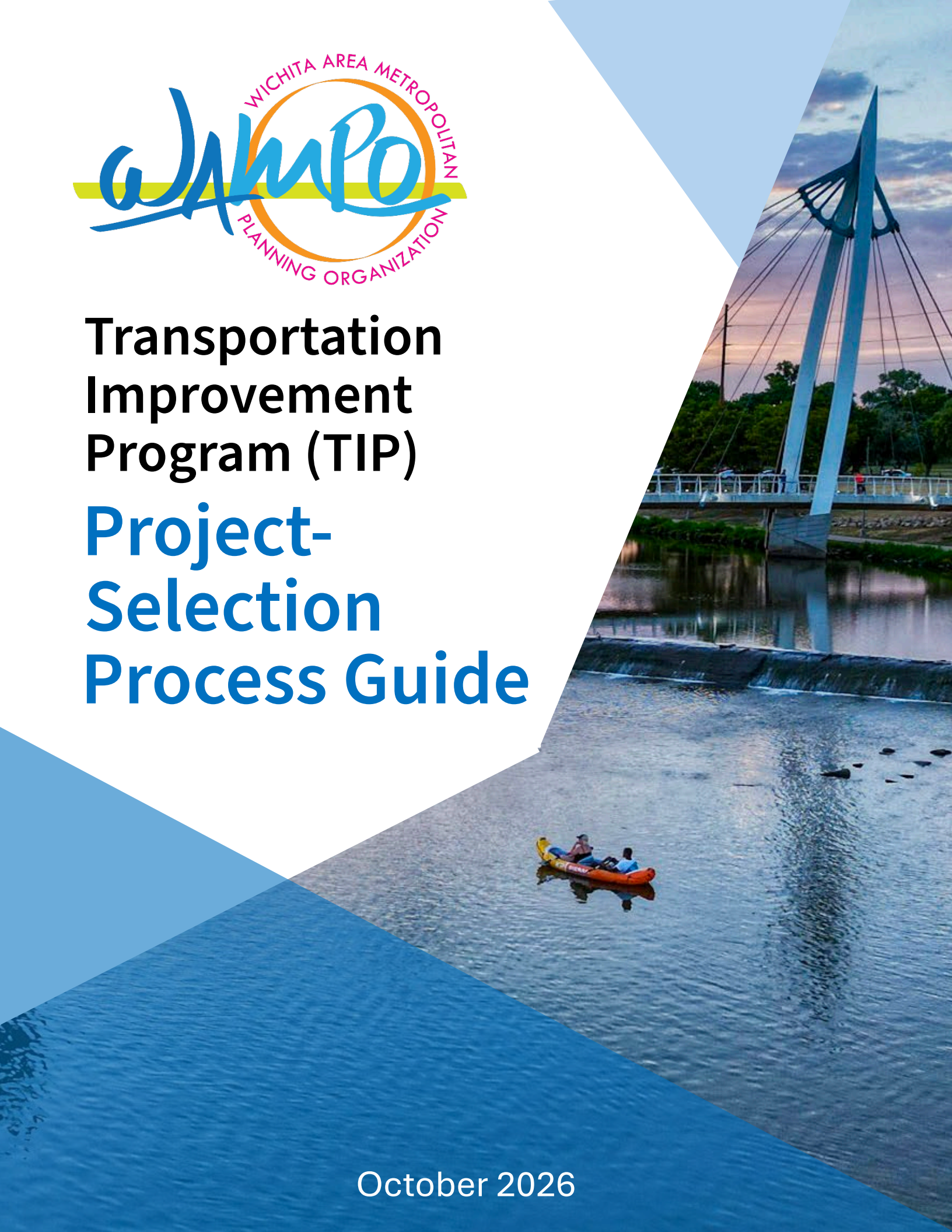
Transportation Improvement Program (TIP)

Project-Selection Process Guide



October 2026

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Transportation Improvement Program (TIP)
Project-Selection Process Guide

October 2026

The purpose of this guide is to document and explain the Transportation Improvement Program (TIP) project-selection process employed by the Wichita Area Metropolitan Planning Organization (WAMPO). It is intended to serve as a resource for WAMPO board and committee members and member-jurisdiction staff to aid in understanding the procedures for project submission, evaluation, selection for awards of suballocated federal transportation funding, and incorporation into the TIP.

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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.

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 by federal law to be included in the TIP in order for those projects to proceed. Such 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). For that reason, the projects included in the TIP are required to be consistent with the MTP.

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

For the complete, current, approved TIP and the most up-to-date information thereon, visit www.wampo.org/transportation-improvement-program.

Who Develops the TIP?

The Transportation Policy Body (TPB): is the decision-making authority for WAMPO. The TPB is responsible for determining what projects are selected to receive 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): typically consists of six (6) to eight (8) 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. Its members are appointed by the Chair of the TPB, who's term limit is two (2) years, usually, but not necessarily, in March of each year, at the meeting after the one at which the TPB annually elects its officers (TPB Chair, TPB Vice-Chair, and TAC Chair).

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 detailed in WAMPO's Public Participation Plan (PPP), available at www.wampo.org/public-participation.

Suballocated and Non-Suballocated Federal Funding

All transportation projects in the WAMPO region that are either federally funded or regionally significant are required to appear in the TIP in order to proceed. Federal transportation funding comes from various programs, each with its own rules. Some of those programs include formula funding suballocated to individual Transportation Management Areas (TMAs), defined as MPOs for urban areas with populations greater than 200,000, such as WAMPO. When federal transportation funding is suballocated to WAMPO, the TPB, with the support of WAMPO committees and staff, is responsible for deciding exactly how much of that funding will be awarded to any given project.

As of 2026 (the last year for which federal transportation funding is provided under the Infrastructure Investment and Jobs Act (IIJA)), WAMPO had approximately $15-17 million of suballocation funding to award each year, coming from the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program, and Carbon Reduction Program (CRP). Upon the passage of successor legislation to the IIJA, providing federal transportation funding in Federal Fiscal Year (FFY) 2027 and beyond, the set of programs from which funding is suballocated to WAMPO and the amounts of those suballocations may change.

Non-suballocated federal transportation funding includes funding awarded through KDOT, funding awarded through the FTA, congressional earmarks, and competitive grants.

Additional details about suballocated funding programs, as well as other information regarding the development and management of the TIP, can be found in the TIP Policy, which is provided at the end of this document.

Timing and Phases of the TIP Project-Selection Process

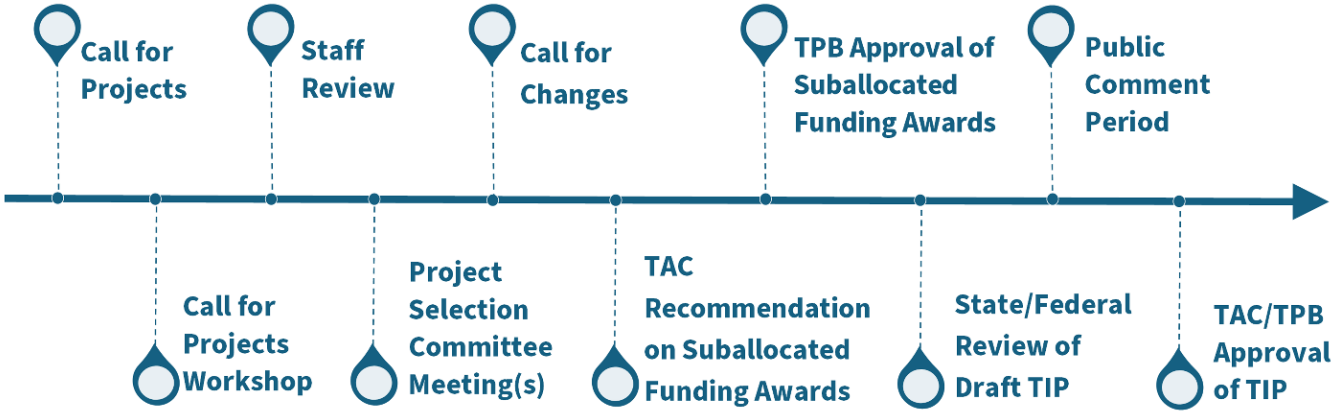
Under federal law, an MPO's TIP must cover a four (4)-year period and a new TIP is required to be developed at least every four (4) years. WAMPO usually adopts a new TIP every two (2) years (e.g., the Federal Fiscal Year (FFY) 2025-2028 (October 1, 2024-September 30, 2028) TIP is succeeded by the FFY2027-FFY2030 TIP (October 1, 2026-September 30, 2030)). In consequence of this, every new TIP includes carryover projects that are already programmed to receive suballocated federal funding during the first two (2) years of the four (4)-year TIP period, meaning that most of the suballocated federal funding that WAMPO has to award to projects during the development of a new TIP is for the latter two (2) years of the four (4)-year TIP period.

Process Overview

The WAMPO TIP project-selection process is organized into four broad phases. These phases move from project submission to project evaluation and funding decisions to full TIP development and approval, followed by ongoing TIP maintenance between new TIP adoptions.

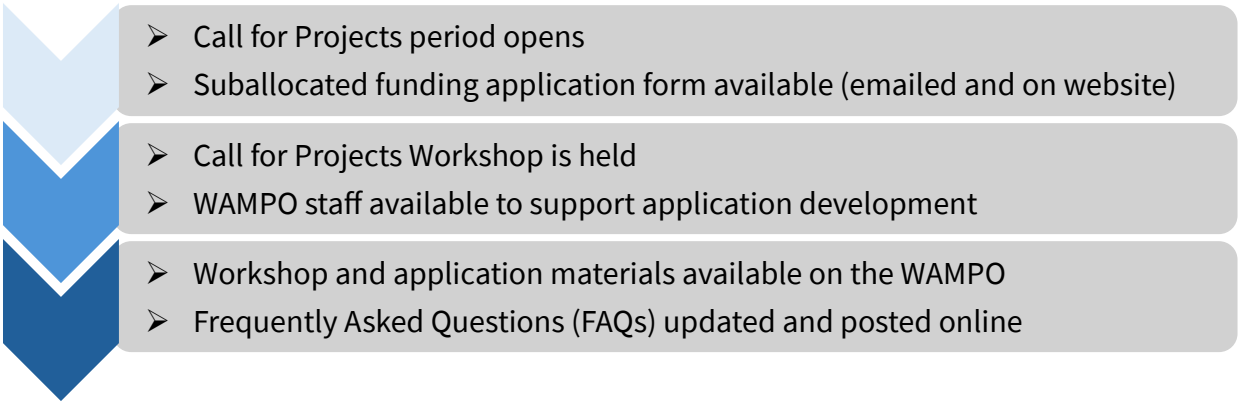
Phase 1	Phase 2	Phase 3	Phase 4
Fall/ Winter	Winter/Spring	Spring/Summer	Ongoing - About 4 times per year
Call for Projects for WAMPO Suballocated Funding	**Project Evaluation and Funding Awards**	**TIP Development and Approval**	**Amendments and Administrative Adjustments**

Steps performed during these phases are outlined in this document and presented with relevant reference materials and examples. Important milestones in the development process for a new TIP are summarized in the following figure:



1. Call for Projects for WAMPO suballocated federal funding *(fall and/or winter)*

Phase 1 Overview



The Call for Projects is a formal opportunity for project sponsors to submit transportation projects for consideration for WAMPO suballocated federal funding awards. During this phase, WAMPO opens the application period and distributes an application form and instructions to member jurisdictions and planning partners. Notice of the opening of the Call for Projects will, at minimum, be sent via email to current project sponsors and jurisdiction contacts, shared with the TAC and TPB, and posted on the WAMPO website. The application form and instructions explain the information required for project submission, including project scope, cost, schedule, funding request, local match, and other details needed to evaluate the project, including a supplemental questionnaire, statement of assurances, and cost estimate documentation. The most current versions of the application form and instructions, as of 2026, are provided in Reference 1.1.

To support applicants, WAMPO holds a Call for Projects Workshop during the Call for Projects period. The workshop is usually held online and scheduled toward the beginning of the Call for Projects period. Information regarding the workshop is included in initial communications and announcements about the Call for Projects period. During the workshop, WAMPO staff provide an overview of the TIP, explain the project-submission process, walk attendees through application requirements, and answer questions from potential project sponsors. The slides WAMPO staff presented during the FFY2027–FFY2030 TIP Call for Projects Workshop are provided in Reference 1.2.

WAMPO staff remain available throughout the Call for Projects period to assist sponsors with questions and to help ensure applications are complete and accurate. Questions received during the workshop or at any point during the Call for Projects period are compiled into a Frequently Asked Questions (FAQ) document. The FAQ document is made available to all project sponsors, so that applicants receive consistent information throughout the process. The FAQ document from the FFY2027–FFY2030 TIP Call for Projects is provided in Reference 1.3.

After the advertised deadline for the Call for Projects has passed, additional applications are not accepted unless WAMPO chooses to reopen or extend the Call for Projects period.

Reference 1.1 Application Form & Instructions

The Call for Projects application form and instructions that were used in 2026 for the FFY2027-FFY2030 TIP project-selection process are provided on the following pages.

In addition to the information requested in the application form and instructions, any supplemental materials the project sponsor may choose to provide are welcome, as they may aid with decision-making (e.g., maps, more detailed scopes and cost estimates, engineering documents, letters of support from other jurisdictions or organizations, commitments of funding from other sources).

Call for Projects:
FFY20XX-FFY20XX Transportation Improvement Program (TIP)

Application Due Date

Submit this application and any supporting materials no later than ***[Date]*** .

Introduction

WAMPO is conducting a Call for Projects for the FFY20XX-FFY20XX Transportation Improvement Program (TIP). This includes, but is not limited to, requesting that a qualifying project be considered during the process of awarding suballocated federal funding.

Instructions

- Complete one application per project.
- If requesting the modification of a TIP project, first ask WAMPO staff to provide a version of this Excel workbook that has been prefilled with the project's current TIP information. Then, make any necessary modifications to that Excel workbook and return it to WAMPO staff.
- If requesting the addition of a new TIP project, start with an unfilled version of this Excel workbook and enter the necessary information.
- If requesting the removal of a completed/closed TIP project, listing it as completed/closed in an e-mail to WAMPO staff is enough.
- The tabs "Project Information" and "Funding Information" need to be filled out for every new or modified project.
- ***Documentation is required for cost estimates of suballocated-federal-funding candidate projects, preferably as a file embedded on the Supplemental Materials tab.***
- If the project has a physical location, provide a map of that location, as a file embedded in this Excel workbook, on the Supplemental Materials tab.
- Embed other supplemental files on the Supplemental Materials tab, as well. If doing so would make this Excel workbook larger than 25MB, provide the supplemental files by other means.
- Return the completed Excel workbook and any supporting materials to WAMPO at the e-mail or mailing address below.

TAB: Project Information

- For every new or modified project, this tab needs to be filled out.
- If the project is meant to be a candidate for suballocated federal funding, make sure to answer "Yes" to the question on row 20 and provide responses to the relevant follow-up questions.

TAB: Funding Information

- For every new or modified project, this tab needs to be filled out.
- If the project is meant to be a candidate for suballocated federal funding, any suballocated federal funding program (MPO-STBG, MPO-CMAQ, MPO-TA, MPO-CRP, depending on funding-program qualifications) may be selected from the dropdown menus in the funding table. However, if the WAMPO Project Selection Committee (PSC) recommends that the project receive suballocated federal funding and the TAC and TPB approve it, that funding may come from a different suballocated federal funding program than the one requested, depending on which program(s) the project qualifies for and how much funding is available from each program.

TAB: Supplemental Questions

- Open the Word document embedded on this tab to answer supplemental questions used to score/rank projects.
- If suballocated federal funding is being sought for this project, the Supplemental Questions need to be answered.
- If the Supplemental Questions were answered for this project during the [Date] Call for Projects for [MTP]/the FFY20XX-FFY20XX TIP, they do ***NOT*** need to be answered again, unless the answers have changed in the meantime.
- Because the Word document is embedded in this Excel workbook, you do not need to click "save" in the Word window that opens.

TAB: Statements of Assurances

- Open the fillable PDF embedded on this tab to provide required Statements of Assurances about the proposed project and your agency's ability to follow through on it.
- If a Statements of Assurances form was already filled out and provided for this project during the [Date] Call for Projects for [MTP]/the FFY20XX-FFY20XX TIP, another is ***NOT*** needed.
- Because the PDF is embedded in this Excel workbook, it does not need to be saved as a separate file.

TAB: Supplemental Materials

- Please embed on this tab any cost-estimate documentation, maps, or other supplemental files, following the instructions on the tab.
- Unless updated, any materials already provided for this project during the [Date] Call for Projects for [MTP] /the FFY20XX-FFY20XX TIP do ***NOT*** need to be provided again.
- If embedding all supplemental files would make this Excel workbook larger than 25MB (the maximum size for e-mail attachments received by WAMPO), consider keeping the files separate and providing them by other methods.

Next Steps

- WAMPO staff will score any not-yet-scored suballocated-funding-candidate projects based on criteria last approved by the WAMPO TPB on 9/9/2025.
- Project details, scores, maps, and cost-estimate documentation will be provided to the WAMPO Project Selection Committee (PSC) to consider when making recommendations on awards of suballocated federal funding.
- The PSC's recommendations will be submitted to the Technical Advisory Committee (TAC) for consideration.
- The TAC's funding recommendations will be submitted to the TPB for final approval.
- The final FFY20XX-FFY20XX TIP document will be sent to the TAC and TPB for approval no later than [Month] 20XX.
- If WAMPO does not receive a request to amend or remove a given FFY20XX-FFY20XX TIP project, the assumption will be that the sponsor wants it carried forward into the FFY20XX-FFY20XX TIP unchanged.

Link to Project-Scoring Criteria (Last Approved by the WAMPO TPB on 9/9/2025)

https://www.wampo.org/_files/ugd/bbf89d_6ed393bb293f4025b4bbbc2632bc202e.pdf

WAMPO Staff Will Answer Questions About the Call for Projects in an Online Workshop (Drop-in/Office Hours Style):

[Date] [Time]
[TIP Zoom Workshop bit.ly]

Submit Completed Applications to:

wampo@wampo.org
271 W 3rd St., Ste. 208
Wichita, KS 67202

Submit Questions to:

[Name]
[Title]
[Email]
[Phone]
271 W 3rd St., Ste. 208
Wichita, KS 67202

Project Title

Project Limits 1

Project Scope 2

How Is the Project Consistent with the Current WAMPO MTP?

MTP Project I.D.: 3

MTP program/strategy supported (w/ page #), if no MTP project I.D.: 3

☐ Project split from another TIP project? 4 WAMPO I.D. of project split from: 4

Project Type 5

☐ Project has (a) bike/ped component(s)

% Towards Bike/Ped: 6

7
- ☐ Any part of the project is in Butler County
- ☐ Any part of the project is in Sedgwick County
- ☐ Any part of the project is in Sumner County

Administrative Contact 8	**Organization**	**Phone #**	**E-mail**

Engineering Contact 8	**Organization**	**Phone #**	**E-mail**

Project Notes 9

Completing Call for Projects Form

1 Location and spatial extent of project. Should be sufficient to plot on a map.

2 The work to be done.

3 If proposed TIP project fulfills/serves a specific project listed in the MTP, provide the MTP Project I.D. Otherwise, indicate how the project supports the vision, goals, strategies, and/or programs in the MTP.

4 TIP projects are sometimes divided into two or more smaller projects. Approved suballocated federal funding is not lost when this happens.

5 Options:
- BR - Bridge
- TM - Traffic Management Technology
- RM - Roadway Reconstruction/Modernization
- RX - Roadway Expansion (add through lanes)
- RN - New Roadway
- MB - Multiuse Trail/Bicycle Facility
- PF - Pedestrian Facility
- SR - Safe Routes to School Infrastructure
- TR - Public Transit
- PL - Planning/Studies/Engagement
- RR - Railroad Project
- EV - Electric Vehicle Charging
- Other

6 Some funding sources are only available for bicycle/pedestrian-related projects. If only part of a project is bicycle/pedestrian-related, only that part of the project qualifies for that funding source.

7 If the project crosses county boundaries, check more than one box.

8 The Administrative Contact is the Lead Agency's primary contact person for the project. The Engineering Contact may or may not be the same person.

9 Type any information that needs to be included in the project's final TIP entry but which does not fit into any other field.

Completing Call for Projects Form

1. If the project has one yet.
2. WAMPO staff will assign one if they haven't already.
3. Select the lead agency for the project from the dropdown list.
4. Options:
   - Amend/Adjust Project
   - Carry Over Project (Unchanged)
   - Complete Project
   - New Project
   - Remove Project from TIP
5. Only for project amendments/adjustments: Check all that apply. Selections should be consistent with Narrative Explanation of Action.
6. Clearly describe what actions/changes are requested. Project background information is also welcome.

KDOT Project I.D. 1 | **Federal Project I.D.** 1

WAMPO I.D. 2 | **Lead Agency** 3

Action Being Taken 4 | ☐ Qualifies for Administrative Adjustment?

Kind of Amendment/Adjustment (select all that apply) 5

- ☐ Addition of a new funding source (federal, state, or local)
- ☐ Change in design or scope
- ☐ Change in scheduling of Advance Construction conversions
- ☐ Misc. administrative changes/edits
- ☐ Other **Explain:**
- ☐ Positive change in cost greater than 25% and/or $5 million
- ☐ Positive change in cost less than 25% and $5 million
- ☐ Positive change in WAMPO suballocated funds
- ☐ Project is changed to Advance Construction
- ☐ Project is moved back
- ☐ Project is moved forward
- ☐ Removal of a funding source (federal, state, or local)

Narrative Explanation of Action (please be as detailed as possible) 6

Request that this project be considered for suballocated federal funding? 7

If requesting that this project be considered for suballocated federal funding, has cost-estimate documentation been provided to WAMPO? 8

Documentation is required for cost estimates of suballocated-federal-funding candidate projects. For other projects, it is optional.

Preferred: Embed documentation of project cost estimates on the "Supplemental Materials" tab of this workbook, according to the instructions on that tab.

If cost-estimate documentation cannot be embedded or would make this Excel workbook >25MB (max. for e-mail attachments to WAMPO), it may be provided by other means.

If requesting that this project be considered for suballocated federal funding, what is the preferred FFY of obligation/letting? 9

(Select One)

☐ 20XX ☐ 20XX ☐ 20XX ☐ 20XX

Are there any other FFYs in which the project could obligate/let? 9

(Select All that Apply)

☐ 20XX ☐ 20XX ☐ 20XX ☐ 20XX

The maximum federal funding on qualifying project phases is 80%.
Some projects may be awarded an amount of suballocated federal funding that is less than 80%. 10
If requesting that this project be considered for suballocated federal funding, what percent federal funding would be needed for the project to proceed?

◉ 80% ○ 70% ○ 60% ○ 50% ○ 40% ○ 30% ○ 20% ○ 10% ○ 0% (Would proceed even without suballocated federal funding)

If requesting that *more than one* project be considered for suballocated federal funding, what is the priority ranking of this project among them? 11

out of

7. Options: "Yes" or "No." If you select "Yes," please answer the indented questions with pink backgrounds, below.
8. Options: "Yes" or "No."
9. Options are the four (4) Federal Fiscal Years (FFYs, October 1-September 30) of the upcoming TIP. If sufficient funding for a project is not available in the preferred FFY of obligation/letting, it may be available in one of the alternate FFYs checked.
10. Question asked in case there is enough suballocated federal funding available to partially fund a project but not enough to award it maximum funding.
11. First dropdown: project's priority rank among those from same sponsor ("1" = highest priority).

    Second dropdown: # of projects submitted by same sponsor.

Inflation Assumptions: 1

☐ Estimated total project cost is equal to total programmed $ 2 Estimated Total Project Cost (if different from total programmed $):

☐ Funding reasonably anticipated

Explain funding sources:

3 FFY (e.g., 2027)	4 Fund Type	5 AC/ACCP	5 AC Fund Source	Utility Relocation	Preliminary Engineering	ROW Acquisition	Construction	Construction Engineering	Implementation	Transit Capital	Transit Operations	Total
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
	Total (using AC, not ACCP)			$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total (using ACCP, not AC)			$0	$0	$0	$0	$0	$0	$0	$0	$0

6

Completing Call for Projects Form

1 Inflation rate used to calculate year-of-expenditure costs, if known. Should be consistent with submitted cost-estimate documentation.

2 Some projects do not have all phases programmed in the TIP at once. Checking this box tells WAMPO staff to not anticipate an eventual amendment to add the remaining phases.

3 Different project phases may be scheduled for different Federal Fiscal Years (FFYs), in which case they should be reported on separate rows.

4 A project may be programmed to receive multiple types of federal, state, and/or local funding in a given FFY, in which case each combination of FFY and funding type/program should be reported on a separate row.

Fund Type options:

- Federal: BRF
- Federal: BUILD
- Federal: CRRSAA
- Federal: Earmark
- Federal: FTA 5307
- Federal: FTA 5310
- Federal: FTA 5311
- Federal: FTA 5339
- Federal: HSIP
- Federal: HRRR
- Federal: KDOT-CMAQ
- Federal: KDOT-CRP
- Federal: KDOT-HIP
- Federal: KDOT-STBG
- Federal: KDOT-TA
- Federal: MPO-CMAQ
- Federal: MPO-CRP
- Federal: MPO-HIP
- Federal: MPO-STBG
- Federal: MPO-TA
- Federal: MPO-TA-STBG
- Federal: NEVI
- Federal: NHPP
- Federal: Other
- Federal: RCP
- Federal: RRS
- Local
- Local: Match
- Local: Nonparticipating
- State
- State: Match
- State: Nonparticipating

5 The fields "AC/ACCP" and "AC Fund Source" are used when a project is programmed to receive some or all of its federal funding through Advance Construction (AC), where the sponsor pays the project costs in one FFY (represented in a row where "AC" is selected under "AC/ACCP" and either "Local" or "State" is selected under "AC Fund Source"), then, in a later FFY, they get reimbursed by the federal government through an Advance Construction Conversion Payback (represented in a row where "ACCP" is selected under "AC/ACCP"). The amounts in the "AC" and "ACCP" rows need to add up to the same amounts.

6 Enter project-phase-specific costs in the appropriate column, broken out, as necessary, into multiple rows, according to FFY, funding type/program, and whether an AC arrangement is used, as reported in the four leftmost columns. As the funding table is filled out, totals should populate automatically in the right column and bottom two rows (if the total counting amounts from any "AC" rows and the total counting amounts from any "ACCP" rows are different, it means that one or the other includes an incorrect value that needs to be corrected).

Supplemental Questions

- Open the Word document embedded below to answer supplemental questions used to score/rank projects.
- If suballocated federal funding is being sought for this project, these questions need to be answered.
- If these questions were answered for this project during the [Date] Call for Projects for [MTP]/the FFY20XX-FFY20XX TIP, they do ***NOT*** need to be answered again, unless the answers have changed in the meantime.
- Because the Word document is embedded in this Excel workbook, you do not need to click "save" in the Word window that opens.



Link to Project-Scoring Criteria (Last Approved by the WAMPO TPB on 9/9/2025)

https://www.wampo.org/_files/ugd/bbf89d_6ed393bb293f4025b4bbbc2632bc202e.pdf

Call for Projects

ADDENDUM #1

Staff Contact

[Name], [Title] | [Email] | [Phone]

ADDITIONAL PROJECT SELECTION CRITERIA INFORMATION REQUESTED

If suballocated federal funding is being sought for this project, these questions need to be answered.

If these questions were answered for this project during the [Date] Call for Projects for [MTP]/the FFY20XX-FFY20XX TIP, they do ***NOT*** need to be answered again.

Supplemental Data & Information

For all projects for which the following questions are answered, supply one (1) electronic copy of any supporting data and files necessary to replicate applicants' project statements and allow for the necessary review, evaluation, scoring, ranking, and selection of submitted projects for suballocated federal funding in the 20XX-20XX Transportation Improvement Program. Please submit these files to WAMPO staff along with the project application; if providing them separately, all data must be received no later than the close of business on [Date].

The preferred method of providing supplemental files is to follow the instructions on the Supplemental Materials tab of the Excel-based application for the FFY20XX-FFY20XX TIP Call for Projects to embed the files directly in the Excel workbook. If this is not feasible or embedding the supplemental files would make the Excel workbook larger than 25MB, other methods of providing the files may be employed.

If not embedding supplemental files in the Excel workbook, data may be supplied on a USB drive, via e-mail attachment (if less than 25MB), or through a suitable online storage service, such as Dropbox, or an FTP service. Please provide all documents and resources necessary for the evaluation of the project in the form of spreadsheets, PDF documents, GIS files (Feature Classes are preferred, but Shapefiles are acceptable), word-processor files, or other relevant file formats. Microsoft Office and ArcGIS are the preferred file formats, and any CAD files must be submitted in a format usable within ArcGIS software (i.e., DXF, DWG, etc.).

While data submission is not required for project application or evaluation, it is strongly recommended that applicants submit the requested data. If WAMPO staff are unable to verify or replicate statements made in submissions due to data unavailability, it may adversely affect the ranking/selection of projects.

1. **Please provide traffic/user counts for the existing project site (if applicable):**

2. **How many potential users (including drivers, transit users, bike riders, pedestrians, etc., as applicable to the project) are located within 1 mile of the proposed project?**

3. **Is the project located within 0.5 miles of any:**
   ☐ job source, ☐ manufacturing facility, or ☐ education facility? ☐ N/A

4. **Is the project along or does it intersect any of the following (check all that apply)?**
   ☐transit routes, ☐freight corridors, ☐ multiuse trails, or ☐bicycle/pedestrian networks ☐ N/A

5. **Please describe/explain any proposed connectivity to existing facilities.**
   ☐ N/A

6. **Explain how the proposed project will close any gaps or remove any barriers between jurisdictions.**
   ☐ N/A

7. **Does the project connect, accentuate, or facilitate the usage of any other transit, bicycle, or pedestrian facilities?**
   ☐ Yes ☐ No ☐ N/A
   If yes, please provide details:

8. **Does the project integrate with any existing traffic management systems?**
   ☐ Yes ☐ No ☐ N/A

9. **If any existing infrastructure is a part of the project, what is the age, approximate build date, and condition of the infrastructure?**

10. **Are there any design improvements (geometric, structural, or infrastructure) planned as a part of the project?**
    ☐ Yes ☐ No ☐ N/A
    If yes, please describe any planned improvements

11. **Will project facilities be maintained for accessibility through snow or ice treatment and removal?**
    ☐ Yes ☐ No ☐ N/A

12. **Bridge Projects: Please provide the bridge rating for the existing structure.** ☐ N/A

13. **Bridge Projects: Are load limits posted?**
    ☐ Yes ☐ No ☐ N/A
    If yes, please provide the posted load ratings:

14. **If the project is on or along a specific roadway, what is the functional classification of the roadway?**
    ☐ N/A

15. **Is the project situated within any congested corridors?**
    ☐ Yes ☐ No ☐ N/A

16. Has any "level of service" analyses been performed for the project area?

☐ Yes ☐ No ☐ N/A

If yes, please include any data or supporting documentation with the project application and provide the project corridor's current "level of service".

17. Will this project reduce delays and/or congestion within the project area? Please provide any supporting documentation.

☐ Yes ☐ No ☐ N/A

18. Have any calculations been performed to determine potential reductions of carbon dioxide (as opposed to any other greenhouse gas) emissions that would result from completion of the project over its lifecycle?

☐ Yes ☐ No

If yes, please provide the calculations and any supporting documentation (e.g., the source of the CO_2 calculator used).

19. Does the project include any of the following activities (select all that apply)?

☐ Establishing or operating a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems

☐ Public transportation (including capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes)

☐ A Transportation Alternatives project, including construction/planning/design of on-/off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation

☐ Advanced transportation and congestion management technologies

☐ Deployment of infrastructure-based Intelligent Transportation Systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology

☐ A project to replace street lighting and traffic control devices with energy-efficient alternatives

☐ Supporting congestion pricing (shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs)

☐ Efforts to reduce the environmental and community impacts of freight movement

☐ Supporting deployment of alternative-fuel vehicles, including the acquisition/installation/operation of public electric-vehicle charging infrastructure or hydrogen/natural gas/propane vehicle fueling infrastructure and the purchase/lease of zero-emission construction equipment/vehicles, including the acquisition/construction/leasing of required supporting facilities

☐ A project for a diesel engine retrofit

☐ A project to improve traffic flow that is eligible under the CMAQ program, and that does not involve construction of new capacity

☐ Reducing transportation emissions at port facilities, including through port electrification

☐ None of the above, but the project would reduce CO_2 emissions over its lifecycle (see Question 18)

20. Have any calculations been performed to determine potential reductions of emissions of pollutants or greenhouse gases other than carbon dioxide that would result from completion of the project?
☐ Yes ☐ No ☐ N/A
If yes, please provide the calculations and any supporting documentation.

21. If the project is on an existing facility, how many crashes/incidents have occurred on the facility over the last three years?
☐ N/A

22. Are any safety problems addressed or deficiencies corrected by this project?
☐ Yes ☐ No ☐ N/A

23. What are the potential reductions in crashes/incidents resulting from this project, if calculated? Please provide supporting documentation.
☐ N/A

24. Is this project in an existing Local or Regional Plan?
☐ Yes ☐ No
If yes, please explain

25. Please describe any public engagement or involvement measures taken.
☐ N/A

26. Please describe any consultations made with other municipalities, franchise utilities, or other local stakeholders for the project.
☐ N/A

27. Does the project or project area have any relevant historic value or designation, special environmental concerns or protections, elevated flood risks, or other environmental risk factors?
☐ Yes ☐ No ☐ N/A If yes, please explain

Statements of Assurances

- Open the fillable PDF embedded below to provide required Statements of Assurances about the proposed project and your agency's ability to follow through on it.
- If a Statements of Assurances form was already filled out and provided for this project during the [Date] Call for Projects for [MTP]/the FFY20XX-FFY20XX TIP, another is ***NOT*** needed.
- Because the PDF is embedded in this Excel workbook, it does not need to be saved as a separate file.



Statements of Assurances

- The information provided is true to the best of my knowledge.
- Agency Name is an eligible sponsor of projects in the WAMPO Transportation Improvement Program.
- Agency Name is authorized to submit an application for WAMPO Transportation Improvement Program funds for Project Name .
- There is no legal impediment to Agency Name making applications for the WAMPO Transportation Improvement Program.
- There is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Agency Name to deliver such project.
- Agency Name has reviewed the project and has adequate staffing and financial resources to deliver and complete the project within the schedule set forth in the project application.

Name: Title: Date:

Supplemental Materials

- Please embed on this tab any cost-estimate documentation, maps, or other supplemental files.
- Unless updated, any materials already provided for this project during the [Date] Call for Projects for [MTP]/the FFY20XX-FFY20XX TIP do ***NOT*** need to be provided again.

If embedding all supplemental files would make this Excel workbook larger than 25MB (the maximum size for e-mail attachments received by WAMPO), consider keeping the files separate and providing them by other methods.

From Excel's Help menu:

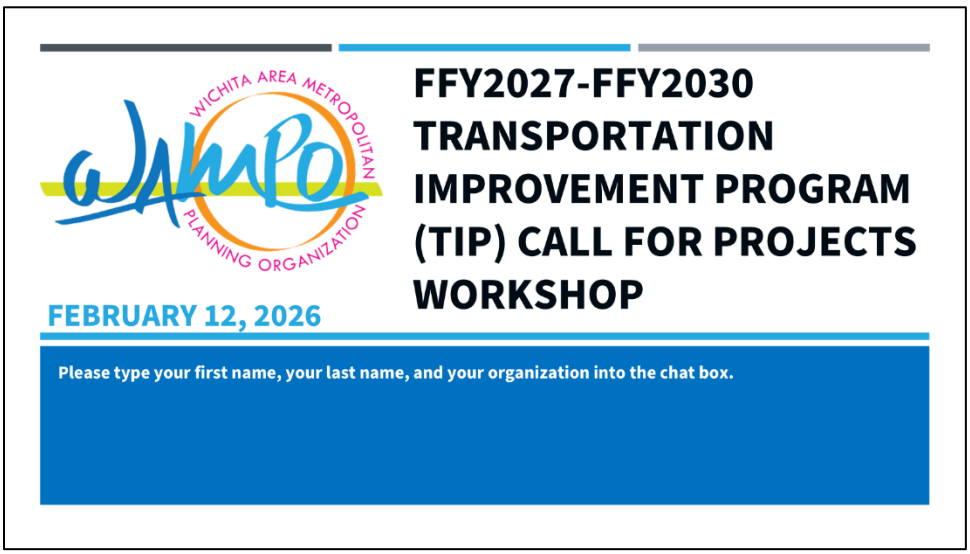
Insert a file

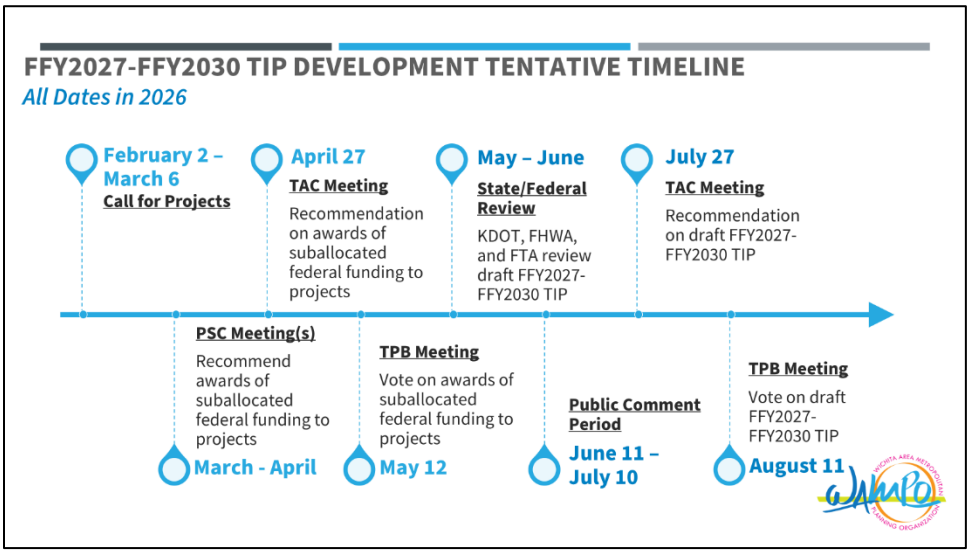
1. Choose where to insert the content of the file.
2. On the **Insert** tab in the **Text** group, select **Object** .
3. Select **Create from File**.
4. Select **Browse** and choose the file to insert and select **OK**.

Insert icons for embedded files in the box below (***not*** linked to original file location).

Reference 1.2 FFY2027-FFY2030 TIP Call for Project Workshop Presentation Slides

During the Call for Projects for suballocated federal funding in the FFY2027–FFY2030 TIP, WAMPO held a virtual Call for Projects Workshop on February 12, 2026. The workshop provided project sponsors with an overview of the project-submission process, application requirements, funding considerations, and key deadlines. The slides presented by WAMPO staff during that workshop are provided on the following pages. Because the presentation was prepared for a specific TIP cycle, some information may be dated.





PRESENTATION CONTENTS

- Overview
- Steps to submit a project
- Resources available
- Next Steps

FFY2027-FFY2030 TIP

- Anticipated TPB approval in August 2026
- Call for Projects open ***2/2/2026-3/6/2026***
- Application packet can be downloaded from:
  - www.wampo.org/transportation-improvement-program

- This is a funding opportunity for WAMPO suballocated federal funding
- All federally funded or regionally significant transportation projects are required to appear in the Transportation Improvement Program (TIP)
  - Projects awarded suballocated federal funding
  - Projects with non-suballocated federal funding (e.g., funding awarded by KDOT, funding awarded by Wichita Transit, earmark funding awarded by Congress)
  - Regionally significant projects with state/local funding, but not federal

ON THE WEBSITE

Call for Projects for the 2027-2030 Transportation Improvement Program (TIP) is open (February 2-March 6, 2026)

Project sponsors (public agencies) are invited to download the application form below. Sponsors should complete one form for each TIP project they wish to add, remove, or modify, and return the completed form(s) to wampo@wampo.org by March 6, 2026.

If modifying a project already in the current FFY2025–FFY2028 TIP, sponsors may request from WAMPO staff a version of the form that is prefilled with the project's current information.

2027-2030 TIP Call for Projects Application

The TIP Call for Projects Application will automatically download.
Please contact wampo@wampo.org for assistance.

ON THE WEBSITE

Call for Projects for the 2027-2030 Transportation Improvement Program (TIP) is open (February 2-March 6, 2026)

Project sponsors (public agencies) are invited to download the application form below. Sponsors should complete one form for each TIP project they wish to add, remove, or modify, and return the completed form(s) to wampo@wampo.org by March 6, 2026.

If modifying a project already in the current FFY2025–FFY2028 TIP, sponsors may request from WAMPO staff a version of the form that is prefilled with the project's current information.

2027-2030 TIP Call for Projects Application

The TIP Call for Projects Application will automatically download.
Please contact wampo@wampo.org for assistance.

TABS IN THE EXCEL-WORKBOOK APPLICATION FORM

- **"Instructions"**
  - ***Please read this tab in its entirety before doing anything else.***
- **"Project Information"**
- **"Funding Information"**
- **"Supplemental Questions"**
  - If these questions were answered for this project during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP, they do NOT need to be answered again, unless the answers have changed in the meantime.
- **"Statements of Assurance"**
  - If a Statements of Assurances form was already filled out and provided for this project during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP, another is NOT needed.
- **"Supplemental Materials"**
  - Unless updated, any materials already provided for this project during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP do NOT need to be provided again.

TABS IN THE APPLICATION FORM
"Instructions"

- Candidate projects for WAMPO suballocated federal funding, ***ONLY***
  - Documentation required for cost estimates (preferably as an embedded file on the Supplemental Materials tab).
  - Supplemental Questions need to be answered if they were not during the 9/15/2023-2/2/2024 Call for Projects
- Submission options for completed applications:
  - wampo@wampo.org
  - 271 W 3rd St., Ste. 208, Wichita, KS 67202
  - Upload URL for application materials, if files are too large to submit via email (>25MB)
    - www.wampo.org/upload-a-file
      - Password: WAMPO123

TABS IN THE APPLICATION FORM
"Instructions"

- Complete ***one*** application ***per project***.
- Modification of a TIP project:
  1. Ask WAMPO staff to provide a version of the Excel workbook that has been prefilled with the project's current TIP information.
  2. Make necessary modifications.
  3. Return to wampo@wampo.org.
- Requesting the addition of a new TIP project:
  - Begin with unfilled version of the Excel workbook and enter the necessary information.
- Requesting the removal of a completed/closed TIP project:
  - Listing it as completed/closed in an e-mail to WAMPO staff is enough.
- The tabs "Project Information" and "Funding Information" need to be filled out for every new or modified project.

TABS IN THE APPLICATION FORM
"Project Information"

- KDOT, Federal, & WAMPO Project I.D.s: Provide if known (project might not yet have one or more of them)
- Action being taken (e.g., amend/adjust project, new project)
- Kind of Amendment/Adjustment (***Select all that apply***)

☐ Addition of a new funding source (federal, state, or local)	☐ Change in design or scope
☐ Change in scheduling of Advance Construction conversions	☐ Misc. administrative changes/edits
☐ Other **Explain:**	
☐ Positive change in cost greater than 25% and/or $5 million	☐ Positive change in cost less than 25% and $5 million
☐ Positive change in WAMPO suballocated funds	☐ Project is changed to Advance Construction
☐ Project is moved back	☐ Project is moved forward
☐ Removal of a funding source (federal, state, or local)	

- Narrative Explanation of Action

TABS IN THE APPLICATION FORM
"Project Information" (Questions for Candidate Projects for Suballocated Funding)

- Request that this project be considered for suballocated federal funding?
  - Y/N
    - ***Documentation is required for cost estimates of suballocated-federal-funding candidate projects. For other projects, it is optional.***
      - Preferred: Embed documentation of project cost estimates on the "Supplemental Materials" tab of this workbook, according to the instructions on that tab.
      - If cost-estimate documentation cannot be embedded or would make this Excel workbook >25MB (max. for e-mail attachments to WAMPO), it may be provided by other means.
- If requesting that this project be considered for suballocated federal funding, what is the preferred FFY of obligation/letting?
  - 2027, 2028, 2029, 2030
- Are there any other FFYs in which the project could obligate/let?
  - 2027, 2028, 2029, 2030
- The maximum federal funding on qualifying project phases is 80%.
  - Select between 0%-80%
- If requesting that more than one project be considered for suballocated federal funding, what is the priority ranking of this project among them?
  - # out of #

TABS IN THE APPLICATION FORM
"Project Information"

- Project title, limits, and scope
- How the project is consistent with WAMPO Metropolitan Transportation Plan (MTP)
  - Project I.D. from MTP project list MTP goal the project serves
- Project type (drop-down list)
- Checkbox for other types of projects that have a bicycle/pedestrian component
- Checkboxes for if the project is in Butler, Sedgwick, and/or Sumner county
- Administrative and Engineering contact information
- Project notes field (for information the project sponsor needs to appear in the TIP but which does not fit any other field)

TABS IN THE APPLICATION FORM
"Funding Information" (fill in funding table as it will appear in the TIP)

Inflation Assumptions:

☐ Estimated total project cost is equal to total programmed $ ----------?----------?----------?----------?----------?---------- Estimated Total Project Cost (if different from total programmed $):

☐ Funding reasonably anticipated

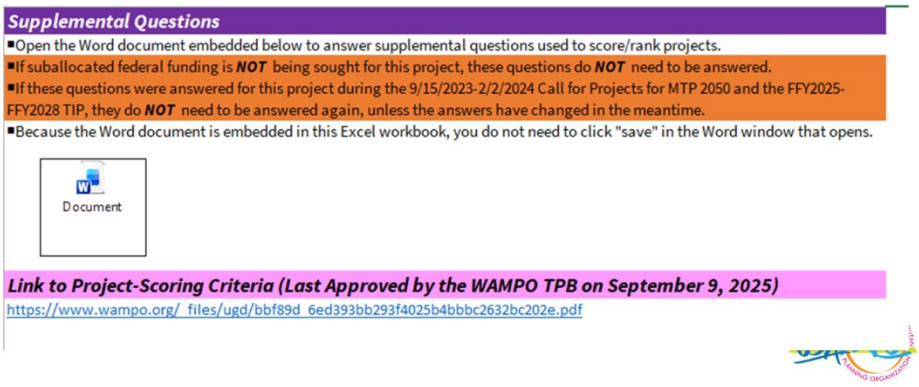
Explain funding sources:

FFY (e.g., 2027)	Fund Type	AC/ACCP	AC Fund Source	Utility Relocation	Preliminary Engineering	ROW Acquisition	Construction	Construction Engineering	Implementation	Transit Capital	Transit Operations	Total
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$0	$0	$0

TABS IN THE APPLICATION FORM
"Supplemental Questions"

- Only necessary for projects seeking WAMPO-suballocated funding in FFY2027-FFY2030.
- If the questions were answered for a given project during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP, they do not need to be answered again.
- If you double-click on the Microsoft-Word-document icon, it will open in a separate window, but still be embedded in the Excel file. After answering the questions in the Word document and closing it, all changes should be retained, so long as the Excel workbook is then saved.
- Answers provided in the Word document will be used to determine project scores that the WAMPO Project Selection Committee (PSC) will consider when determining which projects to prioritize for WAMPO-suballocated funding. Scores will be based on criteria last approved by the WAMPO Transportation Policy Body (TPB) on 9/9/2026.

TABS IN THE APPLICATION FORM
"Supplemental Questions"



PROJECT SCORING CRITERIA

- Distinct (but similar) scorecards for each of the following project categories (https://www.wampo.org/_files/ugd/bbf89d_6ed393bb293f4025b4bbbc2632bc202e.pdf):
  - 1. Bridge Rehabilitation/Replacement (pages 2-3)
  - 2. Traffic Management Technologies (Roadway System Mgmt.) (pages 4-5)
  - 3. Roadway Reconstruction/Modernization/Automation (pages 6-7)
  - 4. Roadway Expansion (pages 8-11)
  - 5. Multiuse Trails & Bicycle Facilities (pages 12-13)
  - 6. Pedestrian Facilities/Safe Routes to School (pages 14-17)
  - 7. Transit Expansion/Transit Modernization (pages 18-19)

PROJECT SCORING CRITERIA (BRIDGE-PROJECTS-SCORECARD EXAMPLE)

Bridge Projects Scoring	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		25
1a	Measure - Distance to the nearest alternate crossing bridge		10
1b	Measure - Project Location Relative to Jobs, Manufacturing, Transit Routes, and Education		10
1c	Measure - Transit Routes, Freight, Bike and Trail Corridors, and Bike/Ped. Network		5
2	***Usage***		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast 2040 average daily traffic volume		5
3	***Equity***		5
3a	Measure – No disproportionate impacts & connection to disadvantaged populations and project'sbenefits, impacts, and mitigation		5
4	***Infrastructure Condition***		20
4a	Measure – Bridge Rating		10
4b	Measure – Load-Posting		10
5	***Multimodal Elements and Existing Connections***		10
5a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
6	***Consistency with Regional Plans***		10
6a	Consistent with Plans, Studies, Goals, Policies, Strategies		10
7	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		10
7a	Measure - Public engagement/municipal support/KDOT Consult/Railroad Involvement		5
7b	Measure - National Environmental Protection Act, National Historic Protection Act (e.g. historic resources area, ROW easements, flood risk)		5
8	***Cost Effectiveness***		10
8a	Measure – Cost effectiveness (total points/total project cost)		10
			100
	TOTAL	0	

TABS IN THE APPLICATION FORM
"Statements Of Assurances"

- Required for any project seeking funding in the TIP.
- If provided during previous Call for Projects, does not need to be resubmitted.
- Assertion that project sponsor has the means to complete the project on schedule.
- If you double-click on the PDF icon, it will open in a separate window but still be embedded in the Excel file. After filling in the blanks in the fillable PDF and closing it, all changes should be retained, so long as the Excel workbook is then saved.

TABS IN THE APPLICATION FORM
"Statements of Assurance"

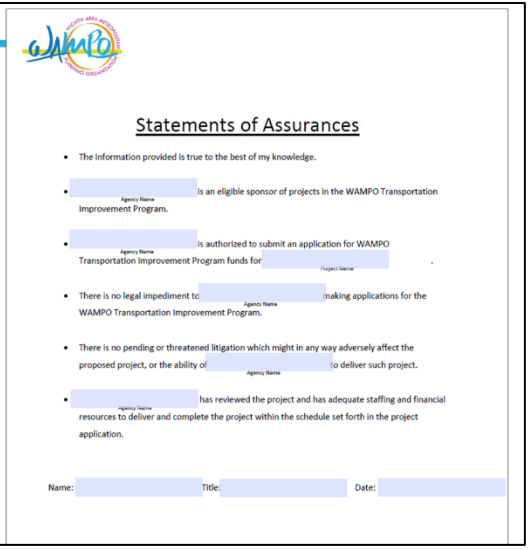
Statements of Assurances

- Open the fillable PDF embedded below to provide required Statements of Assurances about the proposed project and your agency's ability to follow through on it.
- If a Statements of Assurances form was already filled out and provided for this project during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP, another is ***NOT*** needed.
- Because the PDF is embedded in this Excel workbook, it does not need to be saved as a separate file.



TABS IN THE APPLICATION FORM

"Statements of Assurance"



Statements of Assurances

- The information provided is true to the best of my knowledge.
- _____ (Agency Name) is an eligible sponsor of projects in the WAMPO Transportation Improvement Program.
- _____ (Agency Name) is authorized to submit an application for WAMPO Transportation Improvement Program funds for _____ (Project Name).
- There is no legal impediment to _____ (Agency Name) making applications for the WAMPO Transportation Improvement Program.
- There is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of _____ (Agency Name) to deliver such project.
- _____ (Agency Name) has reviewed the project and has adequate staffing and financial resources to deliver and complete the project within the schedule set forth in the project application.

Name: _____ Title: _____ Date: _____

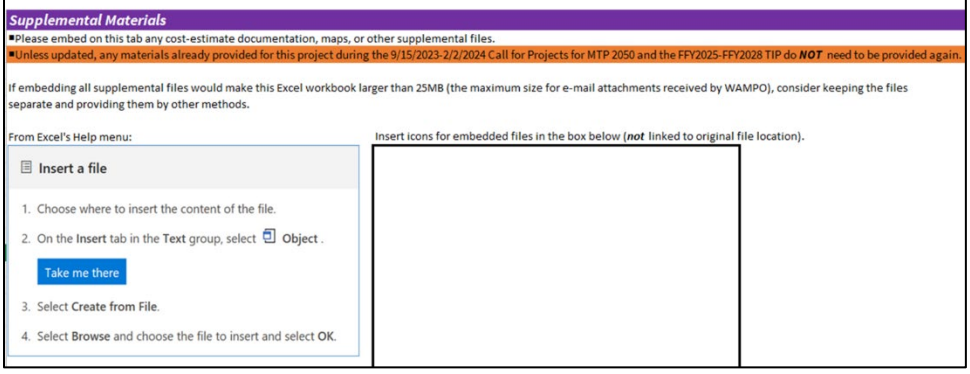
TABS IN THE APPLICATION FORM

"Supplemental Materials" (has instructions for embedding files in the Excel workbook)

- **For projects seeking suballocated federal funding, embed the required cost-estimate documentation on this tab**
- If the project has a specific physical location, embed a map of it here.
- Embed here any other files that support or document assertions made elsewhere in the application (e.g., traffic counts, bridge load ratings, air-quality reports, letters of support).
- Follow the directions in this tab for embedded files in an Excel workbook (final result should resemble the embedded-file icons on the "Supplemental Questions" and "Statements Of Assurances" tabs).
- If embedding all supplemental files would make this Excel workbook larger than 25MB (the maximum size for e-mail attachments received by WAMPO), consider keeping the files separate and providing them by other methods.
  - WAMPO upload URL for materials that cannot be sent by e-mail:
    - https://www.wampo.org/upload-a-file
      - Password: WAMPO123

TABS IN THE APPLICATION FORM

"Supplemental Materials"



Supplemental Materials

▪Please embed on this tab any cost-estimate documentation, maps, or other supplemental files.

▪Unless updated, any materials already provided for this project during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP do ***NOT*** need to be provided again.

If embedding all supplemental files would make this Excel workbook larger than 25MB (the maximum size for e-mail attachments received by WAMPO), consider keeping the files separate and providing them by other methods.

From Excel's Help menu:

Insert a file

1. Choose where to insert the content of the file.
2. On the **Insert** tab in the **Text** group, select **Object**.

Take me there

3. Select **Create from File**.
4. Select **Browse** and choose the file to insert and select **OK**.

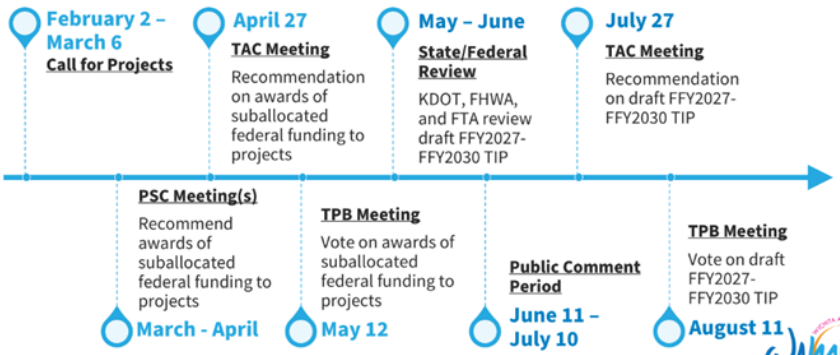
Insert icons for embedded files in the box below (***not*** linked to original file location).

FAQ DOCUMENT WILL BE MADE AVAILABLE AFTER THE WORKSHOP

- Will include responses to questions asked during the workshop.
- Will be updated when project sponsors submit additional questions outside of the workshop.

FFY2027-FFY2030 TIP DEVELOPMENT TENTATIVE TIMELINE

All Dates in 2026



THANK YOU

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION
WAMPO@WAMPO.ORG / WWW.WAMPO.ORG
316.779.1313

Reference 1.3 FFY2027-FFY2030 TIP Call for Projects FAQs

During the FFY2027–FFY2030 TIP Call for Projects, WAMPO staff maintained a publicly available Frequently Asked Questions document. The FAQ included questions asked during the workshop and questions received by email, by phone, or in person throughout the application period. The document was updated periodically and posted on the WAMPO TIP webpage to help project sponsors understand the process and submit complete applications. The FAQ as it existed at the conclusion of the Call for Projects is included on the following pages. Because the FAQ was prepared for a specific TIP cycle, some information may be dated.

WAMPO FFY2027-FFY2030 Transportation Improvement Program (TIP) Call for Projects: Frequently Asked Questions

Includes frequently asked questions, other questions directly related to the Transportation Improvement Program (TIP) and Call for Projects process, and questions asked during the FFY2027-FFY2030 TIP Call for Projects Workshop on February 12, 2026. Questions are not copied verbatim.

This document may be updated as additional questions are received.

Question: For the March 6, 2026, deadline for submitting projects, is there a time on March 6 by which projects must be submitted?

> **Answer:** Yes. Please submit projects by 5:00 PM CST on Friday, March 6, 2026.

Question: Can a project in Metropolitan Transportation Plan 2050 (MTP 2050) be split into multiple TIP projects and submitted as such? For example, an MTP project covering a two-mile stretch of roadway being submitted for WAMPO suballocated funding consideration in the TIP as two smaller projects, each covering a one-mile stretch of roadway.

> **Answer:** Yes, an MTP project can be split into multiple TIP projects, and the resultant smaller projects may be considered individually during the selection process for awards of WAMPO suballocated federal funding. It is also possible for multiple, related MTP projects to be combined into a single TIP project.

Question: What supplemental materials need to be included with a project submission? If requesting that a project be considered for WAMPO suballocated federal funding, what materials might the Project Selection Committee (PSC) want to see?

> **Answer:** If requesting that a project be considered for WAMPO suballocated federal funding, documentation must be provided of how the submitted cost estimate for the project was arrived at. If the Supplemental Questions Word document (used to support project scoring) or the Statements of Assurances PDF was not provided for a given suballocated-funding-candidate project during the last Call for Projects (9/15/2023-2/2/2024, for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-

FFY2028 TIP), it should be provided at this time. Project sponsors are also requested, but not required, to provide a map of the project's location (if applicable). It will be at the discretion of the PSC whether any other supplemental materials provided will factor into their deliberations, but anything that documents or supports the project's ability to proceed in the timeframe indicated in the application materials (e.g., documentation of preliminary work already completed on the project, letters of support) would likely be appreciated. It may also be beneficial to include any studies or other documentation indicating that the project is regionally significant.

Question: Would it be helpful to include documentation that a project's design phase will be finished in time for construction to start on schedule?

Answer: Yes.

Question: Do I need letters of support?

Answer: Letters of support are not required, but could be helpful during the project-selection process, especially if the project extends beyond the lead agency's boundaries (e.g., city limits, county line).

Question: Is it okay if the supplemental materials that project sponsors attach/embed in the application form appear differently from the other files embedded in the Excel workbook?

Answer: Yes, as long as they are embedded in the Excel workbook and can be opened by WAMPO staff (please make sure that the embedded files are fully copied into the Excel workbook, as opposed to embedding a link to a file path on computer/server that WAMPO staff cannot access). If the embedded files would make the Excel workbook larger than 25 MB, submitting it by email will not be possible; in that event, please coordinate with WAMPO staff to provide the information by other means (e.g., WAMPO's file upload service).

Question: Is Carbon Reduction Program (CRP) funding anticipated to be available in the future?

Answer: Congress has not yet passed transportation-funding legislation for FFY2027 and beyond, so we do not know which federal funding programs will or will not be continued past September 30, 2026. Until new information becomes available, WAMPO

staff, following the advice of KDOT staff, follow the conservative assumption that the overall amount of suballocated federal funding (from all programs) available in FFY2026 will hold constant in all subsequent FFYs. In the event of available FFY2027-and-beyond funding turning out to be different from what was anticipated at the time when WAMPO funding awards are made (i.e., funding program terminated, funding program added, funding program apportionment adjusted upward/downward, funding program requirements changed), the WAMPO Project Selection Committee (PSC) will address the situation and consider options for project funding.

Question: If a project appears in the 2025-2028 time band in MTP 2050, can it still be programmed in the TIP to occur after 2028 (e.g., in FFY2029 or FFY2030)?

Answer: Yes.

Question: Since this Call for Projects is, in part, a funding opportunity for suballocated federal transportation funding, how much suballocated federal funding is available to be awarded to projects?

Answer: About $35.6 million, overall. Making the conservative assumption that estimated FFY2026 Apportionments of suballocated federal transportation funding in the WAMPO region will hold constant in each subsequent FFY, it is anticipated that there will be about $601 thousand not yet awarded for the period FFY2027-FFY2028 and about $17.5 million each in FFY2029 and FFY2030.

Question: Can WAMPO share the project scores for projects submitted during the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP?

Answer: Yes. Project scores from the 9/15/2023-2/2/2024 Call for Projects for MTP 2050 and the FFY2025-FFY2028 TIP can be viewed at https://bit.ly/MTP2050-20252028TIP-ProjectScores. Links to the project scoring criteria are on the TIP webpage and in the application form.

Question: What cost-estimation documentation is required for non-construction (e.g., consultant/vendor-supported) projects submitted as candidates for suballocated federal funding?

> **Answer:** Please provide as much detail and documentation as possible with the project application to support its cost estimates. If there is an approved contract for the project, please provide it. If a contract is not yet approved, but (a) consultant(s)/vendor(s) has/have been selected, please include the selected proposal(s). If consultant/vendor selection has not yet occurred, please include the Request for Proposals (RFP). Documentation submitted should reflect the most detailed cost estimate available.
>
> The cost estimates of projects submitted as candidates for suballocated federal funding will be reviewed for reasonableness. The reviewers may reach out to project sponsors with follow-up questions. If they do, please be prepared to provide additional information.

Question: If a candidate project for suballocated federal funding will also have non-suballocated federal funding, how should that be shown in the project funding table in the application?

> **Answer:** The funding table in the project application should have (a) line(s) showing the requested amount suballocated funding, (a) separate line(s) for other federal funding source(s), and (a) line(s) for any local or state funding on the project. Please provide an explanation of how any non-suballocated federal funding committed to the project would be adjusted should the project be awarded WAMPO-suballocated funding.

Question: Sponsors submitting multiple projects to be considered for suballocated federal funding are asked to rank their projects by priority. Should a given project be ranked amongst all of the candidate projects from the same sponsor or only amongst projects of the same type or that would qualify for the same funding programs?

> **Answer:** The application form asks sponsors to rank each of their suballocated-funding-candidate projects amongst all of the suballocated-funding-candidate projects they are submitting. However, if they choose, a sponsor may also rank their projects within categories.

Question: On the Project Information tab of the project-application Excel workbook, on rows 53-57, how should the fields "MTP Adoption/Amendment with which the Project is Consistent", "MTP Project I.D." and "MTP program/strategy supported (w/ page #), if no MTP project I.D." be filled out?

Answer: "MTP Adoption/Amendment with which the Project is Consistent" has a dropdown menu with the options 15-00, 15-01, 15-03, 20-00, 20-01, 20-02, 25-00, and 25-01, wherein the first two digits refer to a year of MTP adoption and the last two digits distinguish between amendments to that MTP. For most projects, the correct selection here will be "25-01", for Amendment 1 to Metropolitan Transportation Plan 2050 (MTP 2050), which was approved in 2025 (and amended later that same year), since this is the most recent MTP. The other options would only be used if an old TIP project that has long since commenced but not yet closed out, and which originally entered the TIP under a past MTP, is being carried forward into the new TIP.

"MTP Project I.D.": All TIP projects are required to be consistent with the MTP. One way for a TIP project to be consistent with the MTP is by being specifically listed in the MTP. Chapter 7 of Metropolitan Transportation Plan 2050 (MTP 2050, www.wampo.org/_files/ugd/bbf89d_26bb8de6f35c435ba032f50bc327b0ee.pdf) lists projects that may be considered to be necessarily consistent with the current MTP. If submitting a TIP project that corresponds to one of these MTP projects (either by a one-to-one correspondence or by fulfilling a portion of the MTP project), please enter the value for that project from the "WAMPO I.D." field in Chapter 7 of MTP 2050 in the "MTP Project I.D." section of the FFY2027-FFY2030 TIP Call for Projects application. Chapter 7 of MTP 2050 also lists several "category projects" that are included so that any project of a given type may be considered consistent with MTP 2050 without having to be individually listed in MTP 2050; if a proposed TIP project is not individually listed in Chapter 7 of MTP 2050 but is consistent with one of the "category projects," enter the I.D. of the relevant category project.

"MTP program/strategy supported (w/ page #), if no MTP project I.D.": If a proposed TIP project is not consistent with one of the projects in Chapter 7 of MTP 2050, or any of the "category projects", it may still be considered consistent with MTP 2050 by supporting the goals of MTP 2050, as listed on pages 23-25 of Chapter 1 (https://www.wampo.org/_files/ugd/bbf89d_b8265103055d47488ad6e5c221488cd4.pdf). In this event, please use this section of the Call for Projects application to indicate which MTP 2050 goal(s) would be served by the proposed TIP project.

Question: Is there a limit on the information placed inside the Narrative Explanation of Action? I have a couple of paragraphs and wasn't quite sure if I just needed to attach a separate document in order to provide the necessary details for our request.

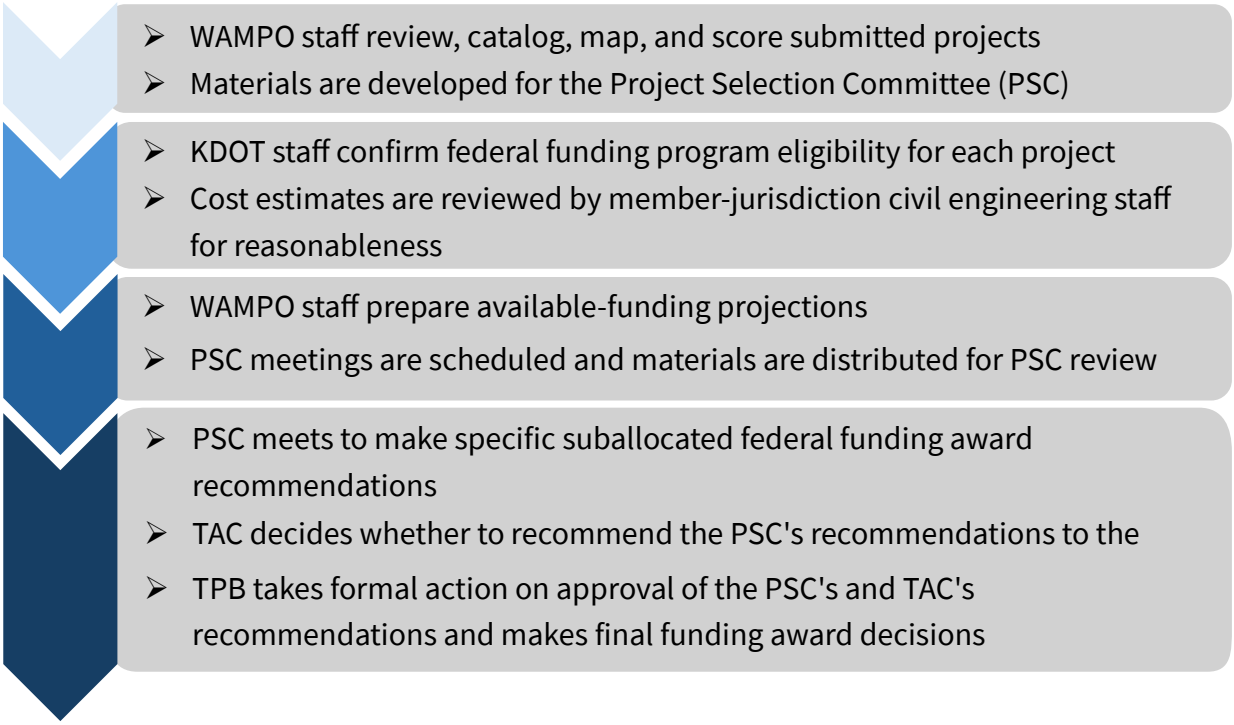
> **Answer:** The only limit on what you may write is the Narrative Explanation of Action section is what Excel will accommodate. If you need to use additional cells or attach something, that is fine. Context is always welcome.

Question: To be sure I am providing the correct amounts, I am not requesting the full project costs but only a portion. Do I need to place in the full contract amounts or just what I intend to program with this request?

> **Answer:** Please provide the overall cost of the project and indicate how much of that cost you are requesting to be paid with suballocated federal funding.

2. Consideration of submitted projects and awarding of WAMPO suballocated federal funding (*winter-spring*)

Phase 2 Overview



After the Call for Projects period closes, WAMPO staff evaluate, catalog, map, and score the projects submitted for suballocated federal funding consideration. Materials are developed for the Project Selection Committee (PSC) to use when developing funding-award recommendations for the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB).

As Call for Projects applications are submitted, WAMPO staff review them for completeness. If staff identify missing information or an apparent inaccuracy, they follow up with the project sponsor to resolve the issue before asking the PSC to consider whether to recommend the project for funding. WAMPO staff also confirm that each submitted project is consistent with the current WAMPO Metropolitan Transportation Plan (MTP), either because the project is individually listed in the MTP or because it fits under a category project in the MTP project list. The current MTP, Metropolitan Transportation Plan 2050 (MTP 2050), is available at www.wampo.org/mtp2050.

WAMPO staff calculate scores for each submitted project (except for planning projects submitted by WAMPO) using evaluation criteria adopted by the Transportation Policy Body for each of nine different project types. While project scores are an important part of the process, the PSC, TAC, and TPB may also consider qualitative factors in their project-selection decisions, since no purely quantitative process can account for every circumstance. The development of project scores provides a consistent, data-informed basis for comparing projects. The TPB-adopted evaluation criteria and detailed breakdowns of how WAMPO staff apply those criteria to project-specific information are provided in Reference 2.1.

In addition to WAMPO staff reviewing projects submitted for suballocated funding consideration, KDOT staff and member-jurisdiction engineering staff complete reviews of all submitted projects. KDOT staff review all submitted projects to confirm which, if any, suballocated federal funding programs each project qualifies for. WAMPO member-jurisdiction engineering staff and/or PSC members examine submitted project cost estimates to determine whether they appear reasonable and complete. WAMPO staff then provide the findings of both of these sets of reviews to the PSC for consideration during the recommendation process.

Including a detailed and reasonable cost estimate with a project application helps assure the PSC that the project is likely to be able to proceed in the timeframe identified by the project sponsor. It also helps the PSC be more confident that the amount of funding they recommend for a project will turn out to be sufficient but not excessive. Examples of project cost estimates submitted in 2026 for the FFY2027-FFY2030 TIP that reviewers did not find to be unreasonable or incomplete are provided in Reference 2.2.

Prior to project-selection discussions, WAMPO staff prepare projections of how much funding from each suballocated federal funding program can reasonably be anticipated to be available in the WAMPO region in each of the four Federal Fiscal Years covered by the new TIP. These projections account for funds already awarded to projects in the first two Federal Fiscal Years of the TIP period. The projections allow the PSC to tailor its recommendations to use as much of the anticipated funding as possible without exceeding projected funding availability.

The PSC, which is tasked with developing detailed recommendations to the TAC and TPB on which specific projects should be awarded suballocated federal funding in the TIP, meets one or more times, with technical support from WAMPO and KDOT staff. Generally, the PSC consists of six (6) to eight (8) members; as of 2026, there are eight members. PSC members are appointed by the TPB Chair, who's term limit is two (2) years, and reserves the right to reappoint or remove members as needed. These appointments are typically announced by the TPB Chair at the March TPB meeting each year, after the annual elections for TPB Chair, TPB Vice Chair, and TAC Chair, in accordance with the TPB and TAC bylaws. The TPB Chair's decisions regarding who to appoint to the PSC may change based on the needs of the project-selection process, the representation of different WAMPO member jurisdictions on the PSC, and other relevant considerations.

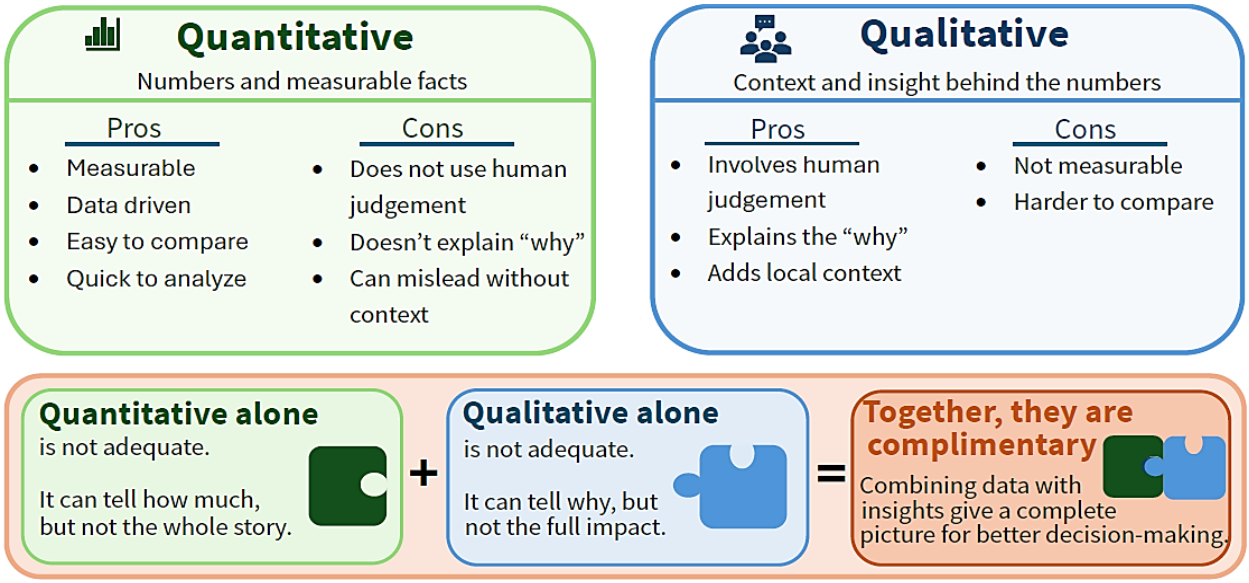
Before the PSC meets, WAMPO staff compile a binder of information for the PSC, including key information on each candidate project. A digital copy of the binder is distributed to PSC members before the first meeting, typically one week in advance. WAMPO staff also provide an Excel workbook containing much of the same information, with formulas intended to help test different funding-award scenarios in the context of projected funding availability. Print versions of the binder materials are provided by WAMPO staff at PSC meetings.

The PSC binder materials typically include background information, an overview of available suballocated federal funding by Federal Fiscal Year (FFY) and funding type, a list of projects currently programmed to receive suballocated federal funding, a list and map of all submitted projects, and individual pages with more detailed information on each candidate project. A template of the key information WAMPO staff compile for the PSC on each candidate project is provided in Reference 2.3. The binder's appendices generally include the TPB-adopted project-evaluation criteria, scoring

breakdowns for each submitted project, WAMPO's suballocated funding-management procedures, and the results of the cost-estimate reasonableness reviews.

At PSC meetings, committee members lead the discussion, with technical support from WAMPO and KDOT staff. As PSC members develop project-specific funding-award amounts to recommend to the TAC and TPB, WAMPO staff edit a shared spreadsheet showing how much projected available funding would remain after any given decision. This enables the PSC to develop recommendations that utilize as much of the projected available funding as possible without exceeding it.

The PSC has discretion regarding which factors to prioritize while discussing and developing its recommendations. Factors considered may be both quantitative and qualitative. Quantitative considerations may include calculated project scores, project eligibility for federal funding, and funding availability in the relevant Federal Fiscal Year. Qualitative considerations made by the PSC may include, but are not limited to, factors such as cost-estimate reasonableness, connections between WAMPO jurisdictions, support from partner jurisdictions, distribution of funding among WAMPO jurisdictions, the project sponsor's priority ranking of its own submitted projects, the size of the population expected to benefit from the project, and demonstration of project readiness. A summary of the benefits of considering both quantitative and qualitative factors is below.



WAMPO staff take notes on the PSC's discussions and draft a summary of the PSC's recommendations. PSC meetings may be recorded to assist staff with compiling accurate notes. Before funding recommendations are shared with any other party, WAMPO staff email a summary to PSC members so they may confirm its accuracy. If the PSC recommends awarding a project less than the maximum amount of suballocated federal funding for which the project is eligible, which is generally 80 percent of the project's estimated qualifying costs, WAMPO staff follow up with the project sponsor to confirm whether the recommended funding award amount is sufficient for the project to proceed.

The Technical Advisory Committee (TAC) then considers the PSC's funding-award recommendations and decides whether to recommend the Transportation Policy Body (TPB) enact those recommendations. The TPB considers both the PSC's and TAC's recommendations and makes the final decision regarding which projects will receive WAMPO suballocated federal funding and in what amounts. This vote is distinct from, and occurs before, any vote on approval of the overall TIP.

Reference 2.1 Project Evaluation Criteria and Scoring Breakdown

In addition to providing the PSC with top-line, project-type-specific scores based on TPB-adopted evaluation criteria, WAMPO staff also provide detailed breakdowns showing how each individual project's score was calculated from the weighted criteria in its corresponding scorecard. Comments on or justifications for the scoring on each measure are also provided to the PSC. Because most TPB-adopted scoring criteria do not include specific thresholds dictating exactly what qualifies a project to receive points in a given category, WAMPO staff developed more detailed scoring breakdowns based on the adopted criteria.

Detailed breakdowns of the evaluation criteria help ensure consistency across projects, particularly because projects may not always be scored by the same individual. The following pages show both the TPB-adopted evaluation criteria (which are also available on the WAMPO TIP webpage, www.wampo.org/transportation-improvement-program) and the more detailed scoring criteria breakdowns developed by WAMPO staff. The detailed scoring criteria breakdowns may be reviewed and adjusted by WAMPO staff in between Calls for Projects to improve the clarity, accuracy, and relevance of each measure, so long as they are consistent with the TPB-adopted evaluation criteria.

Project Evaluation Methodology and Scoring Breakdowns

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Project Evaluation Methodology

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) build 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:

1. Bridge Rehabilitation/Replacement
2. Traffic Management Technologies (Roadway System Mgmt.)
3. Roadway Reconstruction/Modernization/Automation
4. Roadway Expansion
5. Multiuse Trails and Bicycle Facilities
6. Pedestrian Facilities/Safe Routes to School
7. 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, 2025, following the adoption of Metropolitan Transportation Plan 2050.

In addition to the TPB-adopted evaluation criteria and measures, scoring breakdowns for each project type are also shown on the following pages. The more granular breakdowns provide additional guidance when carrying out the project-scoring process, ensures a greater level of consistency between project scorers, and provides the Project Selection Committee (PSC) detailed information on how each project score was calculated.

Projects are scored using the Project Evaluation Criteria shown on the following pages. Project scores are provided to the PSC to help them start their selection discussions.

1. Bridges – Prioritizing Criteria and Measures

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

The bridge must carry vehicular traffic, but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic are evaluated under one of the Bicycle and Pedestrian Facilities categories. Completely new bridges, interchanges, or overpasses where there were none before fall under the Roadway Expansion evaluation category.

Examples of Bridge Rehabilitation/Replacement Projects:

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

1. Bridge Projects – Adopted Scoring Criteria

Bridge Projects Scoring			
	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		25
1a	Measure - Distance to the nearest alternate-crossing bridge		10
1b	Measure - Project location relative to jobs, manufacturing, transit routes, and education		10
1c	Measure - Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network		5
2	***Usage***		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast average daily traffic volume in MTP horizon year		5
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Infrastructure Condition***		20
4a	Measure - Bridge rating		10
4b	Measure - Load posting		10
5	***Multimodal Elements and Existing Connections***		10
5a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
6	***Consistency with Regional Plans***		10
6a	Consistent with plans, studies, goals, policies, strategies		10
7	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		10
7a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		5
7b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		5
8	***Cost Effectiveness***		10
8a	Measure - Cost effectiveness (total points/total project cost)		10
	TOTAL		100

1. Bridge Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 25 Pts.)	
1a	**Distance to the nearest alternate-crossing bridge (Max 10 Pts.)**	**Point Value**
	Greater than 2 miles to nearest alternate bridge.	10 Pts.
	Within 2 miles of nearest alternate bridge.	8 Pts.
	Within 1.5 miles of nearest alternate bridge.	6 Pts.
	Within 1 mile of nearest alternate bridge.	4 Pts.
	Within ½ mile of nearest alternate bridge.	2 Pts.
	¼ mile or less to nearest alternate bridge.	0 Pts.

1b	Project location relative to jobs, manufacturing, transit routes, and education (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 2 points .	2 Pts.
	Project is within 0.5 miles of manufacturing facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of transit routes, add 2 points.	2 Pts.
	Project is within 0.5 miles of educational facilities, add 2 points.	2 Pts.
	If 2 of the above apply, add 1 additional point.	1 Pt.
	If 3 of the above apply, add 1.5 additional points.	1.5 Pts.
	If all 4 of the above apply, add 2 additional points.	2 Pts.

1c	Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network (Max 5 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multiuse trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one or more of the above?	1 Pt.

2	Usage (Max 10 Pts.)	
2a	**Current daily traffic (Max 5 Pts.)**	**Point Value**
	Project-area average daily traffic volumes are greater than 8,500.	5 Pts.
	Project-area average daily traffic volumes are between 5,000 and 8,500.	2.5 Pts.
	Project-area average daily traffic volumes are less than 5,000.	0 Pts.

2b	Forecast average daily traffic volume in MTP horizon year (Max 5 Pts.)	Point Value
	Project-area forecasted average daily traffic volumes in MTP horizon year are greater than 14,000.	5 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are between 7,600 and 14,000.	2.5 Pts.

	Project-area forecasted average daily traffic volumes in MTP horizon year are less than 7,600.	0 Pts.

3	**Distribution of Benefits/Impacts (Max 5 Pts.)**	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Infrastructure Condition (Max 20 Pts.)**	
4a	**Bridge rating (Max 10 Pts.)**	**Point Value**
	Existing bridge structure is rated structurally deficient and has a sufficiency rating of 50 or less.	10 Pts.
	Existing bridge structure is rated functionally obsolete and has a sufficiency rating of 80 or less.	5 Pts.
	Existing bridge structure has a sufficiency rating of 80 or greater.	0 Pts.

4b	**Load posting (Max 10 Pts.)**	**Point Value**
	Bridge has a posted load rating restriction for 10 tons or less.	10 Pts.
	Bridge has a posted load rating restriction for 25 tons or less.	7.5 Pts.
	Bridge has a posted load rating restriction for 40 tons or less.	5 Pts.
	Bridge has a posted load weight limit.	2.5 Pts.
	Bridge does not have a posted load weight limit.	0 Pts.

5	**Multimodal Elements and Existing Connections (Max 10 Pts.)**	
5a	**Transit, bicycle, or pedestrian project elements and connections (Max 10 Pts.)**	**Point Value**
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

6	**Consistency with Regional Plans (Max 10 Pts.)**	
6a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.

	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 10 Pts.)**	
7a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)(Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	2.5 Pts.

8	**Cost Effectiveness (Max 10 Pts.)**	
8a	**Cost effectiveness (total points/total project cost) (Max 10 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	10 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

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

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

Examples of Traffic Management Technology Projects:

• Flashing yellow arrow traffic signals • Traffic signal retiming projects • Integrated corridor signal coordination • Traffic signal control system upgrades • New/replacement detectors • Passive detectors for bicycle riders and pedestrians	• New/replacement traffic mgmt. centers • New/replacement traffic communication • New/replacement CCTV cameras • New/replacement variable message signs & other info. Improvements • Incident-management coordination

2. Traffic Management Technology Projects – Adopted Scoring Criteria

Traffic Management Technology Projects Scoring			
	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		20
1a	Measure - Functional classification of affected roadways; movement of people and goods		7
1b	Measure - Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network		6
1c	Measure - Integration within existing traffic management systems		7
2	***Usage***		10
2a	Measure - Current daily person throughput		5
2b	Measure - Forecast average daily traffic volume in MTP horizon year		5
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Infrastructure Condition/Age***		10
4a	Measure - Upgrades to obsolete equipment		10
5	***Congestion Reduction/Air Quality***		10
5a	Measure - Congested corridor		5
5b	Measure - Emissions and congestion benefits of project		5
6	***Safety***		15
6a	Measure - Crashes reduced		7.5
6b	Measure - Safety issues in project area (e.g., signage, facility geometry)		7.5
7	***Multimodal Elements and Existing Connections***		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	***Consistency with Regional Plans***		10
8a	Consistent with plans, studies, goals, policies, strategies		10
9	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		5
9a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		2
9b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		3
10	***Cost Effectiveness***		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
	TOTAL		100

2. Traffic Management Technology Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 25 Pts.)	
1a	**Functional Classification of affected roadways (Max 7 Pts.)**	**Point Value**
	Project is located on the Interstate Highway System.	3 Pts.
	Project is located on an "Arterial" roadway.	2 Pts.
	Project is located on a "Collector" roadway.	1 Pt.
	Project is located within the WAMPO freight network and will eliminate barriers to use for freight carriers.	2 Pts.
	Project provides or improves connectivity to the road network for people and for freight shippers, receivers, or intermodal transfer facilities.	2 Pts.
	Project is located on a "local" roadway and has no effect on freight networks.	0 Pts.

1b	Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multiuse trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one or more of the above?	2 Pts.

1c	Integration within existing traffic management systems (Max 7 Pts.)	Point Value
	Project will be fully integrated into the existing traffic management systems at the project location.	7 Pts.
	Project will be partially integrated into or accentuate the existing traffic management systems at the project location.	3.5 Pts.
	Project will NOT be integrated into the existing traffic management systems at the project location.	0 Pts.

2	Usage (Max 10 Pts.)	
2a	**Current daily person throughput (Max 5 Pts.)**	**Point Value**
	Project-area average daily traffic volumes are greater than 8,500.	5 Pts.
	Project-area average daily traffic volumes are between 5,000 and 8,500.	2.5 Pts.
	Project-area average daily traffic volumes are less than 5,000.	0 Pts.

2b	Forecast of average daily traffic volume in MTP horizon year (Max 5 Pts.)	Point Value
	Project-area forecasted average daily traffic volumes in MTP horizon year are greater than 14,000.	5 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are between 7,600 and 14,000.	2.5 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are less than 7,600.	0 Pts.

3	Distribution of Benefits/Impacts (Max 5 Pts.)	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	Infrastructure Condition (Max 10 Pts.)	
4a	**Upgrades to obsolete equipment (Max 10 Pts.)**	**Point Value**
	Existing infrastructure was built more than 25 years ago.	10 Pts.
	Existing infrastructure was built more than 20 years ago.	7 Pts.
	Existing infrastructure was built more than 10 years ago.	3 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

5	Congestion Reduction/Air Quality (Max 10 Pts.)	
5a	**Congested corridor (Max 5 Pts.)**	**Point Value**
	Project is on (a) congested corridor(s).	5 Pts.
	Project is on (an) uncongested corridor(s) that is/are forecast to become congested by the MTP horizon year.	2.5 Pts.
	Project is on (an) uncongested corridor(s) that is/are not forecast to become congested by the MTP horizon year.	0 Pts.

5b	**Emissions and congestion benefits of project (Max 5 Pts.)**	**Point Value**
	Project will result in a lowering of traffic congestion and vehicle emissions within the project area.	5 Pts.
	Project will have no effect on congestion or emission levels.	0 Pts.

6	Safety (Max 15 Pts.)	
6a	**Crashes reduced (Max 7.5 Pts.)**	**Point Value**
	Project is at a location where 30 or more crashes occurred in the last five (5) years.	7.5 Pts.
	Project is at a location where 15 or more crashes occurred in the last five (5) years.	4 Pts.
	Project is at a location with no significant history of crashes having occurred in the last five (5) years.	0 Pts.

6b	**Safety issues in project area (Max 7.5 Pts.)**	**Point Value**
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in a 3-year period).	7.5 Pts.
	Project incorporates tangible safety improvements.	4 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7	Multimodal Elements and Existing Connections (Max 10 Pts.)	
7a	**Transit, bicycle, or pedestrian project elements and connections (Max 10 Pts.)**	**Point Value**

	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8	**Consistency with Regional Plans (Max 10 Pts.)**	
8a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

9	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 5 Pts.)**	
9a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk) (Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	1.5 Pts.

10	**Cost Effectiveness (Max 5 Pts.)**	
10a	**Cost effectiveness (total points/total project cost) (Max 5 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	2.5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

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

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

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

• Intersection improvements or alternative intersections such as unsignalized or signalized reduced conflict intersections • Interchange reconstructions that do not involve new ramp movements or added through lanes • Turn lanes • Two-lane-to-three-lane conversions (with a continuous center turn lane) • Lane conversion to on-street parking, or bike-lanes addition • Four-lane-to-three-lane conversions • Roundabouts	• Addition or replacement of traffic signals • Shoulder improvements • Strengthening a non-10-ton roadway • Raised medians, frontage roads, access modifications, or other access management • Roadway improvements that add multimodal elements • New alignments that replace an existing alignment and do not increase the number of through lanes • Resurfacing roadway projects

3. Roadway Reconstruction/Modernization and Spot Mobility Projects – Adopted Scoring Criteria

Roadway Reconstruction/Modernization and Spot Mobility Projects Scoring			
	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		20
1a	Measure - Level of congestion, movement of people and goods		7
1b	Measure - Project location relative to jobs, manufacturing, and education		7
1c	Measure - Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network		6
2	***Usage***		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast average daily traffic volume in MTP horizon year		5
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Infrastructure Condition/Age***		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	***Congestion Reduction***		10
5a	Measure - Vehicle delay reduced		10
6	***Safety***		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g., signage, facility geometry)		5
7	***Multimodal Elements and Existing Connections***		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	***Consistency with Regional Plans***		10
8a	Consistent with plans, studies, goals, policies, strategies		10
9	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		5
9a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		2
9b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		3
10	***Cost Effectiveness***		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
	TOTAL		100

3. Roadway Reconstruction/Modernization and Spot Mobility Projects Scoring Breakdown

1	**Role in the Regional Transportation System and Economy (Max 20 Pts.)**	
1a	**Level of congestion, movement of people and goods (Max 7 Pts.)**	**Point Value**
	Project results in maximum reduction in the level of congestion and facilitates the movement of people and goods.	7 Pts.
	Project results in some level of reduction in the level of congestion and may facilitate the movement of people and goods.	3.5 Pts.
	Project results in no appreciable reduction in the level of congestion nor facilitates the movement of people or goods.	0 Pts.

1b	**Project location relative to jobs, manufacturing, and education (Max 7 Pts.)**	**Point Value**
	Project is within 0.5 miles of sources of employment, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of manufacturing facilities, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of transit routes, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of educational facilities, add 1.25 points.	1.25 Pts.
	If 2 of the above apply, add 1 additional point.	1 Pt.
	If 3 of the above apply, add 1.5 additional points.	1.5 Pts.
	If all 4 of the above apply, add 2 additional points.	2 Pts.

1c	**Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network (Max 6 Pts.)**	**Point Value**
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one or more of the above?	2 Pts.

2	**Usage (Max 10 Pts.)**	
2a	**Current daily traffic (Max 5 Pts.)**	**Point Value**
	Project-area average daily traffic volumes are greater than 8,500.	5 Pts.
	Project-area average daily traffic volumes are between 5,000 and 8,500.	2.5 Pts.
	Project-area average daily traffic volumes are less than 5,000.	0 Pts.

2b	**Forecast of average daily traffic volume in MTP horizon year (Max 5 Pts.)**	**Point Value**
	Project-area forecasted average daily traffic volumes in MTP horizon year are greater than 14,000.	5 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are between 7,600 and 14,000.	2.5 Pts.

	Project-area forecasted average daily traffic volumes in MTP horizon year are less than 7,600.	0 Pts.

3	**Distribution of Benefits/Impacts (Max 5 Pts.)**	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Infrastructure Condition (Max 15 Pts.)**	
4a	**Date of construction (Max 7.5 Pts.)**	**Point Value**
	Existing infrastructure was built more than 25 years ago.	7.5 Pts.
	Existing infrastructure was built more than 20 years ago.	5 Pts.
	Existing infrastructure was built more than 10 years ago.	2.5 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

4b	**Geometric, structural, or infrastructure improvements (Max 7.5 Pts.)**	**Point Value**
	Project includes all the following, resulting in improved comfort and safety for the users: geometric, structural, and infrastructure improvements.	7.5 Pts.
	Project includes at least two of the following, resulting in improved comfort and safety for the users: geometric, structural, and infrastructure improvements.	5 Pts.
	Project includes at least one of the following, resulting in improved comfort and safety for the users: geometric, structural, and infrastructure improvements.	2.5 Pts.
	Project doesn't include any geometric, structural, or infrastructure improvements.	0 Pts.

5	**Congestion Reduction (Max 10 Pts.)**	
5a	**Vehicle delay reduced (Max 10 Pts.)**	**Point Value**
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6	**Safety (Max 10 Pts.)**	
6a	**Crash history (Max 5 Pts.)**	**Point Value**
	Project is at a location where 30 or more crashes occurred in the last five (5) years.	5 Pts.
	Project is at a location where 15 or more crashes occurred in the last five (5) years.	2.5 Pts.
	Project is at a location with no significant history of crashes having occurred in the last five (5) years.	0 Pts.

6b	Safety issues in project area (Max 5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in a 3-year period).	5 Pts.
	Project incorporates tangible safety improvements.	2.5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7	Multimodal Elements and Existing Connections (Max 10 Pts.)	
7a	Transit, bicycle, or pedestrian project elements and connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8	Consistency with Regional Plans (Max 10 Pts.)	
8a	Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

9	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 5 Pts.)	
9a	Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)	Point Value
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)(Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	1.5 Pts.

10	**Cost Effectiveness (Max 5 Pts.)**	
10a	**Cost effectiveness (total points/total project cost) (Max 5 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	2.5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

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

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

Examples of Roadway Expansion (Existing Road) Projects:

• Two-lane-to-four-lane expansions • Other through-lane expansions (excludes addition of a continuous center turn lane) • Four-lane-to-six-lane expansions • New interchanges with or without associated frontage roads	• Expanded interchanges with either new ramp movements or added through lanes • New bridges, overpasses, and underpasses

4.a. Roadway Expansion (Existing Road) Projects – Adopted Scoring Criteria

Roadway Expansion (Existing Road) Projects Scoring			
	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		20
1a	Measure - Level of congestion, movement of people and goods		7
1b	Measure - Project location relative to jobs, manufacturing, transit routes, and education		7
1c	Measure - Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network		6
2	***Usage***		10
2a	Measure - Current daily traffic		5
2b	Measure - Forecast average daily traffic volume in MTP horizon year		5
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Infrastructure Condition/Age***		15
4a	Measure - Date of construction		7.5
4b	Measure - Geometric, structural, or infrastructure improvements		7.5
5	***Congestion Reduction***		10
5a	Measure - Vehicle delay reduced		10
6	***Safety***		10
6a	Measure - Crash history		5
6b	Measure - Safety issues in project area (e.g., signage, facility geometry)		5
7	***Multimodal Elements and Existing Connections***		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	***Consistency with Regional Plans***		10
8a	Consistent with plans, studies, goals, policies, strategies		10
9	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		5
9a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		2
9b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		3
10	***Cost Effectiveness***		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
	TOTAL		100

4.a. Roadway Expansion (Existing Road) Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 20 Pts.)	
1a	**Level of congestion; movement of people and goods (Max 7 Pts.)**	**Point Value**
	Project results in maximum reduction in the level of congestion and facilitates the movement of people and goods.	7 Pts.
	Project results in some level of reduction in the level of congestion and may facilitate the movement of people and goods.	3.5 Pts.
	Project results in no appreciable reduction in the level of congestion nor facilitates the movement of people or goods.	0 Pts.

1b	**Project location relative to jobs, manufacturing, and education (Max 7 Pts.)**	**Point Value**
	Project is within 0.5 miles of sources of employment, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of manufacturing facilities, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of transit routes, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of educational facilities, add 1.25 points.	1.25 Pts.
	If 2 of the above apply, add 1 additional point.	1 Pt.
	If 3 of the above apply, add 1.5 additional points.	1.5 Pts.
	If all 4 of the above apply, add 2 additional points.	2 Pts.

1c	**Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network (Max 6 Pts.)**	**Point Value**
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one or more of the above?	2 Pts.

2	Usage (Max 10 Pts.)	
2a	**Current daily traffic (Max 5 Pts.)**	**Point Value**
	Project-area average daily traffic volumes are greater than 8,500.	5 Pts.
	Project-area average daily traffic volumes are between 5,000 and 8,500.	2.5 Pts.
	Project-area average daily traffic volumes are less than 5,000.	0 Pts.

2b	**Forecast of average daily traffic volume in MTP horizon year (Max 5 Pts.)**	**Point Value**
	Project-area forecasted average daily traffic volumes in MTP horizon year are greater than 14,000.	5 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are between 7,600 and 14,000.	2.5 Pts.

	Project-area forecasted average daily traffic volumes in MTP horizon year are less than 7,600.	0 Pts.

3	**Distribution of Benefits/Impacts (Max 5 Pts.)**	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Infrastructure Condition (Max 15 Pts.)**	
4a	**Date of construction (Max 7.5 Pts.)**	**Point Value**
	Existing infrastructure was built more than 25 years ago.	7.5 Pts.
	Existing infrastructure was built more than 20 years ago.	5 Pts.
	Existing infrastructure was built more than 10 years ago.	2.5 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

4b	**Geometric, structural, or infrastructure improvements (Max 7.5 Pts.)**	**Point Value**
	Project includes all the following, resulting in improved comfort and safety for the users: geometric, structural, and infrastructure improvements.	7.5 Pts.
	Project includes at least two of the following, resulting in improved comfort and safety for the users: geometric, structural, and infrastructure improvements.	5 Pts.
	Project includes at least one of the following, resulting in improved comfort and safety for the users: geometric, structural, and infrastructure improvements.	2.5 Pts.
	Project doesn't include any geometric, structural, or infrastructure improvements.	0 Pts.

5	**Congestion Reduction (Max 10 Pts.)**	
5a	**Vehicle delay reduced (Max 10 Pts.)**	**Point Value**
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6	**Safety (Max 10 Pts.)**	
6a	**Crash history (Max 5 Pts.)**	**Point Value**
	Project is at a location where 30 or more crashes occurred in the last five (5) years.	5 Pts.
	Project is at a location where 15 or more crashes occurred in the last five (5) years.	2.5 Pts.
	Project is at a location with no significant history of crashes having occurred in the last five (5) years.	0 Pts.

6b	**Safety issues in project area (Max 5 Pts.)**	**Point Value**

	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in a 3-year period).	5 Pts.
	Project incorporates tangible safety improvements.	2.5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7	**Multimodal Elements and Existing Connections (Max 10 Pts.)**	
7a	**Transit, bicycle, or pedestrian project elements and connections (Max 10 Pts.)**	**Point Value**
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8	**Consistency with Regional Plans (Max 10 Pts.)**	
8a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

9	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 5 Pts.)**	
9a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk) (Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	1.5 Pts.

10	Cost Effectiveness (Max 5 Pts.)	
10a	**Cost effectiveness (total points/total project cost) (Max 5 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	2.5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

4.b. Roadway Expansion (New Road) – Prioritizing Criteria and Measures

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

Examples of New Roadway Expansion (New Road) Projects:

• New roadways connecting communities	• New bridge connections providing connectivity between two or more communities

4.b. Roadway Expansion (New Road) Projects – Adopted Scoring Criteria

Roadway Expansion (New Road) Projects Scoring			
	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		25
1a	Measure - Level of congestion, movement of people and goods		8
1b	Measure - Project location relative to jobs, manufacturing, transit routes, and education		10
1c	Measure - Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network		7
2	***Usage***		10
2a	Measure - Forecast average daily traffic volume in MTP horizon year		10
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Connecting Communities in the Region***		10
4a	Promotes regional roadway connections		10
5	***Congestion Reduction***		10
5a	Measure - Vehicle delay reduced		10
6	***Safety***		10
6a	Addresses safety concerns		10
7	***Multimodal Elements and Existing Connections***		10
7a	Measure - Transit, bicycle, or pedestrian project elements and connections		10
8	***Consistency with Regional Plans***		10
8a	Consistent with plans, studies, goals, policies, strategies		10
9	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		5
9a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		2
9b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		3
10	***Cost Effectiveness***		5
10a	Measure - Cost effectiveness (total points/total project cost)		5
	TOTAL		100

4.b. Roadway Expansion (New Road) Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 25 Pts.)	
1a	**Level of congestion; movement of people and goods (Max 8 Pts.)**	**Point Value**
	Project results in maximum reduction in the level of congestion and facilitates the movement of people and goods.	8 Pts.
	Project results in some level of reduction in the level of congestion and may facilitate the movement of people and goods.	4 Pts.
	Project results in no appreciable reduction in the level of congestion nor facilitates the movement of people or goods.	0 Pts.

1b	**Project location relative to jobs, manufacturing, and education (Max 10 Pts.)**	**Point Value**
	Project is within 0.5 miles of sources of employment, add 1.25 points.	2 Pts.
	Project is within 0.5 miles of manufacturing facilities, add 1.25 points.	2 Pts.
	Project is within 0.5 miles of transit routes, add 1.25 points.	2 Pts.
	Project is within 0.5 miles of educational facilities, add 1.25 points.	2 Pts.
	If 2 of the above apply, add 1 additional point.	1 Pt.
	If 3 of the above apply, add 1.5 additional points.	1.5 Pts.
	If all 4 of the above apply, add 2 additional points.	2 Pts.

1c	**Transit routes, freight corridors, bicycle and trail corridors, and bicycle/pedestrian network (Max 7 Pts.)**	**Point Value**
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one or more of the above?	3 Pts.

2	Usage (Max 10 Pts.)	
2a	**Forecast of average daily traffic volume in MTP horizon year (Max 10 Pts.)**	**Point Value**
	Project-area forecasted average daily traffic volumes in MTP horizon year are greater than 14,000.	10 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are between 7,600 and 14,000.	5 Pts.
	Project-area forecasted average daily traffic volumes in MTP horizon year are less than 7,600.	0 Pts.

3	Distribution of Benefits/Impacts (Max 5 Pts.)	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**

	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Connecting Communities in the Region (Max 10 Pts.)**	
4a	**Promotes regional roadway connections (Max 10 Pts.)**	**Point Value**
	Project connects two separate pieces of the regional roadway network that weren't previously connected or facilitates the movement of people and goods in a way not available without the project present.	10 Pts.
	Project adds at least one connection to the regional roadway network.	5 Pts.
	Project adds no connections to the regional roadway network.	0 Pts.

5	**Congestion Reduction (Max 10 Pts.)**	
5a	**Vehicle delay reduced (Max 10 Pts.)**	**Point Value**
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6	**Safety (Max 10 Pts.)**	
6a	**Addresses safety concerns (Max 10 Pts.)**	**Point Value**
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in a 3-year period).	10 Pts.
	Project incorporates tangible safety improvements.	5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7	**Multimodal Elements and Existing Connections (Max 10 Pts.)**	
7a	**Transit, bicycle, or pedestrian project elements and connections (Max 10 Pts.)**	**Point Value**
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8	**Consistency with Regional Plans (Max 10 Pts.)**	
8a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.

	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

9	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 5 Pts.)**	
9a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	1 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk) (Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	1.5 Pts.

10	**Cost Effectiveness (Max 5 Pts.)**	
10a	**Cost effectiveness (total points/total project cost) (Max 5 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	2.5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

5. Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Definition: A project that benefits bicycle riders and/or other nonmotorized travelers. All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve botha transportation purpose and a recreational purpose. Multiuse-trail bridges and underpasses are eligible in this category.

Examples of Multiuse Trail and Bicycle Facilities Projects:

• Multiuse trails • Trail bridges/underpasses • On-street bicycle lanes, improved signalization, detectors for bicycles	• Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

5. Multiuse Trails and Bicycle Facilities Projects – Adopted Scoring Criteria

Multiuse Trails and Bicycle Facilities Projects Scoring			
	Criteria and Measures	Points	%
1	***Role in the Regional Transportation System and Economy***		20
1a	Measure - Level of congestion, principal-arterial-intersection-conversion-study priorities, and congestion-management and safety plan opportunity areas		5
1b	Measure - Project location relative to the regional bicycle transportation network, bicycle commuting corridors		5
1c	Measure - Connection to jobs, transit routes, and educational institutions		5
1d	Measure - Connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity		5
2	***Potential Usage***		15
2a	Measure - Existing population and employment within 1 mile (potential usage), population density and employment density		10
2b	Measure - Snow and ice control		5
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Deficiencies and Safety***		10
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		5
4b	Measure - Deficiencies corrected or safety problems addressed		5
5	***Multimodal Elements and Existing Connections***		20
5a	Measure - Transit or pedestrian/bicycle elements of the project and connections, level of traffic stress		20
6	***Consistency with Regional Plans***		10
6a	Consistent with plans, studies, goals, policies, strategies		10
7	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		10
7a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		5
7b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		5
8	***Cost Effectiveness***		10
8a	Measure - Cost effectiveness (total points/total project cost)		10
	TOTAL		100

5. Multiuse Trails and Bicycle Facilities Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 20 Pts.)	
1a	**Level of congestion, principal-arterial-intersection-conversion-study priorities, and congestion-management and safety plan opportunity areas (Max 5 Pts.)**	**Point Value**
	Project is in highly congested areas that are also principal-arterial-intersection-conversion-study priorities, congestion-management areas, or safety-plan opportunity areas.	5 Pts.
	Project is in medium-congestion areas or are principal-arterial-intersection-conversion-study priorities, congestion-management areas, or safety-plan opportunity areas.	3 Pts.
	Project is in uncongested areas that are not principal-arterial-intersection-conversion-study priorities, congestion-management areas, or safety-plan opportunity areas.	1 Pt.

1b	**Project location relative to the regional bicycle transportation network, bicycle commuting corridors (Max 5 Pts.)**	**Point Value**
	Project connects two separate pieces of the regional bicycle transportation network or other bicycle commuting corridor(s) that weren't previously connected.	5 Pts.
	Project adds at least one connection to the existing bicycle network.	2.5 Pts.
	Project adds no connections to the existing bicycle network.	0 Pts.

1c	**Connection to jobs, transit routes, and educational institutions (Max 5 Pts.)**	**Point Value**
	Project is within 0.5 miles of a transit route.	1 Pt.
	Project is within 0.5 miles of educational facilities.	2 Pts.
	Project is within 0.5 miles of employment.	2 Pts.

1d	**Connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity (Max 5 Pts.)**	**Point Value**
	Project adds connectivity to existing transit routes.	1.25 Pts.
	Project adds connectivity to existing trails/trail networks.	1.25 Pts.
	Project adds connectivity to existing bicycle corridor.	1.25 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	1.25 Pts.

2	Potential Usage (Max 15 Pts.)	
2a	**Existing population and employment within 1 mile (potential usage), population density and employment density (Max 10 Pts.)**	**Point Value**
	Project is within one mile of existing employment opportunities.	5 Pts.
	Project is within one mile of existing population centers.	5 Pts.

	Project is more than one mile from existing employment opportunities and population centers.	0 Pts.

2b	**Snow and ice control (Max 5 Pts.)**	**Point Value**
	Project includes provisions for snow & ice removal from project facilities.	5 Pts.
	Project does not include provisions for snow & ice removal from project facilities.	0 Pts.

3	**Distribution of Benefits/Impacts (Max 5 Pts.)**	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Deficiencies and Safety (Max 10 Pts.)**	
4a	**Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (Max 5 Pts.)**	**Point Value**
	Project closes a gap or removes a barrier present in the existing bicycle/pedestrian network.	2.5 Pts.
	Project improves continuity of the bicycle/pedestrian network between jurisdictions.	2.5 Pts.

4b	**Deficiencies corrected or safety problems addressed (Max 5 Pts.)**	**Point Value**
	Project makes meaningful safety improvements or deficiency corrections in a location that has had at least one crash-related bicycle/pedestrian fatality or serious injury and/or 15 or more overall bicycle/pedestrian crashes in the last five (5) years.	5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location that has had 10 or more bicycle/pedestrian crashes or serious-injury crashes in the last five (5) years.	3 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5	**Multimodal Elements and Existing Connections (Max 20 Pts.)**	
5a	**Transit or pedestrian/bicycle elements of the project and connections, level of traffic stress (Max 20 Pts.)**	**Point Value**
	Project connects with a transit route.	5 Pts.
	Project would alleviate a facility with a Bicycle Level of Traffic Stress (BLTS) of 4.	15 Pts.
	Project would alleviate a facility with a Bicycle Level of Traffic Stress (BLTS) of 3.	10 Pts.
	Project would alleviate a facility with a Bicycle Level of Traffic Stress (BLTS) of 2.	5 Pts.

	Project would alleviate a facility with a Bicycle Level of Traffic Stress (BLTS) of 1.	0 Pts.

6	**Consistency with Regional Plans (Max 10 Pts.)**	
6a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 10 Pts.)**	
7a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk) (Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	2.5 Pts.

8	**Cost Effectiveness (Max 10 Pts.)**	
8a	**Cost effectiveness (total points/total project cost) (Max 10 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	10 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

6.a. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Prioritizing Criteria and Measures

Definition:

Pedestrian Facilities: A project that primarily benefits pedestrians and the mobility-impaired. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses and bicycle facilities fall under the Multiuse Trail and Bicycle Facilities category, and not Pedestrian Facilities.

Examples of Pedestrian Facility Projects:

• Sidewalks • Streetscaping • Americans with Disabilities Act (ADA) improvements	• Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

6.a. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Projects – Adopted Scoring Criteria

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Projects Scoring Criteria and Measures		Points	%
1	***Role in the Regional Transportation System and Economy***		30
1a	Measure - Project location relative to the regional bicycle transportation network, Bicycle Commuting Corridors (BCCs), and Pedestrian Areas (PAs)		10
1b	Measure - Connection to jobs and educational institutions		10
1c	Measure - connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity		10
2	***Potential Usage***		20
2a	Measure - Existing population and employment within 1/2 mile (potential usage)		10
2b	Measure - Snow and ice control		10
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Deficiencies and Safety***		15
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		7.5
4b	Measure - Deficiencies corrected or safety problems addressed		7.5
5	***Consistency with Regional Plans***		10
5a	Consistent with plans, studies, goals, policies, strategies		10
6	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		10
6a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		5
6b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		5
7	***Cost Effectiveness***		10
7a	Measure - Cost effectiveness (total points/total project cost)		10
	TOTAL		100

6.a. Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 25 Pts.)	
1a	**Project location relative to the regional bicycle transportation network, Bicycle Commuting Corridors (BCCs), and Pedestrian Areas (PAs) (Max 10 Pts.)**	**Point Value**
	Project substantially improves pedestrian access to the regional bicycle transportation network, Bicycle Commuting Corridors (BCCs), and Pedestrian Areas (PAs).	10 Pts.
	Project somewhat improves pedestrian access to the regional bicycle transportation network, Bicycle Commuting Corridors (BCCs), and Pedestrian Areas (PAs).	5 Pts.
	Project does not improve pedestrian access to the regional bicycle transportation network, Bicycle Commuting Corridors (BCCs), or Pedestrian Areas (PAs).	0 Pts.

1b	Connections to jobs and educational institutions (Max 10 Pts.)	Point Value
	Project provides connections to sources of employment within a 1/2 mile.	5 Pts.
	Project provides connections to educational facilities within a 1/2 mile.	5 Pts.

1c	Connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity (Max 10 Pts.)	Point Value
	Project adds connectivity to existing transit routes.	2.5 Pts.
	Project adds connectivity to existing trails/trail networks.	2.5 Pts.
	Project adds connectivity to existing bicycle corridor.	2.5 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	2.5 Pts.

2	Potential Usage (Max 20 Pts.)	
2a	**Existing population and employment within 1/2 mile (Max 10 Pts.)**	**Point Value**
	Project is within 1/2 mile of existing employment opportunities.	5 Pts.
	Project is within 1/2 mile of existing population centers.	5 Pts.
	Project is more than 1/2 mile from existing employment opportunities and population centers.	0 Pts.

2b	Snow and Ice Control (Max 10 Pts.)	Point Value
	Project includes provisions for snow & ice removal from project facilities.	10 Pts.
	Project does not include provisions for snow & ice removal from project facilities.	0 Pts.

3	Distribution of Benefits/Impacts (Max 5 Pts.)	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**

	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Deficiencies and Safety (Max 15 Pts.)**	
4a	**Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (Max 10 Pts.)**	**Point Value**
	Project closes a gap or removes a barrier present in the existing bicycle/pedestrian network.	3.5 Pts.
	Project improves continuity of the bicycle/pedestrian network between jurisdictions.	4 Pts.

4b	**Deficiencies corrected or safety problems addressed (Max 10 Pts.)**	**Point Value**
	Project makes meaningful safety improvements or deficiency corrections in a location that has had at least one crash-related bicycle/pedestrian fatality or serious injury and/or 15 or more overall bicycle/pedestrian crashes in the last five (5) years.	7.5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location that has had 10 or more bicycle/pedestrian crashes or serious-injury crashes in the last five (5) years.	4 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5	**Consistency with Regional Plans (Max 10 Pts.)**	
5a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 10 Pts.)**	
6a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.

	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

6b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk) (Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	2.5 Pts.

7	**Cost Effectiveness (Max 10 Pts.)**	
7a	**Cost effectiveness (total points/total project cost) (Max 10 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	10 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

6.b. Pedestrian Facilities (Safe Routes to School Infrastructure) – Prioritizing Criteria and Measures

Definition:

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

Examples of Safe Routes to School Infrastructure Projects:

• Sidewalks benefiting people going to the school • Multiuse trails benefiting people going to the school	• Improved crossings benefiting people going to the school • Multiple improvements

6.b. Pedestrian Facilities (Safe Routes to School Infrastructure) Projects – Adopted Scoring Criteria

Pedestrian Facilities (Safe Routes to School Infrastructure) Projects Scoring			
	Criteria and Measures	Points	%
1	***Relationship to Safe Routes to School Program Elements***		25
1a	Measure - Project addresses 6 Es (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement) of the SRTS program		15
1b	Measure - Connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity		10
2	***Potential Usage***		20
2a	Measure - Average share of student population that bicycles, walks, or rolls to/from K12 school; or student registrations		15
2b	Measure - Student population within school's walkshed		5
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Deficiencies and Safety***		20
4a	Measure - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project		10
4b	Measure - Deficiencies corrected or safety problems addressed		10
5	***Consistency with Regional Plans***		10
5a	Consistent with plans, studies, goals, policies, strategies		10
6	***Public Engagement/Risk Assessment***		10
6a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		5
6b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		5
7	***Cost Effectiveness***		10
7a	Measure - Cost effectiveness (total points/total project cost)		10
	TOTAL		100

6.b. Pedestrian Facilities (Safe Routes to School Infrastructure) Projects Scoring Breakdown

1	**Relationship to Safe Routes to School Program Elements (Max 25 Pts.)**	
1a	**Project addresses 6 Es (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement) of the SRTS program (Max 15 Pts.)**	**Point Value**
	Addresses 5 or more E's (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement).	15 pts.
	Addresses 4 E's (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement).	12 pts
	Addresses 3 E's (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement).	9 pts
	Addresses 2 E's Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement).	6 pts
	Addresses 1 E (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement).	3 pts
	Addressed 0 E's (Evaluation, Engineering, Education, Encouragement, Engagement, and Enforcement).	0 pts.

1b	**Connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity (Max 10 Pts.)**	**Point Value**
	Project adds connectivity to existing transit routes.	2.5 Pts.
	Project adds connectivity to existing trails/trail networks.	2.5 Pts.
	Project adds connectivity to existing bicycle corridor.	2.5 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	2.5 Pts.

2	**Potential Usage (Max 20 Pts.)**	
2a	**Average share of student population that bicycles, walks, or rolls to/from K12 School; or student registrations (Max 15 Pts.)**	**Point Value**
	Average share of student population that bicycles, walks or rolls to/from school is between 75 and 100 percent or school's student registrations are in the top 10% for the region.	15 pts.
	Average share of student population that bicycles, walks or rolls to/from school is between 50 and 75 percent or school's student registrations are in the top 40% for the region.	10 pts.
	Average share of student population that bicycles, walks or rolls to/from school is between 25 and 50 percent or school's student registrations are in the top 80% for the region.	5 pts.
	Average share of student population that bicycles, walks or rolls to/from school is between 0 and 25 percent and school's student registrations are in the bottom 20% for the region.	0 pts.

2b	Student population within school's walkshed (Max 5 Pts.)	Point Value
	Share of student population that is within the school's walkshed is between 75 and 100 percent.	5 pts.
	Share of student population that is within the school's walkshed is between 50 and 75 percent.	4 pts.
	Share of student population that is within the school's walkshed is between 25 and 50 percent.	2 pts.
	Share of student population that is within the school's walkshed is between 0 and 25 percent.	0 pts.

3	Distribution of Benefits/Impacts (Max 5 Pts.)	
3a	Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)	Point Value
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	Deficiencies and Safety (Max 20 Pts.)	
4a	Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (Max 10 Pts.)	Point Value
	Project closes a gap or removes a barrier present in the existing bicycle/pedestrian network.	5 Pts.
	Project improves continuity of the bicycle/pedestrian network between jurisdictions.	5 Pts.

4b	Deficiencies corrected or safety problems addressed (Max 10 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location that has had at least one crash-related bicycle/pedestrian fatality or serious injury and/or 15 or more overall bicycle/pedestrian crashes in the last five (5) years.	10 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location that has had 10 or more bicycle/pedestrian crashes or serious-injury crashes in the last five (5) years.	5 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5	Consistency with Regional Plans (Max 10 Pts.)	
5a	Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.

	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6	**Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 10 Pts.)**	
6a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

6b	**National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk) (Max 5 Pts.)**	**Point Value**
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	2.5 Pts.

7	**Cost Effectiveness (Max 10 Pts.)**	
7a	**Cost effectiveness (total points/total project cost) (Max 10 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	10 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

7. Transit Expansion and Modernization – Prioritizing Criteria and Measures

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may benefit existing or future riders, but the projects are evaluated primarily on the ability to attract new riders.

A modernization project makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may benefit existing or future riders, but these projects are evaluated primarily on their benefits to existing riders.

Routine facility maintenance and upkeep are not part of this category.

Examples of Transit Expansion and Modernization Projects:

Examples of Transit Expansion Projects:	Examples of Transit Modernization Projects:
• Operating funds for new or expanded transit service • Transit vehicles for new or expanded service • Customer facilities for new or expanded service, new transit centers or stations along a route • Park-and-ride facilities or expansions • Bus/transit-vehicle purchases	• Improved boarding areas, lighting, safety and security equipment, real-time signage • Passenger waiting facilities, heated facilities, or weather protection • New transit maintenance and support facilities/garages or upgrades to existing facilities • ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area • Improved fare-collection systems • Multiple eligible improvements along a route

7. Transit Expansion and Modernization Projects – Adopted Scoring Criteria

Transit Expansion and Modernization Projects Scoring Criteria and Measures		Points	%
1	***Role in the Regional Transportation System and Economy***		15
1a	Measure - Level of congestion, principal-arterial-intersection-conversion-study priorities, and congestion-management and safety plan opportunity areas		5
1b	Measure - Project location relative to population density, jobs, manufacturing, transit routes, and education		5
1c	Measure - connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity		5
2	***Usage – Demonstration of Need***		20
2a	Measure - New annual riders (for expansion projects)		10
2b	Measure - Total existing annual riders (for modernization projects)		10
3	***Distribution of Benefits/Impacts***		5
3a	Measure - Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas		5
4	***Air Quality Emissions Reduction***		15
4a	Measure - Emissions and congestion benefits of project, kilograms of emissions reduction		15
5	***Multimodal Elements and Existing Connections***		15
5a	Measure - Bicycle and pedestrian elements of the project and connections		15
6	***Consistency with Regional Plans – Accessibility & Collaboration with MPO's Coordinated Transit Plan***		10
6a	Consistent with plans, studies, goals, policies, strategies		10
7	***Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)***		10
7a	Measure - Public engagement/municipal support/KDOT consult/railroad involvement		5
7b	Measure - National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)		5
8	***Cost Effectiveness***		10
8a	Measure - Cost effectiveness (total points/total project cost)		10
	TOTAL		100

7. Transit Expansion and Modernization Projects Scoring Breakdown

1	Role in the Regional Transportation System and Economy (Max 15 Pts.)	
1a	**Level of congestion, principal-arterial-intersection-conversion-study priorities, and congestion-management and safety plan opportunity areas (Max 5 Pts.)**	**Point Value**
	Project is in highly congested areas that are also principal-arterial-intersection-conversion-study priorities, congestion-management areas, or safety-plan opportunity areas.	5 Pts.
	Project is in medium-congestion areas or are principal-arterial-intersection-conversion-study priorities, congestion-management areas, or safety-plan opportunity areas.	3 Pts.
	Project is in uncongested areas that are not principal-arterial-intersection-conversion-study priorities, congestion-management areas, or safety-plan opportunity areas.	1 Pt.

1b	**Project location relative to population density, jobs, manufacturing, transit routes, and education (Max 5 Pts.)**	**Point Value**
	Project is within 1 mile of existing employment opportunities.	2 Pts.
	Project is within 1 mile of existing population centers.	1.5 Pts
	Project is within 1 mile of existing educational institutions.	1.5 Pts

1c	**Connectivity to transit routes, trail connectivity, bicycle corridor connectivity, bicycle/pedestrian network connectivity (Max 5 Pts.)**	**Point Value**
	Project adds connectivity to existing transit routes.	1.25 Pts.
	Project adds connectivity to existing trails/trail networks.	1.25 Pts.
	Project adds connectivity to existing bicycle corridor.	1.25 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	1.25 Pts.

2	**Usage - Demonstration of Need (Max 20 Pts.)**	
2a	**New Annual Riders (for expansion projects) (Max 10 Pts.)**	**Point Value**
	Expansion project may result in a 1% increase in potential new annual users.	10 Pts.
	Expansion project may result in a measurable increase in potential new annual users.	5 Pts.
	Project is unlikely to result in a measurable increase in potential new annual users.	0 Pts.

2b	**Total existing annual riders (for modernization projects) (Max 10 Pts.)**	**Point Value**
	Modernization project is on is on a route/system with high existing annual riders relative to the rest of the region.	10 Pts.
	Modernization project is on is on a route/system with medium existing annual riders relative to the rest of the region.	5 Pts.

	Modernization project is on is on a route/system with low existing annual riders relative to the rest of the region.	0 Pts.

3	**Distribution of Benefits/Impacts (Max 5 Pts.)**	
3a	**Balanced distribution of project's benefits, impacts, & mitigation; connection to under-resourced areas (Max 5 Pts.)**	**Point Value**
	The project's benefits, impacts, and mitigation are distributed in a balanced manner.	3 Pts.
	The project connects to under-resourced areas.	2 Pts.

4	**Air Quality Emissions Reduction (Max 15 Pts.)**	
4a	**Emissions and congestion benefits of project, kilograms of emissions reduction (Max 15 Pts.)**	**Point Value**
	Project provides high emissions reductions.	15 Pts.
	Project provides medium emissions reductions.	10 Pts.
	Project provides low emissions reductions.	5 Pts.
	Project provides no emissions reductions.	0 Pts.

5	**Multimodal Elements and Existing Connections (Max 15 Pts.)**	
5a	**Bicycle and pedestrian elements of the project and connections (Max 15 Pts.)**	**Point Value**
	Project includes bicycle features or connections.	3.75 Pts.
	Project increases the population able to access public transit from the bicycle network and vice versa.	3.75 Pts.
	Project includes pedestrian features or connections.	3.75 Pts.
	Project increases the population able to access public transit from the pedestrian network and vice versa.	3.75 Pts.

6	**Consistency with Regional Plans – Accessibility & Collaboration with MPO's Coordinated Transit Plan (Max 10 Pts.)**	
6a	**Consistent with plans, studies, goals, policies, strategies (Max 10 Pts.)**	**Point Value**
	Project is part of established regional plans & goals or has been designed to integrate with them.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7	Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties (Max 10 Pts.)	
7a	**Public engagement/municipal support/KDOT consult/railroad involvement (Max 5 Pts.)**	**Point Value**
	Project has been presented to and has support of/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected to be included in the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included in/consulted on the project discussions and potential problem resolutions, but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7b	National Environmental Policy Act, National Historic Preservation Act (e.g., historic resources areas, ROW easements, flood risk)(Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Act.	2.5 Pts.

8	Cost Effectiveness (Max 10 Pts.)	
8a	**Cost effectiveness (total points/total project cost) (Max 10 Pts.)**	**Point Value**
	Relative to other projects of the same type, this project has a high ratio between its score on all other parts of this rubric and its estimated cost.	10 Pts.
	Relative to other projects of the same type, this project has a medium ratio between its score on all other parts of this rubric and its estimated cost.	5 Pts.
	Relative to other projects of the same type, this project has a low ratio between its score on all other parts of this rubric and its estimated cost.	0 Pts.

Reference 2.2 Examples of Project Cost Estimate Documentation

Examples of project cost-estimate documentation from the 2026 project-selection process that reviewers did not find to be unreasonable or incomplete are provided on the following pages. These examples are provided to help future project sponsors understand the level of detail and documentation that may support WAMPO's review of project readiness, funding need, and cost-estimate reasonableness.

Example 1: Bridge Projects (pg. 1/2)

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST -
Field Check Cost Estimate
MacArthur Bridge over the North Fork of the Ninnescah River
Sedgwick Project No: 628-4-4625 (B526)

Estimator: M. Grillot, S. Bernhardt
Reviewer: T. Voth, A. Hamada
WSP Project No: US0045559.9829 Date: January 28, 2026

BID ITEM	QUANTITY	UNIT	2025 UNIT PRICE	AMOUNT
BRIDGE ITEMS:				
Br. No. 628-4-4625 (71'-3@92'-71' XCSH, 36' Roadway)	15,156	Sq. Ft.	$175.00	$2,652,300.00
			Total Bridges	***$2,652,300.00***
SEEDING:				
Temporary Seeding	1	Lump Sum	$4,000.00	$4,000.00
Erosion Control	1	Lump Sum	$6,000.00	$6,000.00
Seeding	1	Lump Sum	$4,000.00	$4,000.00
			Total Seeding	***$14,000.00***
MISC ITEMS:				
Pavement Markings	1	Lump Sum	$2,000.00	$2,000.00
Signing	1	Lump Sum	$1,500.00	$1,500.00
Traffic Control	1	Lump Sum	$10,000.00	$10,000.00
			Total Miscellaneous	***$13,500.00***
			Sub-Total	$3,395,948.65
Contingency			15%	$509,392.30
Price Escalation to 2027 Letting			5%	$195,267.05
			GRAND TOTAL	**$4,100,608.00**

Note:
Unit Prices are based on 1st Quarter 2025 bid averages
Items not included in this estimate:
- Right-of-Way
- Private Utility Relocation
- Construction Engineering

SUMMARY

GRADING	**$580,000.00**
SURFACING	**$290,000.00**
BRIDGES	**$3,200,000.00**
SEEDING	**$20,000.00**
TRAFFIC CONTROL	**$20,000.00**
TOTAL	**$4,110,000.00**

Example 1: Bridge Projects (pg.2/2)

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST -
Field Check Cost Estimate
MacArthur Bridge over the North Fork of the Ninnescah River
Sedgwick Project No: 628-4-4625 (B526)

Estimator: M. Grillot, S. Bernhardt
Reviewer: T. Voth, A. Hamada
WSP Project No: US0045559.9829 Date: January 28, 2026

BID ITEM	QUANTITY	UNIT	2025 UNIT PRICE	AMOUNT
COMMON ITEMS:				
Contractor Construction Staking	1	Lump Sum	$50,000.00	$50,000.00
Field Office and Laboratory	1	Each	$5,500.00	$5,500.00
Mobilization	1	Lump Sum	$200,000.00	$200,000.00
Removal of Existing Structures	1	Lump Sum	$80,000.00	$80,000.00
			Total Common	***$335,500.00***
ROAD ITEMS:				
Clearing and Grubbing	1	Lump Sum	$20,000.00	$20,000.00
Common Excavation (Rural Large)	5,456	Cu. Yds.	$10.00	$54,560.00
Rock Excavation	344	Cu. Yds.	$30.00	$10,320.00
Compaction of Earthwork (Type B)(MR-90)	3,793	Cu. Yds.	$5.00	$18,965.00
Water (Grading)(Set Price)	1	M. Gal.	$40.00	$40.00
Guardrail, Steel Plate (MGS)	275.0	Lin. Ft.	$80.00	$22,000.00
Guardrail End Terminal (MSKT)	4	Each	$4,000.00	$16,000.00
			Total Road	***$141,885.00***
CONCRETE SURFACING ITEMS:				
Concrete Pavement (9" Uniform)(AE)(Br. App.)	266	Sq. Yds.	$315.00	$83,790.00
Bridge Approach Slab Footing	22	Cu. Yds.	$480.00	$10,560.00
			Total Concrete	***$94,350.00***
ASPHALT SURFACING ITEMS:				
Aggregate Shoulder (AS-1)(6")	956	Sq. Yds.	$20.00	$19,121.20
Aggregate Base (Special)(6")	2,140	Sq. Yds.	$20.00	$42,796.20
Water (Aggregate Base) (Set Price)	1	M. Gal.	$40.00	$40.00
Plant Mix Asphalt Mixture-Commercial Grade	660	Tons	$125.00	$82,456.25
			Total Asphalt	***$144,413.65***

Example 2: Traffic Management Technologies

ITS - Central, Seneca to 159th St E

Preliminary Phases / Non-Participating			Local
Utility Relocation		25,000.00	25,000.00
Preliminary Engineering		300,000.00	300,000.00
Administration		150,000.00	150,000.00
ROW Acquisition		25,000.00	25,000.00
	Preliminary Total	**500,000.00**	

Construction

Line #	Bid Item Description	Quantity	UM	Unit Price	Extension
1	Fiber and associated connections and service boxes	60,000	lf	50.00	3,000,000.00
2	Signal improvements	34	ea	30,000.00	1,020,000.00
3	Intersection ADA upgrades and path connections	1	LS	700,000.00	700,000.00
4	Canal crossing	1	ea	35,000.00	35,000.00
					4,755,000.00
	Contingency				700,000.00
	TIP Fee				145,000.00

			Local	Fed
Construction	**5,600,000.00**	1,120,000.00	4,480,000.00	
Construction Engineering	**400,000.00**	80,000.00	320,000.00	
Construction Total	**$6,000,000.00**			

6,500,000.00

	PE	Total	Const	CE	
Local	500,000.00	1,200,000.00	1,120,000.00	80,000.00	1,700,000.00
Fed		4,800,000.00	4,480,000.00	320,000.00	4,800,000.00
	500,000.00	**6,000,000.00**	**5,600,000.00**	**400,000.00**	
	0.00		0.00	0.00	

Example 3: Roadway Reconstruction/Modernization (pg. 1/2)

OWNER: CITY OF MAIZE
PROJECT: 119TH STREET (29TH STREET TO 37TH)
PEC PROJECT NO: 251103-000
DATE: FEBRUARY 2026

PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	ENGINEER'S OPINION OF PROBABLE COST	
				UNIT PRICE	COST
PHASE 1 - NORTH OF 29TH STREET TO 37TH STREET (INCLUDES 37TH ST. INTERSECTION)					
1	Mobilization	1	LS	$ 200,000.00	$ 200,000.00
2	Site Clearing	1	LS	$ 50,000.00	$ 50,000.00
3	Site Restoration	1	LS	$ 50,000.00	$ 50,000.00
4	Removal of Existing Structures	1	LS	$ 15,000.00	$ 15,000.00
5	Transportation of Salvaged Material	1	LS	$ 50,000.00	$ 50,000.00
6	Pavement Removed	16,460	SY	$ 6.00	$ 98,760.00
7	Excavation, Common	13,980	CY	$ 12.00	$ 167,760.00
8	Field Office & Laboratory (Type A)	1	EA	$ 20,000.00	$ 20,000.00
9	Crushed Rock Base 6", Reinforced	5,440	SY	$ 12.00	$ 65,280.00
10	Crushed Rock Base 7", Reinforced	3,330	SY	$ 13.00	$ 43,290.00
11	Crushed Rock Base 8", Reinforced	23,070	SY	$ 14.00	$ 322,980.00
12	Concrete Pavement (VG) 8" (Reinf)	3,020	SY	$ 80.00	$ 241,600.00
13	Concrete Pavement 9" (NRDJ)	3,780	SY	$ 85.00	$ 321,300.00
14	Concrete Pavement 9" (Reinforced)	1,165	SY	$ 95.00	$ 110,675.00
15	AC Pavement 7" (5" Bit Base)	20,965	SY	$ 40.00	$ 838,600.00
16	Concrete C & G, Type 1 (6" & 1-1/2")	12,510	LF	$ 18.00	$ 225,180.00
17	Wheelchair Ramp w/ Detectable Warnings (10' Wide)	10	EA	$ 2,000.00	$ 20,000.00
18	Wheelchair Ramp w/ Detectable Warnings (6' Wide)	16	EA	$ 1,500.00	$ 24,000.00
19	Concrete Sidewalk 4"	31,875	SF	$ 4.50	$ 143,437.50
20	Concrete Sidewalk 5"	52,675	SF	$ 5.50	$ 289,712.50
21	Concrete Driveway 6"	3,620	SF	$ 8.00	$ 28,960.00
22	Curb Inlet	26	EA	$ 5,000.00	$ 130,000.00
23	Pipe, End Section	3	EA	$ 1,500.00	$ 4,500.00
24	Box Culvert Extension	1	EA	$ 125,000.00	$ 125,000.00
25	Pipe, SWS 15" (RCP)	1,185	LF	$ 65.00	$ 77,025.00
26	Pipe, SWS 18" (RCP)	1,320	LF	$ 70.00	$ 92,400.00
27	Pipe, SWS 24" (RCP)	630	LF	$ 85.00	$ 53,550.00
28	Pipe, SWS 30" (RCP)	345	LF	$ 95.00	$ 32,775.00
29	Pipe, SWS 36" (RCP)	60	LF	$ 130.00	$ 7,800.00
30	Signing	1	LS	$ 10,000.00	$ 10,000.00
31	Pavement Markings	1	LS	$ 35,000.00	$ 35,000.00
32	Traffic Control	1	LS	$ 100,000.00	$ 100,000.00
33	AC Pavement 6" (4" Bit Base), Temp for Widening (w/ 6" Crushed Rock Base)	3,500	SY	$ 55.00	$ 192,500.00
34	Seeding	1	LS	$ 15,000.00	$ 15,000.00
35	Seeding, Temporary	1	LS	$ 15,000.00	$ 15,000.00
36	Erosion Control	1	LS	$ 15,000.00	$ 15,000.00
37	Traffic Signalization	1	LS	$ 25,000.00	$ 25,000.00
SUBTOTAL CONSTRUCTION				$	4,257,085.00
CONTINGENCIES			15.0%	$	638,562.75
TOTAL CONSTRUCTION - 2026 DOLLARS				$	4,895,647.75
TOTAL CONSTRUCTION - 2028 DOLLARS				$	5,586,747.37

PRECONSTRUCTION COSTS

Example 3: Roadway Reconstruction/Modernization (pg. 2/2)

OWNER: CITY OF MAIZE
PROJECT: 119TH STREET (37TH STREET TO WILKINSON)
PEC PROJECT NO: 251103-000
DATE: FEBRUARY 2026

PEC
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	ENGINEER'S OPINION OF PROBABLE COST	
				UNIT PRICE	COST
PHASE 2 - NORTH OF 37TH STREET TO WILKINSON ST.					
1	Mobilization	1	LS	$ 125,000.00	$ 125,000.00
2	Site Clearing	1	LS	$ 40,000.00	$ 40,000.00
3	Site Restoration	1	LS	$ 40,000.00	$ 40,000.00
4	Removal of Existing Structures	1	LS	$ 15,000.00	$ 15,000.00
5	Transportation of Salvaged Material	1	LS	$ 5,000.00	$ 5,000.00
6	Pavement Removed	11,540	SY	$ 6.00	$ 69,240.00
7	Excavation, Common	10,060	CY	$ 12.00	$ 120,720.00
8	Field Office & Laboratory (Type A)	1	EA	$ 20,000.00	$ 20,000.00
9	Crushed Rock Base 7", Reinforced	520	SY	$ 13.00	$ 6,760.00
10	Crushed Rock Base 8", Reinforced	16,600	SY	$ 14.00	$ 232,400.00
11	Concrete Pavement (VG) 8" (Reinf)	480	SY	$ 80.00	$ 38,400.00
12	AC Pavement 7" (5" Bit Base)	15,095	SY	$ 40.00	$ 603,800.00
13	Concrete C & G, Type 1 (6" & 1-1/2")	8,015	LF	$ 18.00	$ 144,270.00
14	Wheelchair Ramp w/ Detectable Warnings (10' Wide)	4	EA	$ 2,000.00	$ 8,000.00
15	Concrete Sidewalk 4"	23,525	SF	$ 4.50	$ 105,862.50
16	Concrete Sidewalk 5"	38,075	SF	$ 5.50	$ 209,412.50
17	Concrete Driveway 6"	3,820	SF	$ 8.00	$ 30,560.00
18	Curb Inlet	18	EA	$ 5,000.00	$ 90,000.00
19	Pipe, End Section	2	EA	$ 1,500.00	$ 3,000.00
20	Box Culvert Extension	2	EA	$ 125,000.00	$ 250,000.00
21	Pipe, SWS 15" (RCP)	415	LF	$ 65.00	$ 26,975.00
22	Pipe, SWS 18" (RCP)	1,160	LF	$ 70.00	$ 81,200.00
23	Pipe, SWS 24" (RCP)	420	LF	$ 85.00	$ 35,700.00
24	Pipe, SWS 30" (RCP)	605	LF	$ 95.00	$ 57,475.00
25	Pipe, SWS 36" (RCP)	40	LF	$ 130.00	$ 5,200.00
26	Signing	1	LS	$ 5,000.00	$ 5,000.00
27	Pavement Markings	1	LS	$ 15,000.00	$ 15,000.00
28	Traffic Control	1	LS	$ 80,000.00	$ 80,000.00
29	AC Pavement 6" (4" Bit Base), Temp for Widening (w/ 6" Crushed Rock Base)	1,500	SY	$ 55.00	$ 82,500.00
30	Seeding	1	LS	$ 10,000.00	$ 10,000.00
31	Seeding, Temporary	1	LS	$ 10,000.00	$ 10,000.00
32	Erosion Control	1	LS	$ 10,000.00	$ 10,000.00
33	Traffic Signalization	1	LS	$ 25,000.00	$ 25,000.00
SUBTOTAL CONSTRUCTION				**$**	**2,601,475.00**
CONTINGENCIES			**15.0%**	**$**	**390,221.25**
TOTAL CONSTRUCTION - 2026 DOLLARS				**$**	**2,991,696.25**
TOTAL CONSTRUCTION - 2028 DOLLARS				**$**	**3,414,022.42**

Example 4a: Roadway Expansion (Existing Road)

OWNER: CITY OF HAYSVILLE
PROJECT: GRAND - MERIDIAN TO 1/2 MILE WEST
PEC PROJECT NO: 237002-016
3/5/2026

PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	ENGINEER'S OPINION OF PROBABLE COST	
				UNIT PRICE	COST
BASE BID					
1	COMMON EXCAVATION (URBAN)	8,026	CY	$ 18.00	$ 144,462.72
2	ROCK EXCAVATION	4,000	CY	$ 30.00	$ 120,000.00
3	ASPHALTIC CONCRETE PAVEMENT (7")	16,000	SY	$ 60.00	$ 960,000.00
4	COMBINED CURB AND GUTTER, TYPE I	5,865	LF	$ 25.00	$ 146,625.00
5	CRUSHED ROCK BASE (8")	1,200	SY	$ 16.00	$ 19,200.00
6	CRUSHED ROCK BASE (7")	18,500	SY	$ 14.00	$ 259,000.00
7	CONCRETE SIDEWALK (4")	22,660	SF	$ 6.00	$ 135,960.00
8	SIDEWALK RAMP	10	EA	$ 2,000.00	$ 20,000.00
9	SIDEWALK RAMP (DETECTABLE WARNING)	2	EA	$ 2,500.00	$ 5,000.00
10	CONCRETE DRIVE (8")	1,200	SY	$ 90.00	$ 108,000.00
11	INLET (CURB)	16	EA	$ 6,000.00	$ 96,000.00
12	STORM SEWER (18") (RCP)	3,600	LF	$ 125.00	$ 450,000.00
13	END SECTION (18") (RCP)	14	EA	$ 1,000.00	$ 14,000.00
14	BOX EXTENSION	1	LS	$ 150,000.00	$ 150,000.00
15	FLASHING BEACON SYSTEM (RRFB)	1	EA	$ 20,000.00	$ 20,000.00
16	MOBILIZATION	1	LS	$ 265,000.00	$ 265,000.00
17	ELECTRIC LIGHTING SYSTEM	1	LS	$ 210,000.00	$ 210,000.00
18	CONTRACTOR CONSTRUCTION STAKING	1	LS	$ 53,000.00	$ 53,000.00
19	CLEARING AND GRUBBING	1	LS	$ 23,000.00	$ 23,000.00
20	TRAFFIC CONTROL	1	LS	$ 73,000.00	$ 73,000.00
21	EROSION CONTROL	1	LS	$ 49,000.00	$ 49,000.00
22	PAVEMENT MARKING AND SIGNING	1	LS	$ 46,000.00	$ 46,000.00
23	TEMPORARY AND PERMANENT PROJECT SEEDING	1	LS	$ 31,000.00	$ 31,000.00
PRECONSTRUCTION/IMPLEMENTATION COSTS					
	REFINEMENT STUDIES				
	PRELIMINARY ENGINEERING (PE) - 2026 Dollars		**10.0%**		**$373,807.25**
	PRELIMINARY ENGINEERING (PE) - 2030 Dollars				**$445,772.10**
	RIGHT OF WAY ACQUISITION - 2026 Dollars		**2.5%**		**$93,451.81**
	RIGHT OF WAY ACQUISITION - 2030 Dollars				**$111,443.02**
	UTILITY RELOCATION - 2026 Dollars		**5.0%**		**$186,903.62**
	UTILITY RELOCATION - 2030 Dollars				**$222,886.05**
	TOTAL PRECONSTRUCTION COSTS - 2026 Dollars				**$654,162.69**
	TOTAL PRECONSTRUCTION COSTS - 2030 Dollars				**$780,101.17**
CONSTRUCTION/IMPLEMENTATION COSTS					
	SUBTOTAL CONSTRUCTION ESTIMATE				**$3,398,247.72**
	CONTINGENCIES		**10.0%**		**$339,824.77**
	TOTAL CONSTRUCTION - 2026 Dollars				**$3,738,072.49**
	TOTAL CONSTRUCTION - 2030 Dollars				**$4,457,720.98**
	CONSTRUCTION ENGINEERING (CE) - 2026 Dollars		**12.5%**		**$467,259.06**
	CONSTRUCTION ENGINEERING (CE) - 2030 Dollars				**$557,215.12**
	TOTAL CONSTRUCTION COSTS - 2026 Dollars				**$4,205,331.55**
	TOTAL CONSTRUCTION COSTS - 2030 Dollars				**$5,014,936.10**
TOTAL PROJECT COSTS					
	GRAND TOTAL PROJECT COSTS - 2026 Dollars				**$4,859,494.24**
	GRAND TOTAL PROJECT COSTS - 2030 Dollars				**$5,795,037.27**

Example 4b: Roadway Expansion (New Road)

CERTIFIED ENGINEERING DESIGN, P.A.

1935 West Maple
Wichita, KS 67213-3311
(316) 262-8808 Office
(316) 262-1669 Fax

LETTER OF TRANSMITTAL

DATE: March 16, 2026

TO: Mr. Craig Crossette, ICMA-CM, MPA, CPM
Goddard City Administrator
118 N. Main
Goddard, KS 67052

RE: Preliminary Project Cost Estimate
Crowne Drive Extension to 23rd St. South
Goddard, KS

FROM: Harlan D. Foraker, Kansas P.E. No. 10891 40F

COMMENTS: Below find a preliminary project cost estimate for the Crowne Drive Street extension beginning at Grand Slam Way and extending to 23rd Street South including a roundabout at 23rd St. South:

Crowne Drive Street Extension to 23rd St. South	
Crowne Drive Roadway=$4500 x $500 per ft	=$2,250,000
Drainage Structure & Industrial Road Intersection	=$1,000,000
Wetlands Mitigation at Industrial Road	= $500,000
Roundabout at 23rd St. South	=$2,000,000
TOTAL	=$5,750,000
Prel. Design Eng., Const. Engineering(11.5%)	= $661,250
SUBTOTAL	=$6,411,250
ROW Acquisition	= $100,000
TOTAL	=$6,511,250

Project Costs can be refined when project plans are made available. The project has been proposed to be constructed in conformance with the City of Wichita Standard Specifications and Special Provisions.

Example 5: Multiuse Trails and Bicycle Facilities

OWNER: CITY OF BEL AIRE
PROJECT: BIKE-PED TRAIL CONCEPT
PEC PROJECT NO: 227328-006
DATE: 1/10/2024

PEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	ENGINEER'S OPINION OF PROBABLE COST	
				UNIT PRICE	COST
PHASE 1					
1	MOBILIZATION	1	LS	$ 35,000.00	$ 35,000.00
2	SITE CLEARING AND RESTORATION	1	LS	$ 35,000.00	$ 35,000.00
3	EROSION CONTROL	1	LS	$ 15,000.00	$ 15,000.00
4	CONSTRUCTION STACKING	1	LS	$ 10,000.00	$ 10,000.00
5	SEEDING	1	LS	$ 10,000.00	$ 10,000.00
6	TRAFFIC CONTROL	1	LS	$ 2,500.00	$ 2,500.00
7	MARKING & SIGNING	1	LS	$ 5,000.00	$ 5,000.00
8	TREE REMOVAL	1	LS	$ 15,000.00	$ 15,000.00
9	EARTHWORK	1,500	CY	$ 10.00	$ 15,000.00
10	CONCRETE SIDEWALK 5"	75,000	SF	$ 6.50	$ 487,500.00
11	CONCRETE SIDEWALK PROTECTION CURB	100	LF	$ 40.00	$ 4,000.00
12	CONCRETE DRIVEWAY 8"	1,000	SF	$ 20.00	$ 20,000.00
13	WHEELCHAIR RAMP (DETECTABLE WARNING)	6	EA	$ 1,500.00	$ 9,000.00
14	SIDEWALK FLUME	2	EA	$ 3,000.00	$ 6,000.00
15	PAUSE POINT AMENITIES	1	LS	$ 20,000.00	$ 20,000.00
PRECONSTRUCTION / IMPLEMENTATION COSTS					
	REFINEMENT STUDIES			**$**	**-**
	PRELIMINARY ENGINEERING (PE)		**10.0%**	**$**	**75,790.00**
	RIGHT OF WAY ACQUISITION**			**$**	**150,000.00**
	UTILITY RELOCATION		**2.0%**	**$**	**15,158.00**
	TOTAL PRECONSTRUCTION COSTS			**$**	**240,948.00**
CONSTRUCTION / IMPLEMENTATION COSTS					
	SUBTOTAL CONSTRUCTION ESTIMATE			**$**	**689,000.00**
	CONTINGENCIES		**10.0%**	**$**	**68,900.00**
	TOTAL CONSTRUCTION			**$**	**757,900.00**
	CONSTRUCTION ENGINEERING (CE)		**12.5%**	**$**	**94,737.50**
	TOTAL CONSTRUCTION COSTS			**$**	**852,637.50**
TOTAL PROJECT COSTS				Inflated (2026) costs: $1,247,963	
	GRAND TOTAL PROJECT COSTS			**$**	**1,093,585.50**
WAMPO FUNDING REQUEST					
	GRAND TOTAL PROJECT COSTS			**$**	**1,093,585.50**
	TOTAL LOCAL SHARE			**$**	**411,475.50**
	WAMPO FUNDING (% OF CONSTRUCTION)		**80.0%**	**$**	**682,110.00**

** A UNIT COST OF $5 PER SQUARE FOOT OF SIDEWALK EASEMENT WAS ASSUMED FOR ACQUISITION ESTIMATION

Example 6a: Pedestrian Facilities

BAUGHMAN

PRELIMINARY DESIGN CONCEPT ESTIMATE

55TH AND SENECA SIDEWALKS (BOTH SIDES)

Design Concept

Date: January 15, 2026

Bid Item Code	Bid Item	Approximate Quantity		Unit Price	Amount
	LUMP SUM BID ITEMS - PAVING				
1114000	Mobilization	1	LS	$150,000.00	$150,000.00
1211000	Site Clearing	1	LS	$50,000.00	$50,000.00
1212000	Site Restoration	1	LS	$75,000.00	$75,000.00
	LUMP SUM BID ITEMS - TRAFFIC				
8710004	Pavement Markings	1	LS	$15,000.00	$15,000.00
8810000	Traffic Control	1	LS	$35,000.00	$35,000.00
8820000	Signing	1	LS	$5,000.00	$5,000.00
8920000	Traffic Signalization - 55th and Seneca	1	LS	$50,000.00	$50,000.00
8920000	Traffic Signalization - 67th and Seneca	1	LS	$50,000.00	$50,000.00
	MEASURED BID ITEMS - PAVING				
1220000	Fill, Compacted (90% Density)	1	LS	$75,000.00	$75,000.00
1230000	Excavation	1	LS	$100,000.00	$100,000.00
1254000	Concrete Sidewalk Protection Curb	500	LF	$25.00	$12,500.00
1290000	Pavement Removed	2,000	SY	$10.00	$20,000.00
2245000	Concrete C&G Removed	1,100	LF	$10.00	$11,000.00
2246100	Concrete Curb & Gutter (Type 1)	1,100	LF	$15.00	$16,500.00
2255004	Concrete Sidewalk 4"	68,900	SF	$7.50	$516,750.00
2256000	Wheelchair Ramp w/ Detectable Warnings	35	EA	$1,000.00	$35,000.00
2248308	Concrete Driveway 8"	13,880	SF	$10.00	$138,800.00
2341005	AC Pavement 5"	110	SY	$60.00	$6,600.00
	MEASURED BID ITEMS - EROSION				
1612000	BMP, Curb Inlet Protection	32	EA	$150.00	$4,800.00
1613000	BMP, Drop Inlet Protection	5	EA	$151.00	$755.00
1614000	BMP, Ditch Check	24	EA	$100.00	$2,400.00
1615000	BMP, Erosion Control Mat	300	SY	$7.50	$2,250.00
1617000	BMP, Silt Fence	300	LF	$1.50	$450.00
	MEASURED BID ITEMS - LANDSCAPING				
9040000	Sodding	1	LS	$125,000.00	$125,000.00
9051000	Tree Removal (Small)(<15"D)	5	EA	$750.00	$3,750.00
9052000	Tree Removal (Large)(>15"D)	30	EA	$1,500.00	$45,000.00
	MEASURED BID ITEMS - DRAINAGE				
4540015	Pipe, End Section 18"	2	EA	$1,850.00	$3,700.00
4560015	Pipe, SWS 18"	69	LF	$150.00	$10,350.00
	Culvert Extension	1	LS	$80,000.00	$80,000.00
				Sub-Total	**$1,640,605.00**
				Contingency (15%)	246,100.00
				Total	***$1,886,705.00***

Example 7: Transit Expansion and Modernization

Wichita Transit Hybrid Replacement Buses Cost Estimate

	Current	FY2027	FY2028	FY2029
Allison E-Gen Flex Hybrid Bus	$ 1,205,296.00	$ 1,289,667	$ 1,379,943	$ 1,476,539
Cost *4 Replacement Buses	$ 4,821,184	$ 5,158,667	$ 5,519,774	$ 5,906,158

FY2029	**$ 5,906,158**
Federal (Suballocated) Request	**$ 4,724,926**
Local Match	**$ 1,181,232**

Reference 2.3 Annotated Template of Candidate-Project Overview Information Provided to the Project Selection Committee

This reference provides an annotated template of the candidate-project overview information that WAMPO staff compile for the Project Selection Committee. The template illustrates the type of information typically provided for each candidate project, including project description, sponsor, location, cost, requested funding, funding eligibility, scoring results, and other information relevant to PSC deliberations.

1 Previously submitted for past TIP and not selected.

2 WAMPO ID:

Lead Agency

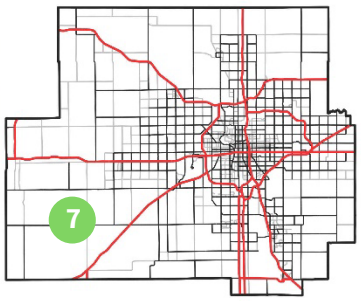
Project Title

3 Project Type:

Max. Funding Award* 4

Requested FFY 5

Lead Agency Priority #/# 6



Project Detailed Arial Map

Project Scope: 8

9 Alternate FFY(s):

10 Partner Agencies:

11 Federal Funding % Needed for Project to Proceed:

12 **Project Score**

13 **Project Type Rank #/#**

14 100% Eligibility Funding Types

- STBG
- CMAQ
- TA
- CRP

*Max. Funding Award is 80% of the sponser-submitted qualifying project costs (e.g., construction, construction engineering, implementation, transit capital).

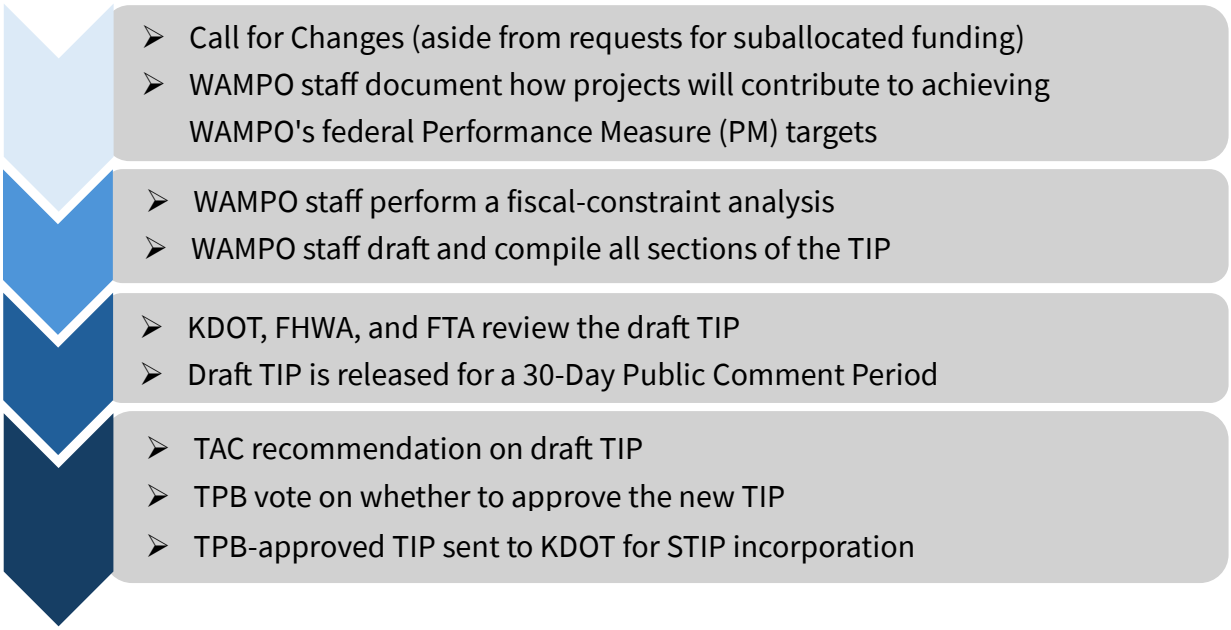
Template of Project Information Provided to PSC

1. Message only shown if applicable.
2. Unique project I.D. created by WAMPO staff for tracking purposes.
3. Primary type of transportation improvement proposed (e.g., roadway reconstruction, bridge, new roadway, bike facility). Corresponds to scorecard used for project.
4. 80% of qualifying project costs, per federal rules.
5. Sponsor's preferred Federal Fiscal Year (FFY, October 1-September 30) for obligation of funds and letting/commencement of project.
6. Sponsor's ranking of project among its submitted projects.
7. The small map of the WAMPO region will have a green dot indicating the projects location, if applicable.
8. As submitted by project sponsor.

9. When project could start if funding unavailable in Requested FFY (see #5).
10. Other than the Lead Agency.
11. Project-sponsor-indicated minimum percent of qualifying costs that would need to be paid with federal funds for project to proceed. Reported in case maximum 80% federal funding (see #4) is not possible with available funds.
12. Project-type-specific score calculated based on TPB-adopted evaluation criteria. Calculated score is not sole factor in project-selection decisions.
13. Relative height of project's score (see #11) among projects of the same type (see #3, e.g., roadway reconstruction, bridge, new roadway, bike facility). Calculated score/rank is not sole factor in project-selection decisions.
14. Suballocated federal funding program(s) that all parts of the project scope (see #7) qualify for.

3. TIP development and approval, including projects without suballocated federal funding (*spring-summer*)

Phase 3 Overview



After WAMPO suballocated federal funding awards have been made by the TPB, WAMPO proceeds with development of the full Transportation Improvement Program (TIP) document. This phase includes the incorporation of both projects selected to receive WAMPO suballocated federal funding and other federally funded or regionally significant projects that must be included in the TIP but are not seeking WAMPO suballocated funding.

As part of TIP development, WAMPO conducts a Call for Changes. The Call for Changes asks project sponsors to submit projects to be added to the TIP, removed from the TIP, or modified within the TIP for reasons other than seeking WAMPO suballocated federal funding. Unlike the Call for Projects, the Call for Changes is not a funding opportunity. The fields included in the Excel-based Call for Changes application form are provided in Reference 3.1.

After the Call for Changes closes, WAMPO staff review the submitted requests and perform a fiscal-constraint analysis. This analysis confirms that the combined costs of the projects are not expected to exceed the funding reasonably projected to be available. WAMPO staff also document how the projects proposed to be included in the TIP will help achieve WAMPO's federal Performance Measure (PM) targets.

WAMPO staff then draft and compile all sections of the TIP. The draft TIP is reviewed by Kansas Department of Transportation (KDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) staff for compliance with applicable laws and requirements. After state and federal agency review, WAMPO conducts a 30-day public comment period, as required by the WAMPO Public Participation Plan, details of which are available at www.wampo.org/public-participation.

Public comments received during the public comment period are incorporated into the draft TIP document in the Plan Development and Public Comments Appendix and are presented to the TAC and TPB for consideration before they are asked to take action on the draft TIP.

Following the public comment period, the TAC considers the draft TIP and makes a recommendation to the TPB on whether to approve the new TIP. The TPB then votes on whether to approve the new TIP. Once approved by the TPB, the TIP is submitted to KDOT for inclusion, by reference, in the State Transportation Improvement Program (STIP) upon the next scheduled STIP amendment. FHWA and FTA approval of the STIP amendment also provides federal approval of the new TIP.

Reference 3.1 Call for Changes Application Form

The most current (as of 2026) Excel-based Call for Changes application form is provided in this reference section. This form is also used during Calls for Changes for regular TIP amendments, in between TIP-development cycles. Because a Call for Changes is not a funding opportunity, less information is requested from project sponsors than is requested during a Call for Projects.

KDOT Project I.D. | **Federal Project I.D.**

WAMPO I.D. | **Lead Agency**

Action Being Taken | ☐ Qualifies for Administrative Adjustment?

Kind of Amendment/Adjustment (select all that apply)

- ☐ Addition of a new funding source (federal, state, or local)
- ☐ Change in design or scope
- ☐ Change in scheduling of Advance Construction conversions
- ☐ Misc. administrative changes/edits
- ☐ Other **Explain:**
- ☐ Positive change in cost greater than 25% and/or $5 million
- ☐ Positive change in cost less than 25% and $5 million
- ☐ Positive change in WAMPO suballocated funds
- ☐ Project is changed to Advance Construction
- ☐ Project is moved back
- ☐ Project is moved forward
- ☐ Removal of a funding source (federal, state, or local)

Narrative Explanation of Action (please be as detailed as possible)

Project Title

Project Limits

Project Scope

How is the project consistent with the current WAMPO MTP?

MTP Project I.D.: | **MTP program/strategy supported (w/ page #), if no MTP project I.D.:**

☐ Project split from another TIP project? | WAMPO I.D. of project split from:

Project Type

☐ Project has (a) bike/ped component(s)

% Towards Bike/Ped:

- ☐ Any part of the project is in Butler County
- ☐ Any part of the project is in Sedgwick County
- ☐ Any part of the project is in Sumner County

Administrative Contact	**Organization**	**Phone #**	**E-mail**

Engineering Contact	**Organization**	**Phone #**	**E-mail**

Project Notes

Inflation Assumptions:

☐ Estimated total project cost is equal to total programmed $ ---------->---------->---------->---------->---------->---------->---------->

☐ Funding reasonably anticipated

Estimated Total Project Cost (if different from total programmed $):

Explain funding sources:

FFY (e.g., 2027)	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
												$0
		Total (using AC, not ACCP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total (using ACCP, not AC)		$0	$0	$0	$0	$0	$0	$0	$0	$0

4. Amendments and Administrative Adjustments *(about four (4) times per year, in between new TIP adoptions)*

Phase 4 Overview

- Call for Changes opens
- Upon request, WAMPO staff provide Excel workbook of project TIP details to edit

- WAMPO staff compile requested changes and confirm the TIP will still be fiscally constrained if the changes are made
- WAMPO staff evaluate project-change requests to determine if an Amendment or Administrative Adjustment is warranted
  - If changes can be made as an Administrative Adjustment, the administrative adjustment is processed by staff (notice given to TAC, TPB, and KDOT)

- Draft TIP Amendment summary document is prepared
- Draft TIP Amendment is released for a 15-Day public comment period

- TAC recommendation on draft TIP Amendment
- TPB vote on whether to approve the new TIP Amendment
- TPB-approved TIP Amendment sent to KDOT for STIP incorporation

Between new TIP adoptions, WAMPO maintains the Transportation Improvement Program through Amendments and Administrative Adjustments. WAMPO conducts regularly scheduled amendments to the TIP, usually about four (4) per year. To the extent possible, WAMPO's TIP amendment schedule is developed to align with the amendment schedule of the Kansas Department of Transportation's (KDOT's) State Transportation Improvement Program (STIP), as MPOs' TIPs are incorporated into the STIP by reference.

Amendments and Administrative Adjustments allow WAMPO to keep the TIP current as project scopes, costs, schedules, funding sources, and other project details change. In most cases, TIP Amendments and Administrative Adjustments are for changes other than the awarding of WAMPO suballocated federal funding. The Calls for Changes conducted for amendments and administrative adjustments are <u>not</u> funding opportunities.

It is important to distinguish between a Call for Projects and a Call for Changes. A Call for Projects is a funding opportunity through which project sponsors may submit projects for WAMPO suballocated federal funding award consideration. Information about the Call for Projects process is outlined in the

Phase 1 section of this document. A Call for Projects usually occurs during the development of a new TIP, although it may occur at other times if there is an additional WAMPO suballocated federal funding opportunity. In contrast, Call for Changes is not a funding opportunity. Instead, it is used to request the addition, removal, or modification of projects in the TIP.

Between new-TIP-development cycles, which are typically biennial, WAMPO processes both TIP Amendments and TIP Administrative Adjustments. The TIP Policy, which is conventionally included in the adopted TIP as an appendix, and the WAMPO Public Participation Plan provide additional information on the differences between Amendments and Administrative Adjustments, as well as the public participation and approval requirements for each. The WAMPO TIP Policy is also provided at the end of this document.

TIP Amendments are required for more significant changes and necessitate a public comment period, a TAC recommendation, and TPB approval. 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

TIP Administrative Adjustments may be processed by WAMPO staff and are used for changes 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 amounts noted above

A schedule of key dates for upcoming TIP amendments is posted on the WAMPO TIP webpage. The schedule includes anticipated dates for the Call for Changes period, public comment period, TAC recommendation, TPB approval, and KDOT STIP approval.

The Amendment (or Administrative Adjustment) process begins with WAMPO staff opening a Call for Changes period by sending email notifications to project sponsors. The Call for Changes is usually open for two weeks. Upon a project sponsor's request, WAMPO staff will provide them with an Excel workbook containing a TIP project's current information, which project sponsors may edit and send back to WAMPO to be reflected in the TIP. The Excel-based template WAMPO provides for submitting project-change requests is the same as the Call for Changes form used during the new-TIP development process, provided in Reference 3.1.

After the Call for Changes closes, WAMPO staff compile all requested project changes and confirm that the TIP will remain fiscally constrained after the changes. Project-change requests are evaluated to determine if the changes meet the thresholds for an Amendment or Administrative Adjustment. If

changes can be made as an Administrative Adjustment, it will be processed by WAMPO staff and notice will be given to TAC, TPB, and KDOT.

For a TIP Amendment, a summary document is prepared for public review and the draft TIP Amendment is released for a 15-day public comment period.

Following the public comment period, the draft Amendment is presented to the TAC for a recommendation and then to the TPB for approval. Notice of any Administrative Adjustments will be provided to the TAC and TPB alongside the draft Amendment requiring formal action.

After approval by the TPB, the TIP Amendment is submitted to KDOT for incorporation, by reference, in the State Transportation Improvement Program (STIP) upon the next scheduled STIP amendment. FHWA and FTA approval of the STIP amendment also provides federal approval of the TIP amendment and/or administrative adjustments.

Year-End Balance Guidance

Pages 29-31 of the WAMPO TIP Policy, found at the end of this document, address the possibility that, in between regularly scheduled Calls for Projects, a situation will arise wherein there is projected to be a surplus or deficit of available suballocated federal transportation funding in the region. This may happen for various reasons, such as a deobligation of unused funding on a past-year project or revisions to how much suballocated funding it is estimated that the federal government will make available (final amounts of available funding typically are not known until several months after the start of the Federal Fiscal Year (FFY)). In these situations, the WAMPO Project Selection Committee (PSC), supported by WAMPO staff, considers strategies to end the FFY with a positive balance that is as close to zero as possible. If the FFY ends with too large of a surplus, WAMPO might not be allowed to carry over all of it to the next FFY. If the FFY ends with a deficit, then the last project to obligate suballocated federal funding during that FFY will be unable to receive everything it was programmed to receive during that FFY.

The Year-End Balance Guidance in the TIP Policy recommends what measures to resort to first, second, third, and so on, both in the case of a projected surplus and in the case of a projected deficit. Not all measures entail increasing or decreasing the amount of suballocated federal funding awarded to a given project (which requires a TAC recommendation and TPB vote); for example, Advance Construction (AC) conversions may be scheduled in different FFYs or an entire project may be moved to an earlier or later FFY, in coordination with the project sponsor. In the event of an unusually large projected end-of-FFY surplus, it is possible that WAMPO could hold a special Call for Projects, in between new-TIP-development cycles, subject to the processes described in this document in Phases 1-3.

All measures that WAMPO might take to address a projected end-of-FFY surplus or deficit would require a TIP amendment or administrative adjustment to implement, following the process described in this document in Phase 4.

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.

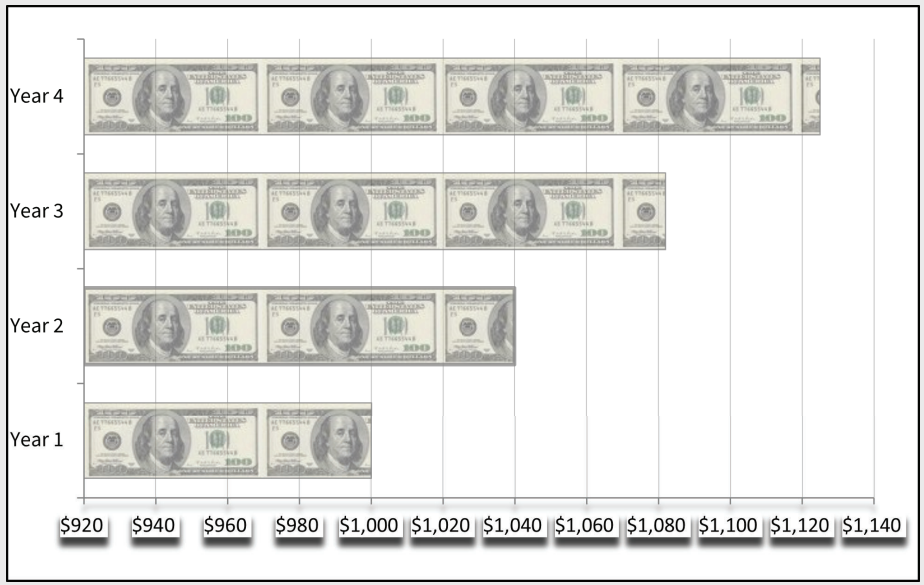
Year of Expenditure (YOE) - Inflation

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.

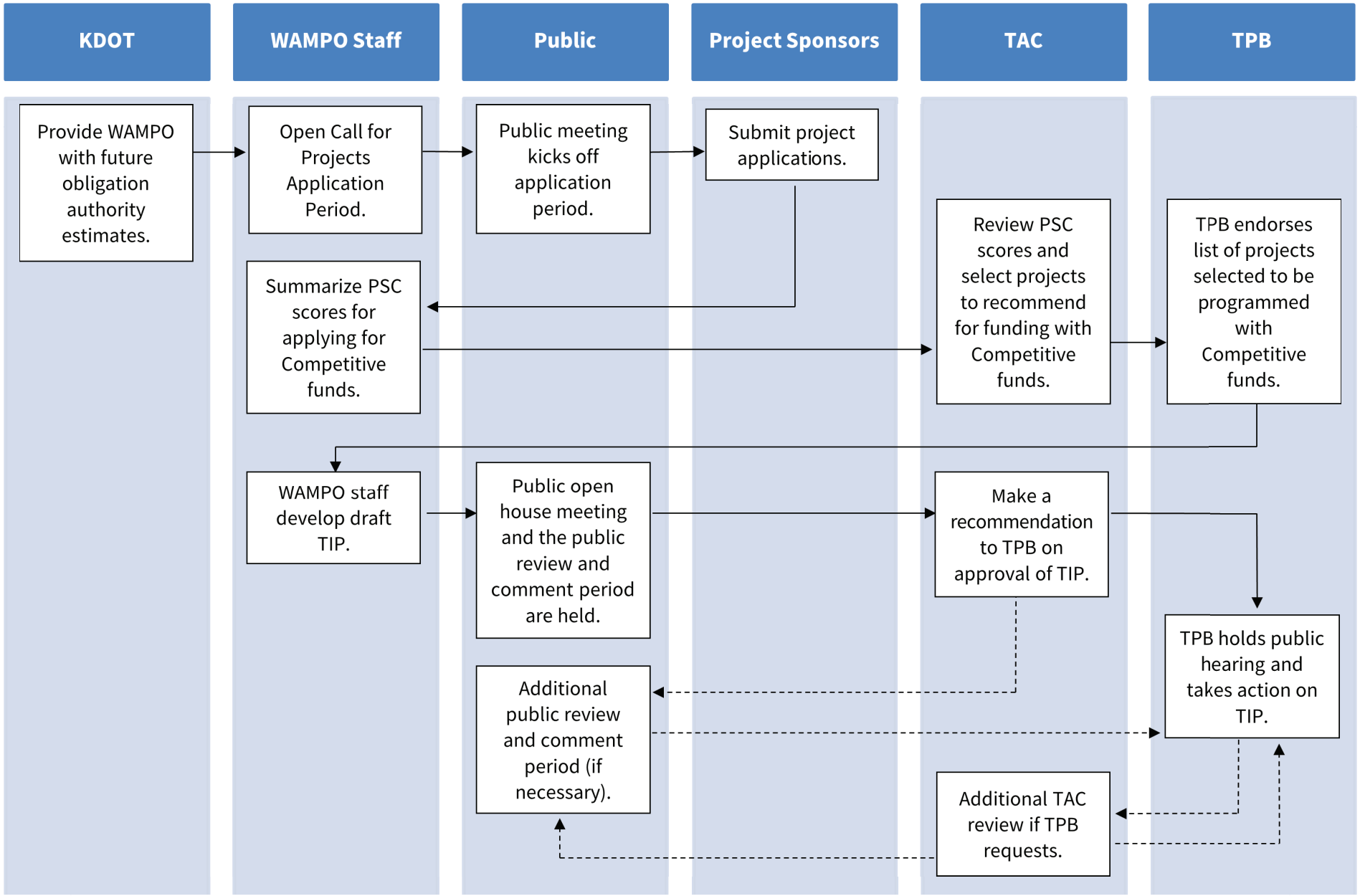
- Approve the TIP as presented.
- Make changes to the TIP as deemed appropriate.
- Table the item for further discussion.
- Not approve the TIP.
- Request further TAC review prior to TPB action.

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.

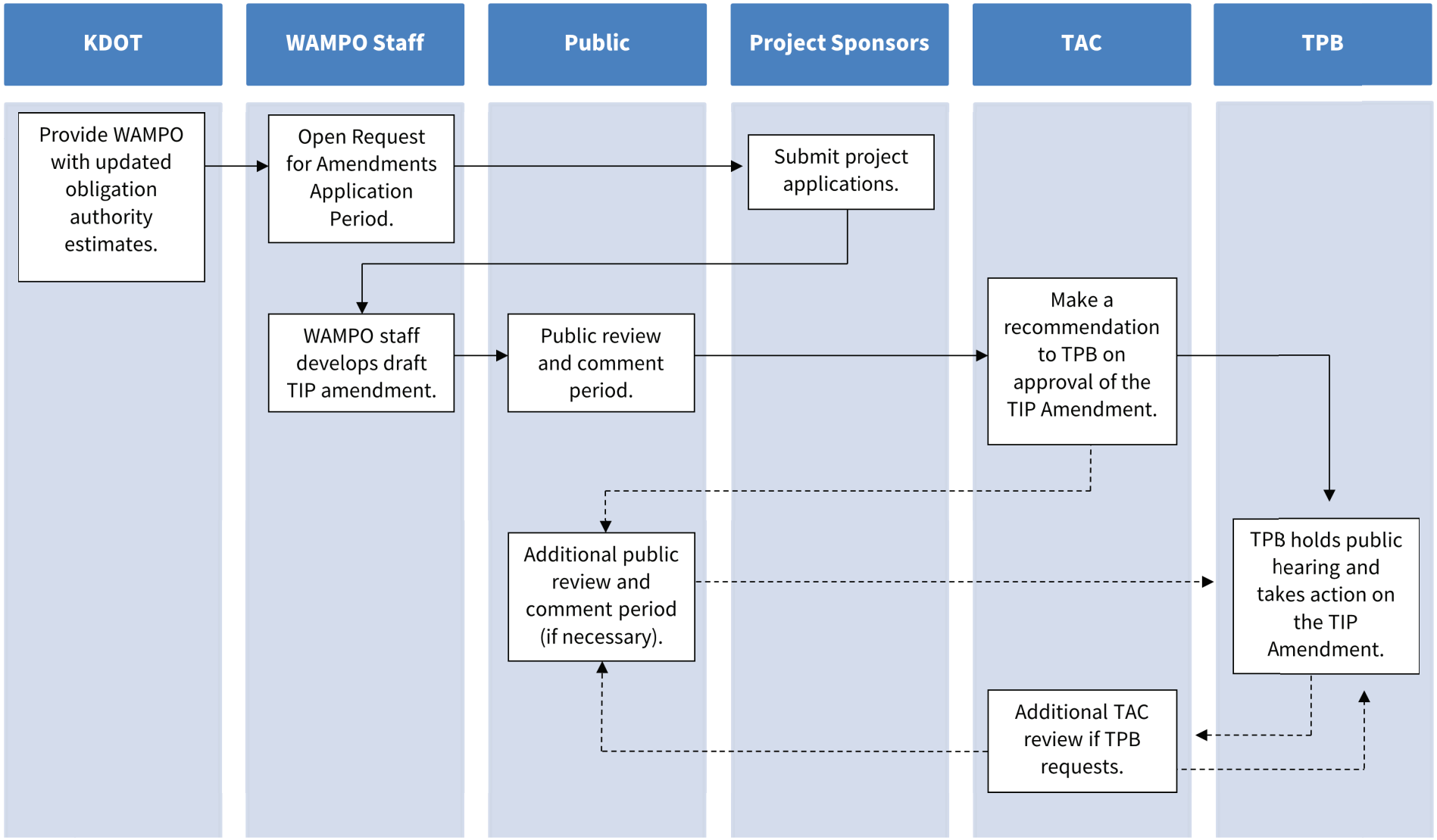
- Approve the TIP amendment as proposed.
- Make changes to the TIP amendment as deemed appropriate.
- Table the item for further discussion.
- Not approve the TIP amendment.
- Request further TAC review prior to TPB action.

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.

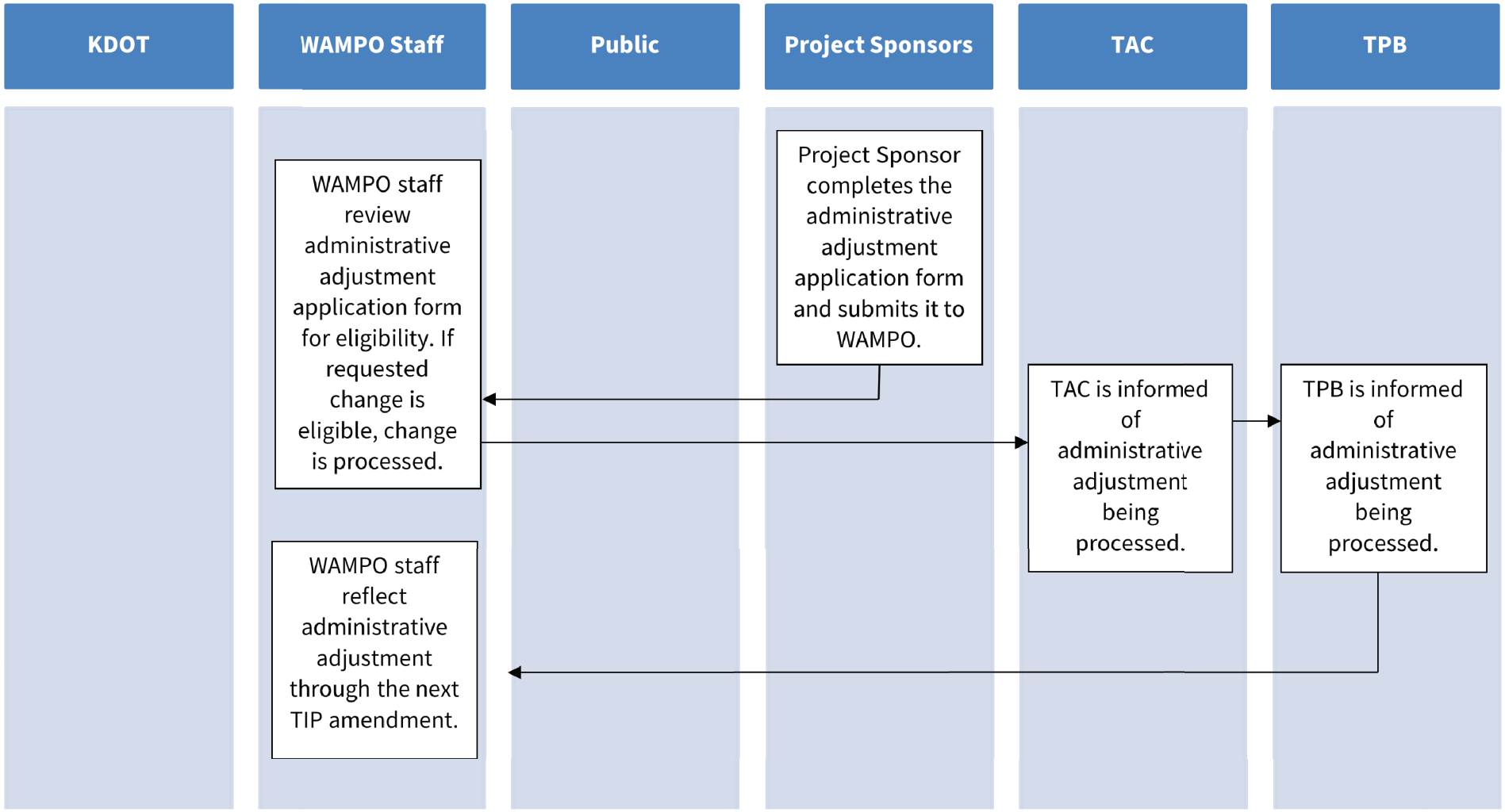
Notify the TAC and TPB

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

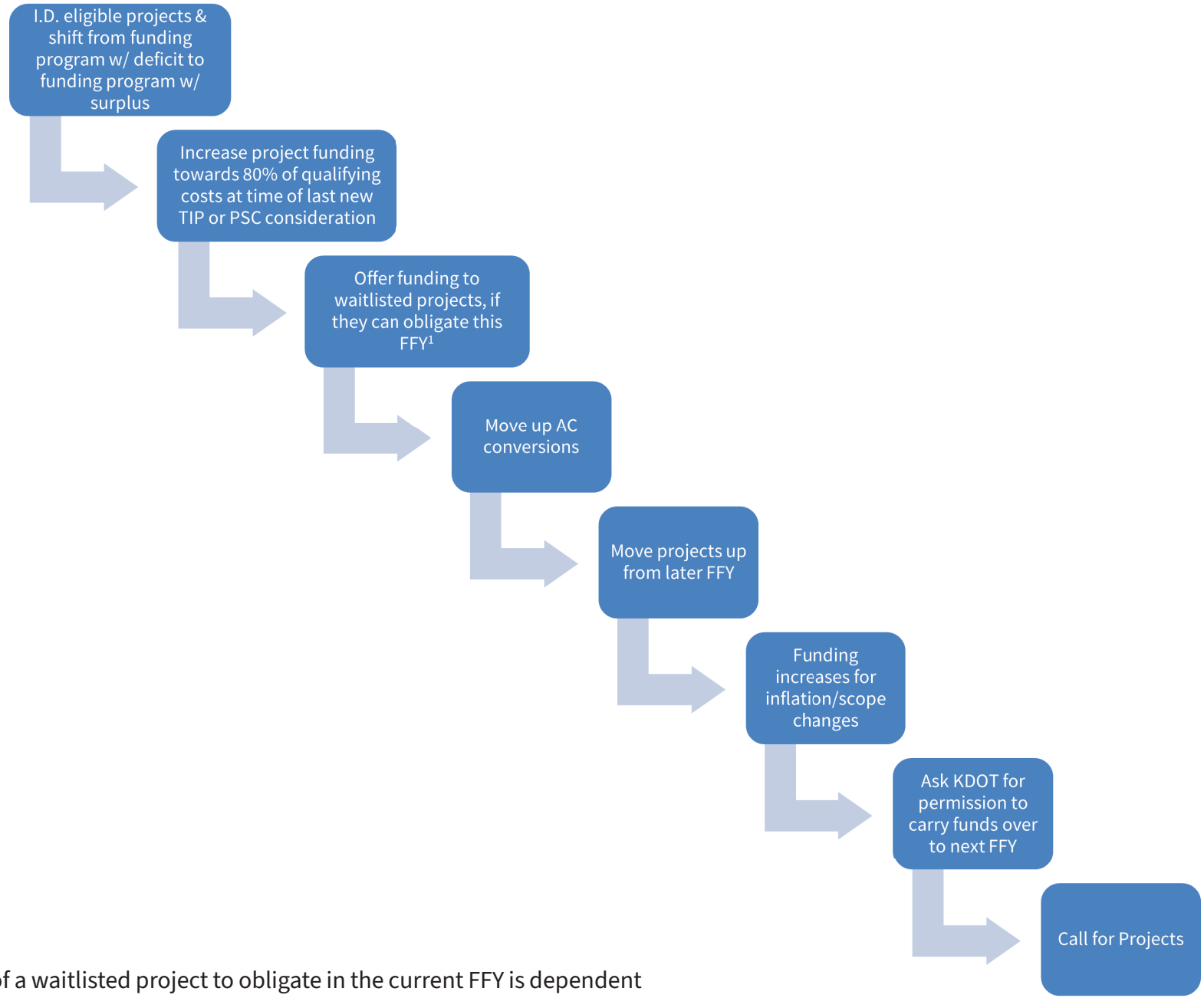
Year-End Balance Guidance (Adopted December 13, 2022)
In the event of a WAMPO suballocated funding program being projected to have a surplus or deficit at the end of the current Federal Fiscal Year (FFY), the following strategies are to be prioritized to get the projected balance as close to zero as 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

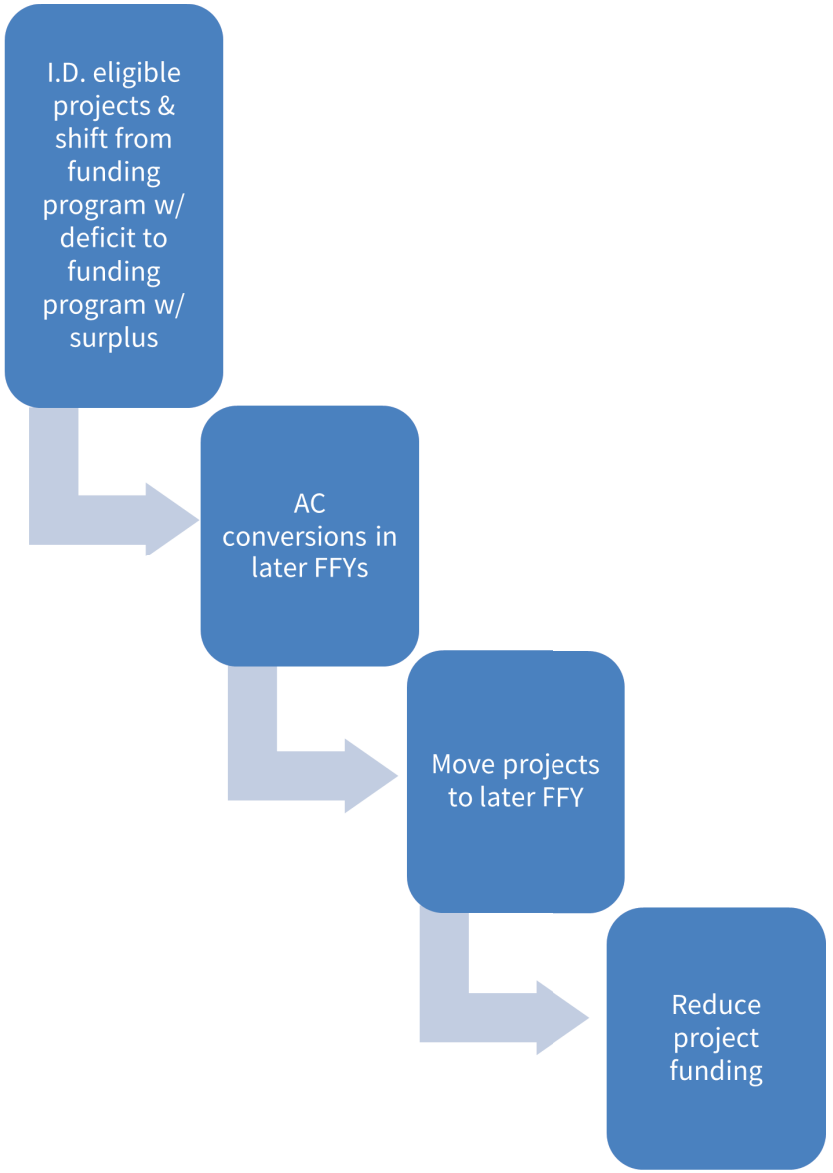


[1]The ability of a waitlisted project to obligate in the current FFY is dependent upon where the project is in KDOT's approval/funding processes and whether all necessary steps could be completed before the end of the FFY.

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.