than clause xvi) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Development and establishment of management systems under 23 U.S.C. 303.
- Intersection improvements.
- Infrastructure-based intelligent transportation systems capital improvements.

Transportation Alternatives Program (MPO-TA)

Transportation Alternatives Program (MPO-TA)
The Transportation Alternatives Program (MPO-TA) is a funding source that is directly attributable to WAMPO from the USDOT and used as a WAMPO suballocated funding program. The MPO-TA program:

- Assures that MPO-TA funds are programmed for projects that meet the intent of the Federal TA Program.
- Outlines eligible project types for MPO-TA funding.

MPO-TA Funding Split (80/20):
Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the projects that are eligible for funding. A minimum of 20 percent non-federal match must be used to fund the project.

See Section 3 for additional details.

MPO-TA Eligible Project Types:
For a complete listing of eligible project types, refer to https://www.fhwa.dot.gov/environment/transportation_alternatives/. Shown below is a summary of eligible project types for MPO-TA funds.

- Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
  - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
  - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
  - Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including –
  - Inventory, control, or removal of outdoor advertising;
  - Historic preservation and rehabilitation of historic transportation facilities;
  - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control; and
  - Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
  - Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Sections 133(b)(11), 328(a), and 329 of Title 23; or
  - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under Section 206 of Title 23.
- The safe routes to school program under Section 1404 of the SAFETEA-LU.
  - Infrastructure-related projects, planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

- Non-infrastructure related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
- Safe Routes to School coordinator.

- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Non-Suballocated

Non-Suballocated projects are those for which the TPB does not determine the amount of federal funding programmed. If a non-suballocated project has federal transportation funds associated with it, it is required to be included in the TIP and the MTP. Projects that do not have federal funds but are considered to be regionally significant should also be included in the TIP. For a project to be included in the TIP as a non-suballocated project, it must meet one of the following criteria:

- A project programmed with federal transportation funds, excluding: MPO-CMAQ, MPO-STBG, and MPO-TA.
- A project programmed by the state or locally that is considered regionally significant.
- A project programmed through a combination of the sources listed above.

5. Changes in WAMPO Suballocated Funding Availability

The availability of WAMPO suballocated funding can vary within any given FFY. Changes in the WAMPO suballocated funding obligation authority (recessions, new authorizations, etc.) and deobligations affect the balance of available WAMPO suballocated funding. WAMPO is responsible for assuring that all available funds are programmed within the TIP. The use of advance construction projects and a reserved projects list provide WAMPO options that assist in assuring that funds are not lost to the WAMPO region. WAMPO suballocated funding projects programmed in the current FFY of the TIP using advance construction can be the priority projects to fund with any additional WAMPO suballocated funding. If funds are remaining, they will be available for projects included on the reserved projects list.

Advance Construction

Advance construction is a technique which allows a project sponsor to initiate a project using non-federal funds while preserving eligibility for future federal funds. To use advance construction, project sponsors must contractually agree to fund the project 100% in the first year and be reimbursed over time, if and when federal funds become available and approved by the TPB. Project sponsors risk not being reimbursed if funds are not available or approved. Project sponsors must receive written approval from USDOT prior to entering into an advance construction contract. Advance construction projects are not allowed to seek reimbursement for any activities associated with the project that occur prior to entering into the advance construction contract.

Reserved Projects Priority

The use of reserved projects is an option WAMPO has available to safeguard against the loss of WAMPO suballocated funding and to assure that these funds remain in the WAMPO region. Reserved projects include only projects in the region that are eligible for federal funds, identified in the MTP Eligible for Funding List, and can be obligated on short notice. In most situations, only advance construction projects meet the necessary criteria. KDOT, WAMPO, and the project sponsor will work together to assure the readiness of projects being considered. Projects included in the reserved projects list are required to be fiscally constrained.

Reserved projects are developed in conjunction with the Call for Projects Application Period or Request for Amendments Application Period (unless directed otherwise by the TPB). The TAC will review and recommend to the TPB a prioritized list of reserved projects from those projects submitted.

The TAC will forward this recommended, prioritized list of reserved projects to the TPB for action. The TPB has the option to accept, revise, not accept, or request further TAC review of the recommended prioritized list of reserved projects. Once approved by the TPB, projects will automatically be selected from the prioritized list of reserved projects if and when federal funding becomes available. Projects will be selected for funding based on its priority and the ability to obligate funds prior to the end of the FFY. The project sponsor has the option to accept or decline the funds. Any projects included in the prioritized list of reserved projects must be included in the TIP project listing prior to receiving federal funds.

Incorporation into the TIP may occur when a new TIP is developed or through a TIP amendment. If a reserved project is included in the TIP as advance construction, a conversion of funds must be identified in the TIP project listing. An Administrative Adjustment may be used to change the year in which the conversion is made, if and when federal funds did become available.

6. TIP Development

This section outlines key steps related to the development of a new TIP or a TIP amendment.

Call for Projects Application Period

The first step for a project to request to be added into the TIP is through the Call for Projects Application Period. A Call for Projects Application Period only occurs when a new TIP is being developed (which is on a biennial basis). The processes for both WAMPO suballocated funding and non-suballocated projects are described below.

Competitive WAMPO Suballocated Call for Projects Application Process

During a Call for Projects Application Period, project sponsors may submit applications for WAMPO suballocated funding prior to the established deadline. Any late applications received by WAMPO will not be considered unless otherwise directed by the TPB. Once the Call for Projects Application Period ends, WAMPO staff compile the submitted project information and tabulate project scores. After this process is complete, projects enter the project selection process.

Non-Suballocated Call for Projects Application Process

In order for a Non-Suballocated project to be included in a new TIP, the project sponsor must submit their project application prior to the established deadline. Any late applications received by WAMPO will not be included in the new TIP unless otherwise directed by the TPB.

If a project sponsor misses the Call for Projects Application Period deadline, they have two options to get their project included in the TIP. The first option is for the project sponsor to wait until the next Request for Amendments Application Period to include their project in the upcoming TIP Amendment. The second option is for the project sponsor to follow the process outlined under “Missed Application Deadline Process.”

Once a Call for Projects Application Period ends, WAMPO staff compile the submitted project information and include the non-suballocated projects into the draft of the new TIP. Project sponsors should keep in mind that non-suballocated projects must be fiscally constrained and that the TPB may choose not to include a non-suballocated project in the TIP. If the TPB chooses not to include a non-suballocated project in the TIP and the project does have federal funds, the project will not be able to receive federal funds.

The project must be included in an approved TIP in order to receive federal funds.

Request for Amendments Application Process

During a Request for Amendments Application Period, project sponsors may submit applications to amend their projects already programmed in the TIP or apply to include a new non-suballocated project in the TIP. Allowable changes to projects during a Request for Amendments Application Period include:

- The design concept or scope of the project.
- The FFY of the project obligation date.
- A funding source (federal, state, or local) and/or amount.
- If WAMPO suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase funds if it has not been obligated.
- Addition/removal of a project to the TIP.
  - If WAMPO suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase funds if it has not been obligated.

Project changes not submitted to WAMPO prior to the established Request for Amendments Application Period deadline must follow the process outlined under “Missed Application Deadline Process.”

Missed Application Deadline Process

If a project sponsor submits a TIP project application late, projects could potentially still be included in the TIP. Projects sponsors must notify WAMPO staff one week prior to the next TAC meeting following an Application Period. Project sponsors will be required to make a request to the TAC and TPB to include their late submittal in the draft TIP or TIP Amendment. An updated public review and comment period will be held prior to TPB action on the TIP or TIP Amendment and follow the necessary public involvement process outlined in the Public Participation Plan (PPP).

Project Selection

Project selection is the process WAMPO follows in order to identify projects to be programmed with WAMPO suballocated funding (MPO-CMAQ, MPO-STBG, and MPO-TA). The TAC will use the Project Evaluation Criteria as a tool to assist in the selection of projects to recommend to the TPB to be programmed with WAMPO suballocated funding. For non-suballocated projects, refer to the individual agency and/or KDOT for their project selection processes.

Project sponsors and WAMPO staff are responsible for verifying that projects included in the TIP with federal funds are included in the MTP. The TPB is ultimately responsible for approving the incorporation of WAMPO suballocated funding and non-suballocated projects into the TIP. The TPB has the authority to exclude (a) project(s) from the TIP (WAMPO suballocated funding or non-suballocated).

7. Public Involvement

During the development of a new TIP and TIP amendments, the public is given opportunities to provide their input and ask questions related to the TIP. WAMPO staff conducts, at a minimum: a TIP workshop at the beginning of a new TIP development, public meetings during a new TIP's public review and comment period, and a public hearing prior to TPB action on a new TIP and TIP amendments. Additional details regarding public involvement for the TIP can be found in WAMPO's Public Participation Plan (PPP).

TIP Workshop

A TIP workshop will be held at the beginning of the Call for Projects Application Period for a new TIP. This workshop is open to project sponsors and the public. This workshop is provided by WAMPO staff to explain the application process, changes to the application process, and answer questions regarding the TIP and processes followed to develop the TIP. This workshop can also be split into two separate workshops if deemed appropriate where one workshop would be focused on project sponsor needs and concerns, while the other workshop would be focused more on the public needs and concerns.

Public Open Houses

A public open house can be held during the public review and comment period of a new TIP. This is an opportunity for the public to review, provide input, and ask questions about the new TIP. Additional details regarding public open houses can be found in WAMPO's PPP.

Public Meetings and Hearings

Both the TAC and TPB meetings are open to the public. During the TPB meeting when action is scheduled to take place on a new TIP or TIP amendment, the public is given an opportunity to provide comments through a public hearing.

8. Project Monitoring

Reasonable Progress

Updated: April 2023

Project sponsors are required to provide project progress updates for any project programmed with WAMPO suballocated funding in the current FFY. Project progress updates are also required for any project phase programmed with WAMPO suballocated funding that is under construction or being implemented (including projects from previous FFYs). Project progress updates will be monitored by WAMPO staff. If the anticipated obligation date for a project's WAMPO suballocated funding is in the last quarter of the current FFY (July 1-September 30), the project sponsor will be asked to provide additional information to confirm they are on track for all WAMPO suballocated funds that are programmed in the current FFY to be obligated no later than September 30.

Project progress reports will be given to the TAC and TPB at a minimum every two months. At the TAC meeting following May 31st and the TPB meeting following that TAC meeting, project sponsors with projects in the current FFY not obligated will be required to present their project's status, both verbally and in writing, and be available to answer questions from the TAC and TPB. On this occasion, they may also request additional time to obligate, if necessary.

Monitoring and Reporting

Project monitoring enables WAMPO staff to maintain an up-to-date TIP and also fulfills the federal requirement to provide project updates. Sponsoring agencies are required to provide project updates to WAMPO. WAMPO staff will maintain Project Progress Reports (PPR) for WAMPO suballocated funding projects.

WAMPO also publishes an Annual List of Obligated Projects (ALOP) that reports on all obligations that have occurred in the WAMPO region in the previous FFY. All projects that have obligated federal transportation funds, including non-suballocated projects, are included in this list. KDOT and Wichita Transit provide WAMPO with all obligation information included within the ALOP.

WAMPO Suballocated Funding Projects - Design Statement

Projects receiving WAMPO suballocated funding shall be designed and constructed consistent with the scope of work outlined in the TIP. The project sponsor and KDOT are responsible for determining the specific design details to be included in the project in order to accomplish the approved scope. KDOT will affirm that project design and scope are consistent with the TIP during field and office checks.

9. New TIP Process

This section outlines the process involved in the development of the new TIP. A visual map has been provided for this process (Figure F2).

Future Funding Estimate

At the beginning a new TIP, KDOT provides WAMPO an estimate of anticipated funding levels for WAMPO suballocated funding (and MPO-CMAQ, MPO-STBG, and MPO-TA) for the next four FFY's. This is referred to as the obligation authority for WAMPO suballocated funding and is used by WAMPO to program projects in the TIP.

Call for Projects Application Period

A Call for Projects Application Period is held for project sponsors to submit applications for projects to be included in the new TIP (suballocated and non-suballocated). For more information regarding the Call for Projects Application Period, refer to Section 6.

Project Evaluation (Suballocated Only)

Each project application requesting WAMPO suballocated funding will be scored through the use of the Project Evaluation Criteria (a tool used to help select projects) for the appropriate project type.

Project Selection (Suballocated Only)

With the use of calculated scores for projects applying for WAMPO suballocated funding, the TAC creates a recommended list to the TPB of projects to be programmed in the new TIP. The TPB is responsible for making the final decision of what projects will be programmed with WAMPO suballocated funding. When developing a new TIP, projects in the third and fourth years in the current TIP are presumed to move into the first and second years of the new TIP, respectively, keeping the same priority. However, a change in regional priorities may alter this orderly progression of projects. In such a case, prequalified projects may require new applications with any updated information. WAMPO may not automatically carry a project sponsor's project from the current TIP to a new TIP.

Project Selection (Non-Suballocated Only)

Non-suballocated projects proposed will be presented to the TAC for their recommendation for TPB approval and to the TPB for action. Refer to individual agencies for their selection process. See Section 6 for additional details.

Public Involvement

At the beginning of a Call for Projects Application Period for a new TIP, WAMPO will hold an application workshop, as described in Section 7. This opportunity provides project sponsors and the public a chance to learn more about the TIP and find out what changes have been made to the TIP application and development process. WAMPO staff remain available to answer questions and provide support to project sponsors and the public throughout the TIP development process.

In addition, prior to TPB action on a new TIP, public meetings, a public review and comment period, and a public hearing will be held in accordance with the guidelines identified in the WAMPO PPP.

TAC Recommendation

The TAC will review the draft TIP and may provide one of the following recommendations to the TPB for their consideration or other recommendations they see fit.

- Recommend that the TPB approve the TIP as is.
- Recommend that the TPB approve the TIP with specific changes.
- Recommend that the TPB not approve the TIP.

TPB Action

The TPB will review the proposed TIP and the TAC's recommendation. Upon completion of a public hearing by the TPB, the TPB may take action on the proposed TIP. When the TPB takes action on a new TIP, they may take the following or other options as they see fit.

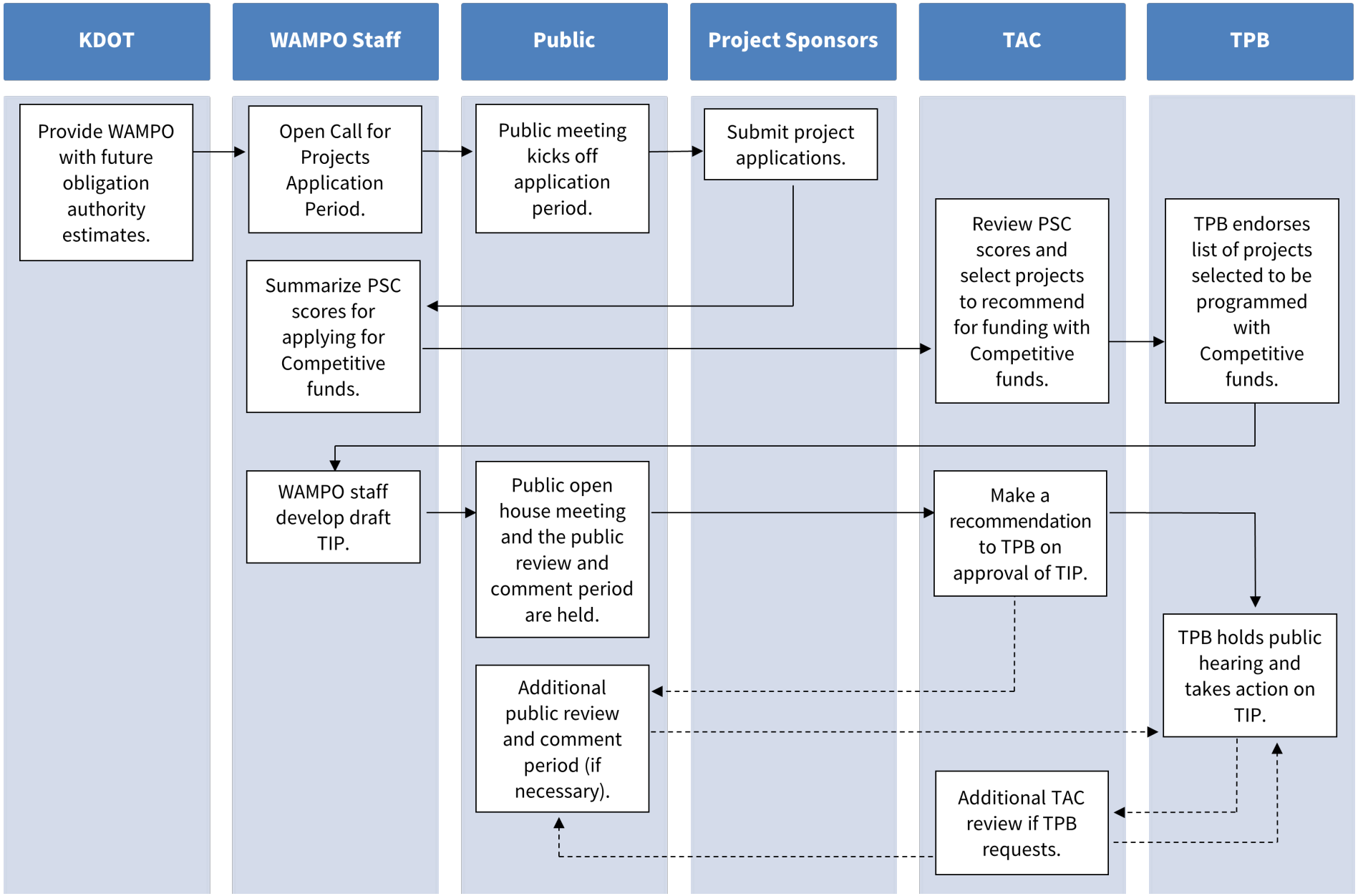
- Approve the TIP as presented.
- Make changes to the TIP as deemed appropriate.
- Table the item for further discussion.
- Not approve the TIP.
- Request further TAC review prior to TPB action.

If the TPB requests substantial changes to the proposed TIP, a new public review and comment period and public hearing would be held.

Incorporation of TIP into STIP

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

Figure F2. New-TIP Process



10. Amendment Process

This section outlines the process involved in a TIP amendment. Amendments to the TIP occur on a quarterly basis, however, special amendments may occur when determined to be necessary by the TPB or the WAMPO Executive Director. Figure F3 has been provided as a Visual Map. All amendments must maintain the fiscal constraint requirement outlined in Section 3.

Amendment Criteria

The TIP must be amended when one or more of the following criteria exist:

- The design concept or scope of the project has changed.
- Addition/removal of a funding source (federal, state, or local) and/or amount. Fiscal constraint must be maintained, unless otherwise allowed by an administrative adjustment.
  - If WAMPO suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase federal funds if it has not been obligated.
- Addition/removal of a project to/from the TIP. (Fiscal constraint must be maintained).
  - If WAMPO suballocated funding are involved, funds must be available and the TIP must remain fiscally constrained. Project may only increase federal funds if it has not been obligated.

Request for Amendments Application Period

A Request for Amendments Application Period occurs on a quarterly basis and is the beginning of the amendment process. A tentative amendment schedule is posted on the WAMPO website. To request changes to a specific project, the project sponsor must complete a TIP Amendment Application Form during the Request for Amendments Application Period.

Public Involvement

Prior to TPB action on a TIP amendment, a public review and comment period will be held. Guidelines for a public review and comment period for a TIP amendment are outlined in the WAMPO PPP.

TAC Recommendation

The TAC will review the draft TIP amendment and may provide one of the following recommendations to the TPB for their consideration or other recommendations they see fit.

- Approve the TIP amendment as is.
- Approve the TIP amendment with specific changes.
- Not approve the TIP amendment.

TPB Action

The TPB will review the proposed TIP amendment and the TAC's recommendation. Upon completion of a public hearing by the TPB, the TPB may take action on the proposed TIP amendment. When the TPB takes action on a TIP amendment they may be given the following or other options they may see fit.

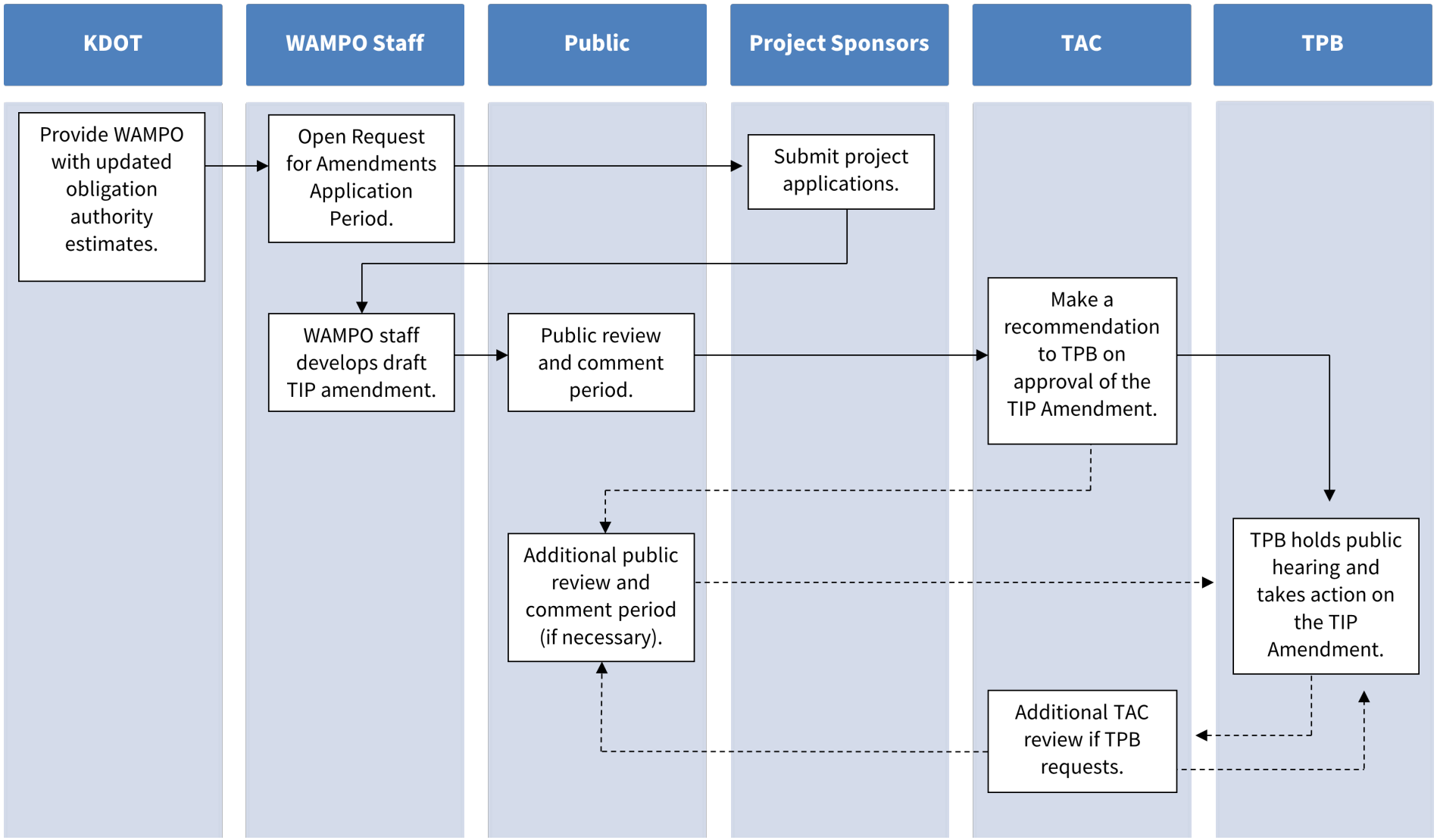
- Approve the TIP amendment as proposed.
- Make changes to the TIP amendment as deemed appropriate.
- Table the item for further discussion.
- Not approve the TIP amendment.
- Request further TAC review prior to TPB action.

If the TPB requests substantial changes to the proposed TIP, a new public review and comment period and public hearing would be held.

Incorporation of TIP into STIP

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

Figure F3. TIP Amendment Process



11. Administrative Adjustment Process

This section outlines the process involved in an administrative adjustment. WAMPO has the authority to make administrative adjustments as long as the specified criteria below are met. All administrative adjustments must maintain the fiscal constraint requirement outlined in Section 3. Figure F4 has been provided as a Visual Map.

Administrative Adjustment Criteria

WAMPO may administratively adjust a project in the TIP only if the following requirements are met.

- An administrative adjustment form is completed for the change requested.
- No change to the design concept or scope of the project.
- Project has not yet been obligated.
- Must maintain fiscal constraint.
- Administrative adjustments are limited to:
- Programming of additional funding limited to the lesser of 25 percent of the total project cost or $5 million. Any increase in WAMPO suballocated funding must be approved by the TPB. The TPB may pre-select projects to absorb deobligated federal funds.
- Minor editorial changes that result in no changes to project scope or design.
- A change in the programmed FFY.

Administrative Adjustment Schedule

Administrative adjustments will be made to the TIP as needed and will be reflected in the TIP once a new amendment for the TIP is processed.

Request for an Administrative Adjustment

An administrative adjustment can be requested by a project sponsor at any time, upon submittal of an administrative adjustment application form. Administrative adjustments allow project sponsors to make minor changes to a project in the TIP.

WAMPO Staff Review

After a project sponsor submits an administrative adjustment application form, WAMPO staff will review the requested changes and determine if they are eligible to proceed with the administrative adjustment process.

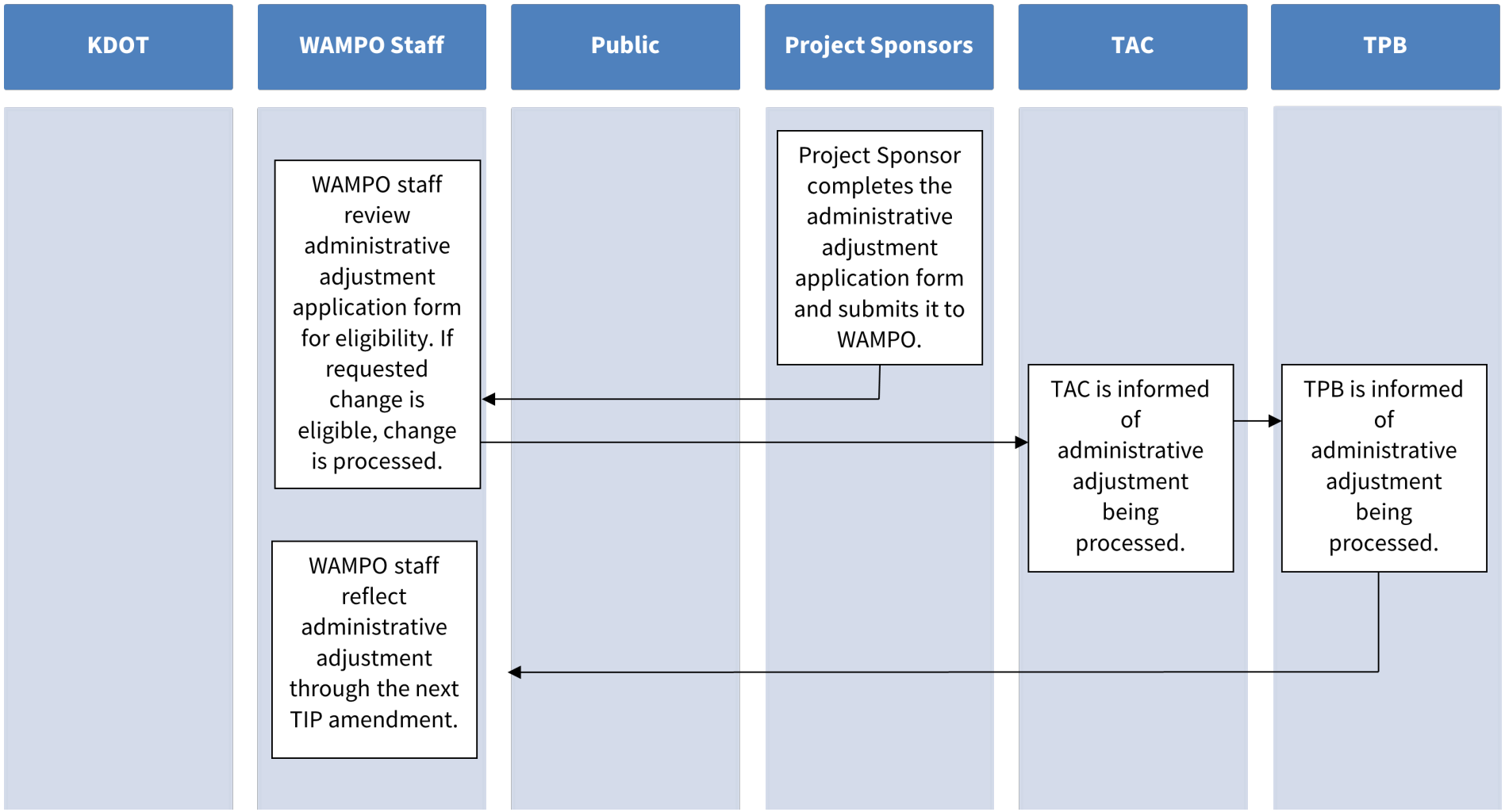
Notify the TAC and TPB

If the proposed changes are eligible, WAMPO staff will inform the TAC and TPB. No action from the TPB will be necessary.

Record Changes in the TIP

All administrative adjustments to projects will be reflected in the next available TIP or TIP amendment.

Figure F4. TIP Administrative-Adjustment Process



12. Attachment A: Glossary of Terms

Advance Construction – Is when a project sponsor funds 100% of a project and can be reimbursed the federal participation of funds when/if federal funds become available.

Authorization – Basic substantive legislation or that which empowers an agency to implement a particular program, and also establishes an upper limit on the amount of funds that can be appropriated for that program.

Call for Projects – A Call for Projects is the process by which WAMPO's staff informs the communities located in WAMPO's area of available federal funds. During this time, WAMPO accepts applications for WAMPO suballocated funding.

Capped Project – A project programmed with a specific maximum amount of federal funding participation.

Congestion Mitigation and Air Quality (CMAQ) – A categorical funding program that directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

Conversion of Advance Construction Funds – Federal funds available to reimburse a project sponsor's costs for an advance construction project programmed in the TIP. Conversions of funds can be in full or partial amounts, depending on the availability of funds.

Federal Fiscal Year (FFY) – A Federal Fiscal Year (FFY) runs annually from October 1st to September 30th.

Federal Highway Administration (FHWA) – A United States Department of Transportation agency whose major activities are grouped into two "programs," the Federal-aid Highway Program and the Federal Lands Highway Program.

Fiscal Constraint – Project costs do not exceed reasonably expected sources of funding over the period of the TIP and MTP.

Inflation Rate – This is used in Year of Expenditure (YOE) to account for the percentage increase for project materials and services.

Kansas Department of Transportation (KDOT) – The Kansas State Department responsible for planning, designing, building, operating, and maintaining the state transportation system.

Letting – The taking of construction bids on a project.

Metropolitan Transportation Plan (MTP) – The Metropolitan Transportation Plan (MTP) is the long range transportation plan for the WAMPO region. It is federally required and identifies the overall vision, goals, and objectives for the region's transportation system with a minimum planning horizon of 20 years.

Metropolitan Planning Area (MPA) – The geographic area determined by agreement between the MPO and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan Planning Organization (MPO) – Regional planning entity responsible for transportation planning and approval of federal transportation funding for the region.

Non-Suballocated Funds – Any federally funded and/or regionally significant project not funded with WAMPO suballocated funding.

Obligation – The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Obligation Authority – The total amount of funds that is available in an FFY.

Obligation Limitation – A restriction, or "ceiling" on the amount of Federal assistance that may be promised (obligated) during a specified time period.

Project Evaluation Criteria – A tool used by WAMPO to objectively rank projects that are competing for WAMPO suballocated funding. The Project Evaluation Criteria also help to promote consistency with the goals and policies implemented through various plans and programs adopted by WAMPO.

Project Sponsor – The taxing government entity that proposes and supports individual transportation projects.

Public Participation Plan (PPP) – The Public Participation Plan (PPP) identifies opportunities for the public to get involved with WAMPO activities and methods used by WAMPO to increase public awareness and understanding. The PPP also identifies policies WAMPO follows to provide complete and timely information to the public.

Surface Transportation Block Grant (STBG) Program – Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bicycle, and pedestrian facilities.

Technical Advisory Committee (TAC) – A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members.

Transportation Alternatives (TA) Program – Funding for on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects, safe routes to school projects; and projects for planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transportation Improvement Program (TIP) – The TIP is a short-range implementation tool that identifies federally funded and regionally significant projects to be carried out within the four year period following its adoption. The TIP must be consistent with the MTP.

Uncapped Project – A project programmed without a specified maximum amount of federal funding participation.

United States Department of Transportation (USDOT) – A federal cabinet department of the United States government concerned with transportation.

WAMPO Suballocated Funding – These are federal funds that include: MPO-CMAQ, MPO-STBG, and MPO-TA. The TPB determines which projects receive these funds.

Wichita Area Metropolitan Planning Organization (WAMPO) – The transportation policy-making organization for the Wichita area, made up of representatives from local government and transportation authorities.

Year of Expenditure (YOE) – The year a project is planned to be obligated with inflation costs factored into the project cost estimates.

13. Attachment B: WAMPO Suballocated Funding Programs Management Procedure

Updated: December 2022

Issue Background

- WAMPO awards approximately $17 million per year in federal funding to transportation projects across the region. Collectively, these funding programs are called WAMPO funding or WAMPO suballocated funding.
- WAMPO's overall planning and programming processes are intended to make sure funds are awarded to the types of projects and programs that are in-line with the outcomes set by the Transportation Policy Body (TPB) as defined in the Metropolitan Transportation Plan (MTP).
- KDOT generally allows up to 7% or $1 million of WAMPO's annual suballocated funding to carry over to the next year, if needed, and this change provides an opportunity for WAMPO to develop a comprehensive approach to fund management.
- This document is intended to clarify WAMPO's funding management procedures. Because this is an ongoing program, WAMPO must develop processes and procedures to ensure it is managed appropriately, accounting for changes on both the cost side (e.g., construction materials) and on the funding side (e.g,. annual amount).
- This document accounts for deobligated funding, advance construction, end of year balance, and many other related issues that are part of the larger suballocated funding management.

Project Cost Estimates and WAMPO Funding Awards

Project concepts enter the WAMPO planning and programming processes up to 10 years before they are implemented, beginning with programming the project into the MTP, as noted in the WAMPO Cost Estimate Guidance at the end of this document. As the ideas and concepts move through the project development process, details about the scope of the project emerge, are refined, and eventually finalized.

As projects move from ideas to final design, cost estimates can change greatly due to changes in cost of materials and changes in the project scope. As such, project sponsors are provided opportunities to update cost estimates and request additional funding, should the need be demonstrated. The WAMPO funding amount may not be adjusted after the project is obligated, so it is important to monitor cost estimate changes throughout the project development process and update accordingly.

Procedures

With each WAMPO Call for Projects (every two years), sponsors with projects already in the TIP may compete for additional funding, in competition with other applications for new funding. Each project that is awarded WAMPO funding will have a total of two opportunities to request funding – at initial programming and again approximately half way between the initial programming and bid letting.

- WAMPO funding can only be used on the project phase associated with it in the TIP. For capital construction projects, this is usually construction and construction engineering costs.
- The entirety of the WAMPO funding award is in place during the entirety of the project. If the entirety of the WAMPO funding award is not used during the course of the project, it is released back ("deobligated) into WAMPO's funding program, thus creating a surplus of funding that requires obligation by the end of the current fiscal year. See "Outstanding Liability" section below.
- The WAMPO funding amount that is programmed in the TIP at the time of obligation is capped, meaning that it cannot be increased after obligation.

- WAMPO's commitment is for funding in the year(s) programmed in the TIP and cannot guarantee it will be available either before or after that year. The project development process can take up to three years; KDOT Bureau of Local Projects carries out this process. They have developed a comprehensive process and schedule to ensure the project development complies with applicable federal law. Given the importance of staying on schedule, WAMPO requires the Plans, Specs and Estimates (PSE) to be submitted to the KDOT Project Manager by May 1 of the scheduled year of obligation. Should the PSE be submitted after May 1, WAMPO cannot guarantee the funding and it may be reprogrammed to another eligible project.
- WAMPO assesses a TIP fee on all WAMPO funded projects. Depending on the year of obligation, the TIP % fee is as agreed upon by the TPB, and is due the month before the start of the federal fiscal year that obligation is expected to take place.

Advance Construction ("Split Projects")

WAMPO follows the "Advance Construction" or AC approach that was put in place by the Federal Highway Administration (FHWA). This is the amount of funding WAMPO has committed to reimburse to the project sponsor at some point in the future. This approach allows large scale, multi-year projects to move forward without the entirety of the federal funding being in place. WAMPO uses it as a management tool to handle unanticipated increases and decreases in its annual funding amount, adjust project obligation schedules if unanticipated issues arise during project development, and give flexibility in WAMPO's overall funding program so that we can provide an opportunity for additional funding requests.

Currently, project sponsors that have been certified by KDOT to administer (e.g., bid, and oversee the contractor) their own projects that are set up as AC type projects. At this point, the City of Wichita and Sedgwick County are the only project sponsors that fall into this category. WAMPO needs to increase the number of projects that are set up as AC to continue to allow this flexibility and cover its outstanding liabilities.

The only difference between AC projects and non-AC projects is that AC projects require the project sponsor to "front" a portion or the entirety of the federal funding portion of the project, and then be reimbursed the federal portion in future programmed years.

Outstanding Liability

WAMPO currently carries "Outstanding Liability." This represents the amount of funding that WAMPO has committed the amount programmed in the TIP.

After the contract for these projects has been executed, the difference between the amount programmed in the TIP and the contracted amount is released or "deobligated," back into WAMPO's funding account. Should additional funding (e.g., change orders) above the contracted amount be needed during the course of the project, that amount is made available, or "obligated" to the project up to the amount programmed in the TIP. Once the project closes out, WAMPO erases any outstanding liability associated with it.

Procedure: Maintain at least the same amount of AC bank as outstanding liability per funding program per year. This approach would not "take away" funding from any currently funded project, just delay reimbursement to project sponsors.

Deobligated Funds Toolkit

If none of the outstanding liability is cashed in, the funds for each fiscal year will be programmed using the following set of options:

- $1 million may be rolled over to next fiscal year, if desired
- Existing project cost updates for the current year, if not already obligated
- Advance construction (split projects)
- Transit and technology that can be obligated within the same fiscal year
- *Regionally significant project expenses, if timing will allow – the TAC and TPB can allow this to trump all, if desired

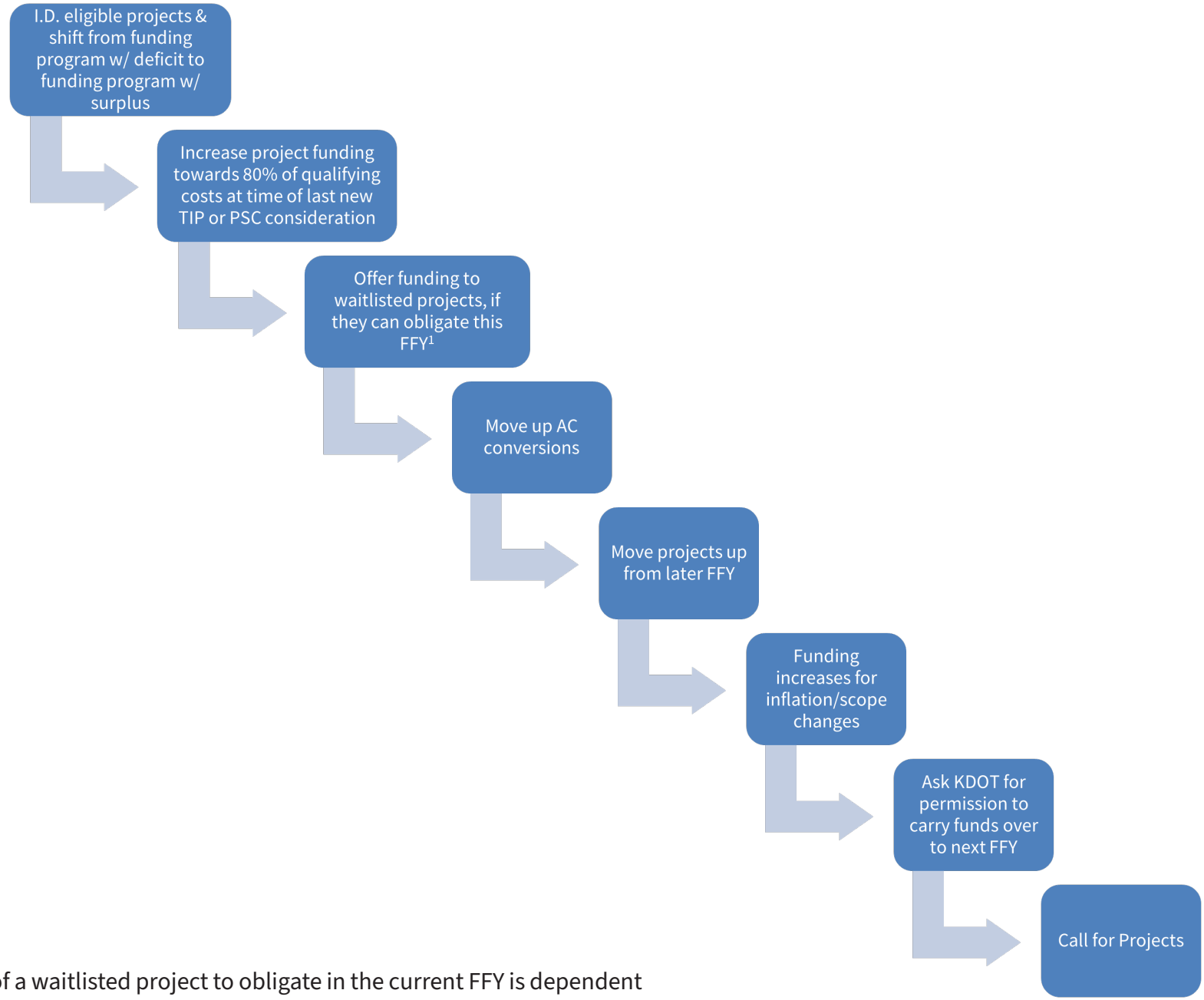
Year-End Balance Guidance (Adopted December 13, 2022)
In the event of a WAMPO suballocated funding program being projected to have a surplus or deficit at the end of the current Federal Fiscal Year (FFY), the following strategies are to be prioritized to get the projected balance as close to zero as possible. These strategies are listed in priority order; if it is not possible to implement a given strategy or that strategy only partially addresses the nonzero balance, proceed to the next listed strategy to address whatever portion of the nonzero balance still remains.

If a WAMPO suballocated funding program is projected to have a **surplus** at the end of the current FFY:

1. If another WAMPO suballocated funding program has a projected deficit, identify (an) unobligated project(s) in the current FFY that is/are currently programmed to receive funds from the program with a projected deficit but which also qualify/ies for funding from the program with a projected surplus, then change some or all of the funding programmed for that/those project(s) from the program with a projected deficit to the program with a projected surplus, without changing the overall amount of WAMPO suballocated funding on any given project.
2. Increase funding on unobligated current-FFY projects with more than 0% and less than 80% federal funding on their qualifying phases. If all such projects already have the same percent federal funding on their qualifying phases, increase their funding proportionally, so that they will continue to have the same percent federal funding on their qualifying phases. If they do not all have the same percent federal funding on their qualifying phases, start by increasing funding on the project with the lowest percent federal funding on its qualifying phrases until it ties the second-lowest project, and so on until all projects have the same percent federal funding on their qualifying phases or the projected surplus has been drawn down. For this step, a given project's federal funding is capped at 80% of its qualifying-phase costs, as estimated at the time of the original adoption of the current TIP (as opposed to the time of the most recent amendment to that TIP) or the time when the project's funding was most recently considered by the PSC outside of the regular new-TIP-adoption cycle (if applicable), whichever occurred more recently.
3. If there is/are (an) unobligated project(s) that currently has/have zero WAMPO suballocated funding programmed on it/them but which the PSC, TAC, and TPB have placed on a waitlist for funding, contact the project sponsor(s) to confirm whether or not they would be willing and able to start the project(s) in the current FFY if the projected funding-program surplus for that FFY were programmed on their project(s). If one or more project sponsors respond in the affirmative, start by funding whichever project on the waitlist was assigned the highest priority, and so on down the list.[1]
4. Move up Advance Construction (AC) conversions that had been scheduled for a later FFY to the current FFY.
5. Ask project sponsors if they would be willing and able to move up a project that had been programmed for a later FFY to the current FFY.
6. If inflation or scope changes have caused (an) unobligated project's/s' estimated costs of qualifying phases to increase since the last time either a new TIP was adopted (as opposed to amended) or the project's/s' funding level(s) was/were considered by the PSC, qualify that/those project(s) for funding up to 80% of its/their revised qualifying-phase costs. If more than one project qualifies, increase their funding proportionally relative to what they previously qualified for (as opposed to relative to their revised cost estimates), up to 80% of their respective revised estimates of qualifying-phase costs.
7. Ask KDOT for permission to carry funds over to the next FFY.
8. Issue a Call for Projects, focused on projects/activities that could obligate before the end of the current FFY (e.g., planning studies, preliminary engineering, public transit projects).

[1]The ability of a waitlisted project to obligate in the current FFY is dependent upon where the project is in KDOT's approval/funding processes and whether all necessary steps could be completed before the end of the FFY.

Figure F5. Year-End Balance Guidance

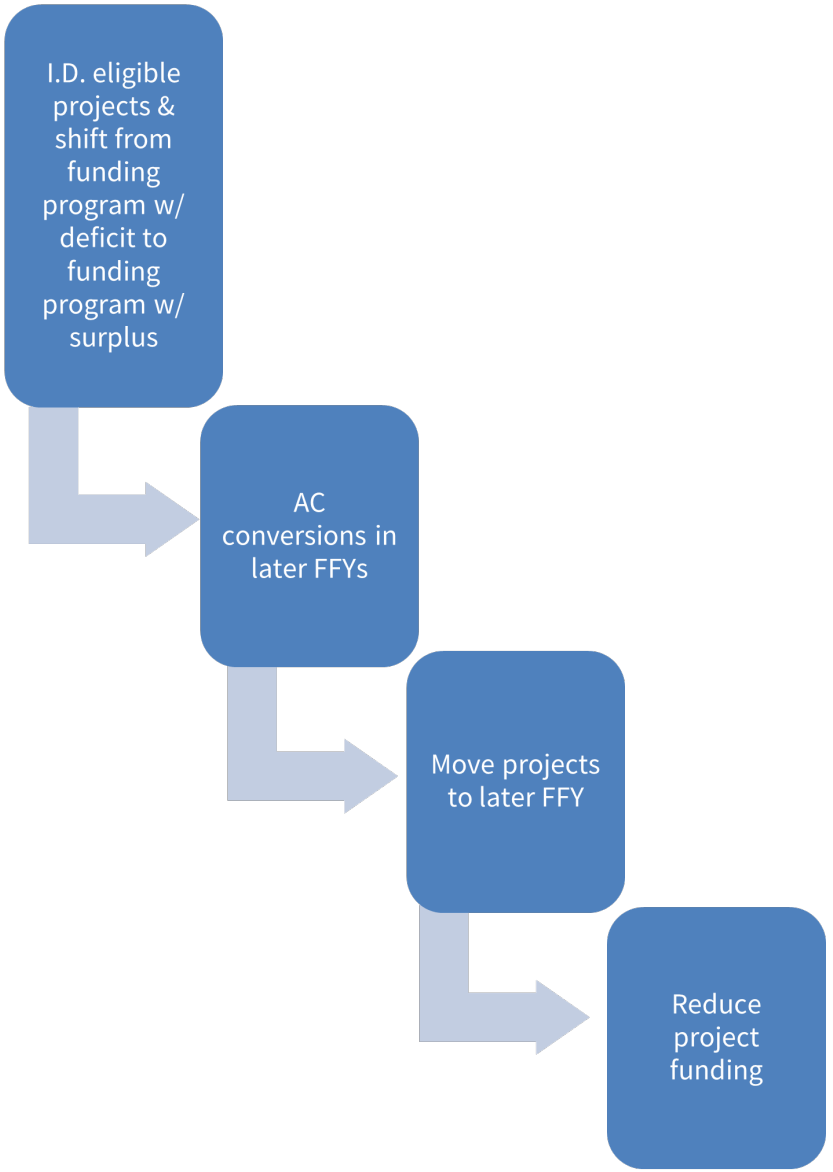


[1]The ability of a waitlisted project to obligate in the current FFY is dependent upon where the project is in KDOT's approval/funding processes and whether all necessary steps could be completed before the end of the FFY.

If a WAMPO suballocated funding program is projected to have a **deficit** at the end of the current FFY:

1. If another WAMPO suballocated funding program has a projected surplus, identify (an) unobligated project(s) in the current FFY that is/are currently programmed to receive funds from the program with a projected deficit but which also qualify/ies for funding from the program with a projected surplus, then change some or all of the funding programmed for that/those project(s) from the program with a projected deficit to the program with a projected surplus, without changing the overall amount of WAMPO suballocated funding on any given project.
2. Use Advance Construction (AC) arrangements to move unobligated project funding to a later FFY without delaying the start of the project or reducing the overall amount of funding it will ultimately receive, provided the project sponsor has the financial means to carry the corresponding project costs until the AC funds are reimbursed.
3. Ask the sponsors of unobligated current-FFY projects if they are willing to delay the start dates of their projects to a later FFY, when more funding is expected to be available.
4. Reduce funding on unobligated current-FFY projects. If all such projects already have the same percent federal funding on their qualifying phases, reduce their funding proportionally, so that they will continue to have the same percent federal funding on their qualifying phases, according to cost estimates at the time of the original adoption of the current TIP (as opposed to the time of the most recent amendment to that TIP) or the time when the projects' funding was most recently considered by the PSC outside of the regular new-TIP-adoption cycle (if applicable), whichever occurred more recently. If they do not all have the same percent federal funding on their qualifying phases, start by reducing funding on the project with the highest percent federal funding on its qualifying phases until it ties the second-highest project, and so on until all projects have the same percent federal funding on their qualifying phases or the projected deficit has been eliminated.

Figure F6. Year-End Deficit Guidance



14. Attachment C: WAMPO Cost Estimate Guidance

Updated: September 2019

As per federal regulations, the entirety of the project cost (not just the WAMPO funding) must be shown in the MTP and in the TIP.

MTP: (5 – 10 years prior to letting)
Approved projects with planning level cost estimates based on a local government's experience with similar projects. Estimate should take into account the following stages of project development for a capital project.

- Refinement studies
- Engineering design plans/preliminary engineering
- Right of way acquisition
- Utility relocation
- Construction & construction engineering
- Railroad coordination
- Contingency

TIP: Use increasingly more refined cost estimates
Initial WAMPO Call for Projects: (4 years prior to letting)

- First opportunity to request WAMPO funding
- Use an engineer's estimate for costs, that includes all of the items listed above
- Include all costs in the TIP, both the items covered by WAMPO funding (e.g., participating) and the items not covered by WAMPO funding (e.g., non-participating).

Carry out refinement study (Optional)

- Opportunity to refine cost estimates based on the preferred scope and design among several alternatives.

Next WAMPO Call for Projects (2 years prior to letting)

- Opportunity to adjust amount of WAMPO funding requested with updated cost estimate and scope developed during refinement study, existing conditions assessment, or field check.

Year of Letting

- Adjust the cost estimate shown in the TIP during regular TIP Amendments at two project development milestones:
  - Office check cost estimates
  - Final check cost estimate.
- The cost estimate shown in the TIP must be within 25% of the cost estimate completed just prior to obligation or FHWA will not allow KDOT to obligate the federal funding and the project will be delayed.