MTP 2050

Executive Summary

Metropolitan Transportation Plan 2050
Wichita Area Metropolitan Planning Organization

Plan Purpose & Development

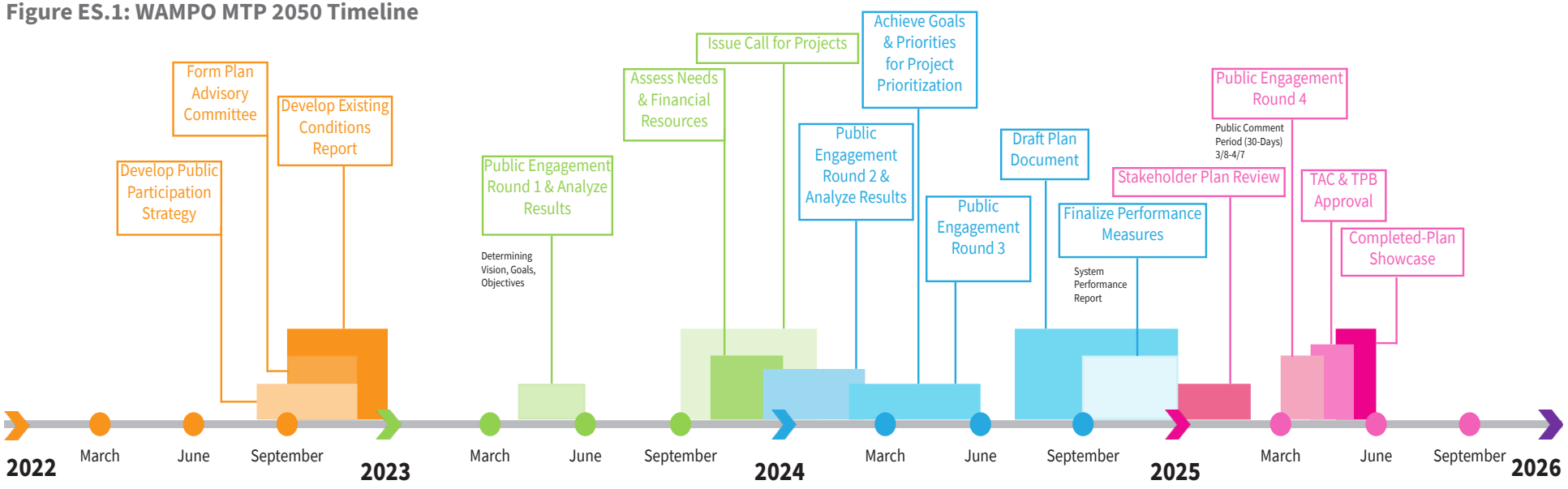
Federal regulations serve as the foundation for transportation planning in metropolitan areas, guiding the efforts of Metropolitan Planning Organizations (MPOs). As federally designated entities, MPOs are responsible for developing and maintaining a Metropolitan Transportation Plan (MTP) – a blueprint for a region's transportation system that spans a minimum planning horizon of 20 years and is updated at least every 5 years. These plans integrate long-term and short-term strategies to foster a multimodal transportation network that ensures the safe and efficient movement of people and goods.

The Wichita Area Metropolitan Planning Organization (WAMPO), in South Central Kansas, oversees transportation planning for a varied region that includes 22 cities and three counties, with a population of 547,230 as of the 2020 Census. WAMPO operates under federal mandates to implement a "3 Cs" planning process – Continuing, Comprehensive, and Cooperative. This approach brings together local governments, state and federal agencies, transit operators, and the public to ensure transportation plans reflect the needs of the community.

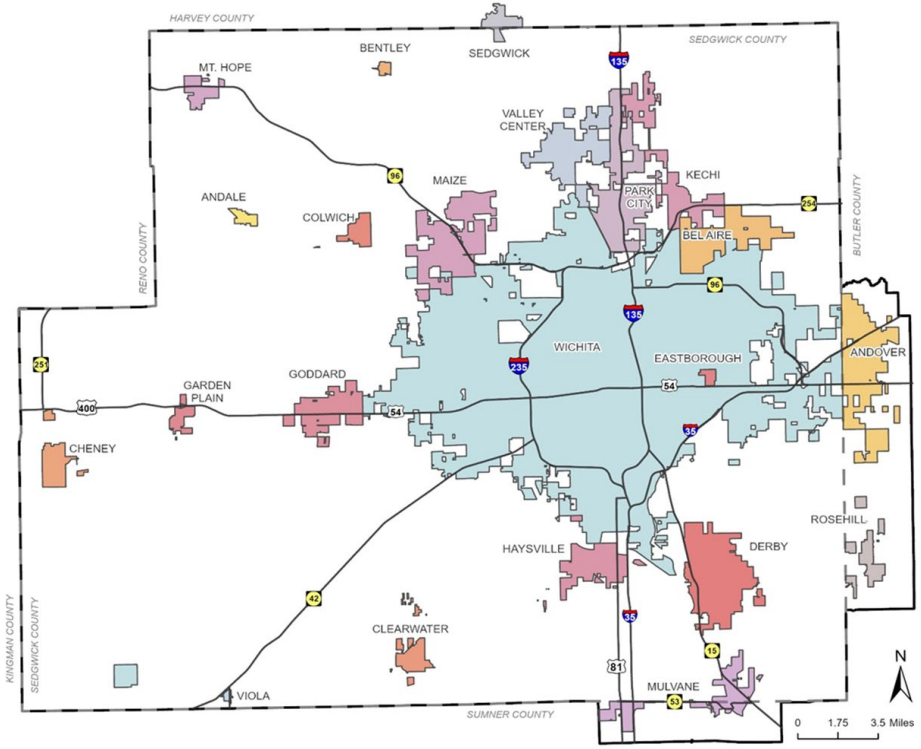
MTPs must address the interconnections between transportation and critical factors like land use, economic development, the environment, and housing. WAMPO's efforts include balancing federal compliance with a commitment to regional priorities, sustainability, and the involvement of all segments of society. The 3Cs process emphasizes collaboration, enabling stakeholders to develop strategies that align with long-term community goals. WAMPO ensures its planning process remains adaptable to evolving needs by leveraging data, public input, and performance-based measures.

Public input is essential for developing transportation policies, programs, and projects. Community outreach coincided with plan development and was designed to actively seek input. Public engagement for MTP 2050 is divided into five rounds: three rounds focused on building an understanding of public desires, a fourth round for distributing the draft plan for a 30-day public comment period, and a fifth round presenting the approved plan.

Figure ES.1: WAMPO MTP 2050 Timeline

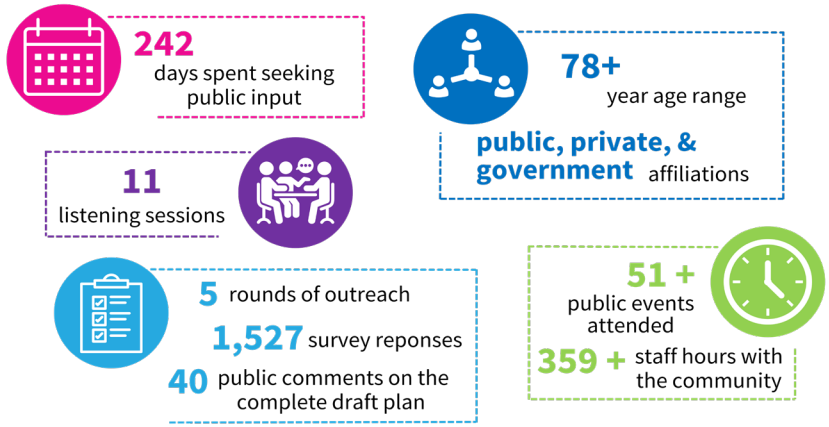


Map ES.1: WAMPO Region



A variety of outreach methods were employed to reach key stakeholders and the general public. These methods included in-person and virtual meetings; stakeholder listening sessions; pop-up events at public gatherings; presentations at community meetings; videos and social media posts; articles and interviews distributed by television, radio, and print media outlets, and surveys made available in English, Spanish, and Vietnamese, both online and on paper. Recognizing that opportunities for meaningful public participation are key to developing a sense of community and ownership among participants, WAMPO ensures an open, cooperative process, actively involving all affected parties to provide meaningful input that influences transportation decisions, while also addressing the community's varied transportation needs and concerns.

Figure ES.2: MTP 2050 Public Engagement at a Glance



Through strategic leadership and collaboration, WAMPO plays a pivotal role in shaping a resilient and sustainable transportation system for the Wichita metropolitan area. MTP 2050 reflects this commitment, providing a roadmap addressing the region's current and future transportation challenges while fostering growth and connectivity.

Figure ES.3: MTP 2050 Vision and Goals

Figure ES.4: Alignment of MTP 2050 Goals with Federal Planning Factors

	Goals			
	Safe & Reliable	**Universal & Accessible**	**Connected & Multimodal**	**Environmental & Financial Stewardship**
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	■	■	■	■
Increase the safety of the transportation system for motorized and non-motorized users.	■	■	■	
Increase the security of the transportation system for motorized and non-motorized users.	■		■	
Increase accessibility and mobility of people and freight.	■	■	■	
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	■	■	■	■
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	■		■	
Promote efficient system management and operation.	■			■
Emphasize the preservation of the existing transportation system.	■	■		■
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	■			■
Enhance travel and tourism.			■	■

Source: 23 CFR § 450.306(b)

Federal regulations require MPOs to integrate ten planning factors that address, among other things, safety, efficiency, connectivity, environmental stewardship, and economic vitality. Compliance with these principles is critical for regions like WAMPO to maintain eligibility for federal funding, ensuring resources are allocated to impactful projects that advance the region's mobility and quality of life.

Regional Trends

The WAMPO region is a dynamic metropolitan hub. It accounts for 19% of Kansas's Gross Domestic Product (GDP), driven by several strong economic sectors (such as aerospace, advanced manufacturing, and agriculture), residential expansion, and robust transportation networks.

Regional Growth & Connectivity

The WAMPO region is characterized by a mix of urban, suburban, and rural communities. Wichita, home to 70% of the region's population, anchors 11 suburban cities and supports significant rural areas that enhance regional connectivity. Highways, Interstates, and local roads form the backbone of this connectivity, facilitating economic trade, commuting, and social ties.

Population, Housing, & Employment Growth

Between 2010 and 2020, the WAMPO region experienced a 5.4% population increase, the cities of Maize (67.7%) and Andover (26.4%) leading the growth. Alongside population increases, the region has seen substantial housing and employment expansion. Suburban cities such as Derby, Andover, and Maize have added significant new housing developments to meet demand. Meanwhile, new and established employers have created thousands of jobs, necessitating improvements to surrounding transportation infrastructure.

Educational institutions like Wichita State University contribute to workforce development and innovation, attracting talent and driving economic growth.

Table ES.1: WAMPO Region Population Change, 2010-2020

WAMPO Jurisdictions	2010 Population	2020 Population	% Change
Wichita	382,368	397,532	4.0%
Derby	22,158	25,625	15.6%
Andover	11,791	14,892	26.3%
Park City	7,297	8,333	14.2%
Haysville	10,826	11,262	4.0%
Bel Aire	6,769	8,262	22.1%
Valley Center	6,822	7,340	7.6%
Maize	3,420	5,735	67.7%
Goddard	4,344	5,084	17.0%
Mulvane	6,111	6,286	2.9%
Rose Hill	3,931	4,185	6.5%
Kechi	1,909	2,217	16.1%
Clearwater	2,481	2,653	6.9%
Cheney	2,094	2,181	4.2%
Colwich	1,327	1,455	9.6%
Sedgwick*	192	194	1.0%
Andale	928	941	1.4%
Garden Plain	849	948	11.7%
Mount Hope	813	806	-0.9%
Eastborough	773	756	-2.2%
Bentley	530	560	5.7%
Viola	130	115	-11.5%
Sedgwick County+	37,214	36,474	-2.0%
Butler County+	2,666	2,344	-12.1%
Sumner County+	1,233	1,050	-14.8%
WAMPO Region Total	**518,976**	**547,230**	**5.4%**

*Portion of a city within the WAMPO planning boundary

+Unincorporated portion inside WAMPO planning boundary

Map ES.2: WAMPO Region Population Density

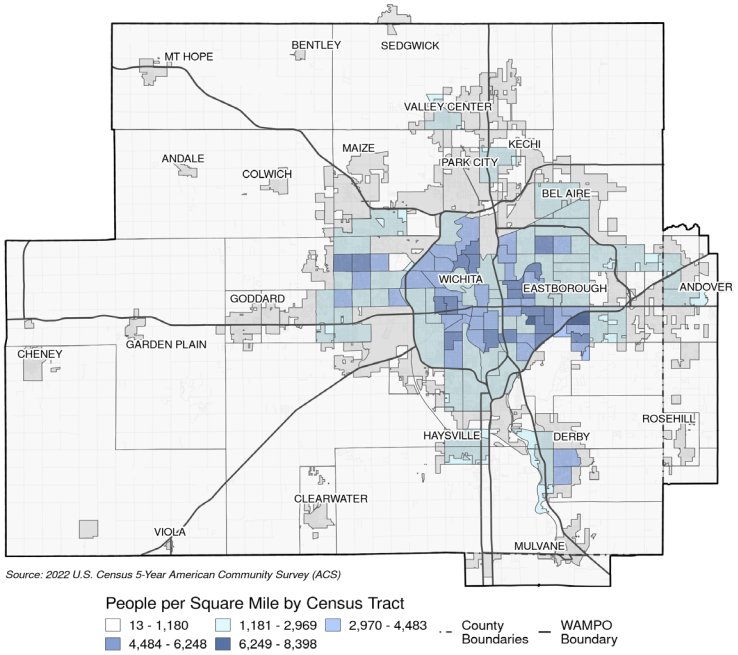


Table ES.2: Worker Commute Modes and Household Vehicle Availability in the WAMPO Region and Kansas, 2022

Commutes Modes and Times and Household Vehicles	WAMPO Region	State of Kansas
Means of Transportation to Work		
Car, Truck, or Van - Drive Alone	81.0%	77.8%
Car, Truck or Van - Carpooled	9.0%	8.7%
Public Transportation (excluding taxicab)	0.5%	0.4%
Walk	1.2%	2.3%
Bicycle	0.4%	0.3%
Taxicab, Motorcycle, or Other Means	1.4%	1.1%
Work from Home	6.5%	9.5%
Average Travel Time to Work	20.1 minutes	19.7 minutes
Vehicles Available per Household		
No Vehicle Available	5.7%	5.1%
One (1) Vehicle Available	31.4%	29.8%
Two (2) Vehicles Available	37.3%	38.5%
Three (3) or More Vehicles Available	25.7%	26.6%

Source: (2018 - 2022) American Community Survey (ACS) Estimates

Transportation & Multimodal Investments

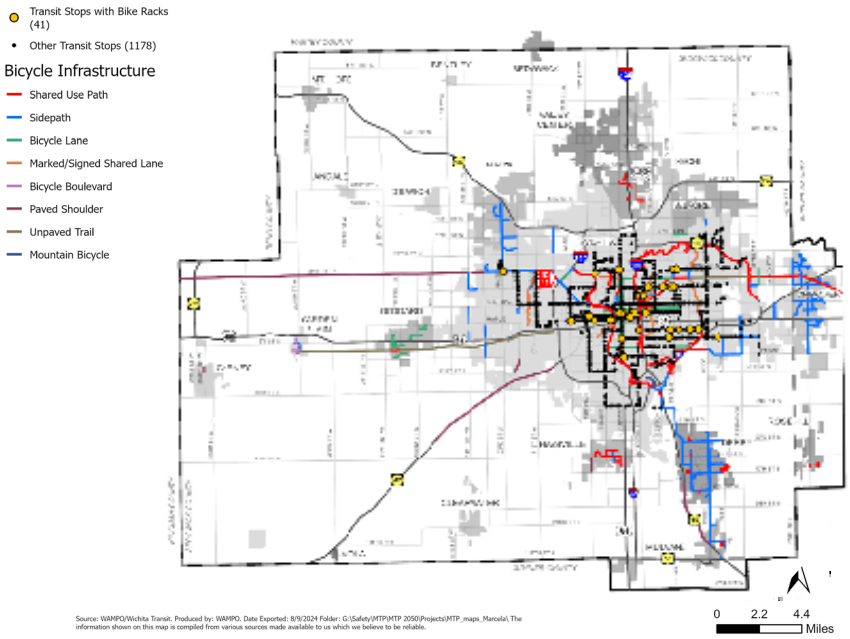
Population and employment growth have heightened the need for a comprehensive transportation system. Investments in roads, sidewalks, trails, and transit networks aim to support increased mobility, accessibility, and multimodal connectivity.

Understanding travel trends is essential for transportation planning. Table ES.2 presents commute mode shares, average travel times to work, and household vehicle availability in the WAMPO region. The average commute is 20.1 minutes, with the longest (32.9 minutes) being from home locations in a Census Tract in SW Butler County. 5.7% of households have no vehicle available and 63% have two or more available.

In 2023, Wichita Transit recorded 1.27 million trips, with 1.18 million on fixed routes. Ridership rebounded post-COVID, nearing pre-pandemic levels. Route 21 had the highest ridership (180,175 trips). Map ES.3 shows that 893 of 1,236 transit stops are within 0.5 miles of bicycle infrastructure.

Bike Share ICT and VeoRide scooters expand Wichita's mobility. Since 2017, Bike Share ICT has logged 26,000+ trips. Meanwhile, scooters aid last-mile travel but raise safety concerns.

Map ES.3: Connections Between Fixed Transit Routes and Bicycle Network



Environmental & Resource Considerations

Transportation planning in the WAMPO region emphasizes environmental sustainability and resource stewardship. Key water resources include eight watersheds, the Arkansas River, and the Ogallala Aquifer, which support the regional water supply, agriculture, and industry. The region's transportation system impacts air quality, particularly through emissions contributing to ground-level ozone.

The WAMPO region lies within the Grassland Biome ecosystem, home to a mix of native prairie grasses and wildlife. Urbanization has replaced much of this natural habitat, leading to adaptations by wildlife and protective measures under the Endangered Species Act. Critical habitats in the region include areas around the Arkansas and Ninnescah Rivers.

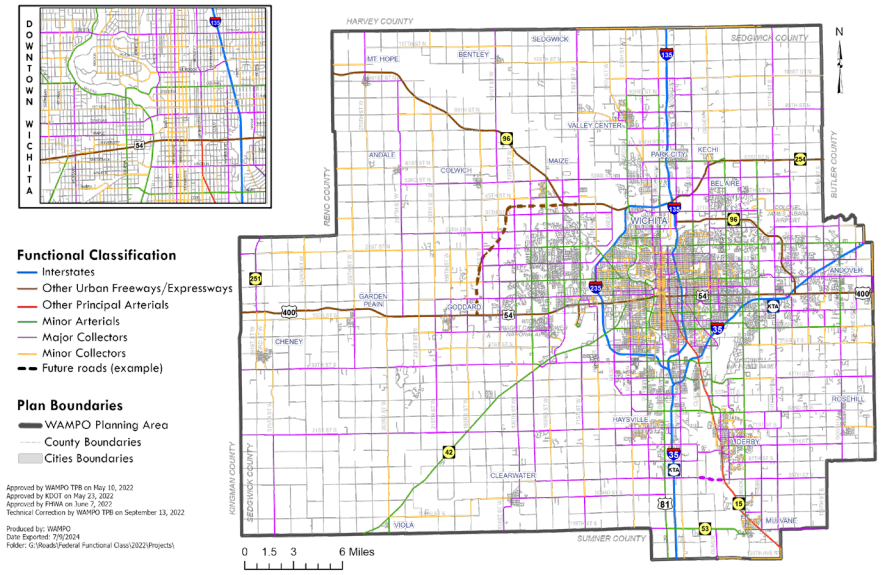
The WAMPO region faces long-standing environmental challenges, including tornadoes, ozone pollution, storm water drainage, hazardous waste, and agricultural runoff. Agricultural runoff is water that carries fertilizers, pesticides, and soil from farms into nearby waterways. Other concerns include private water systems, historical preservation, rising earthquake activity, invasive species, and climate change impacts like warmer winters and frequent droughts. Ongoing monitoring, research, and mitigation efforts address these issues.

Existing Conditions

Roadways & Bridges

The WAMPO region's nearly 4,700 miles of roadway and 1,400+ bridges form the backbone of its transportation network. Functional classifications of roadways determine funding eligibility, with major corridors like US-54 handling the highest traffic volumes. The majority of roadways within the WAMPO region are classified as local roads, just under 3,100 miles. Investments in roadway and bridge infrastructure aim to enhance safety, accommodate economic and population growth, and ensure reliable connectivity. Major roadway issues include safety, deferred maintenance, roadway upgrades, and technological updates.

Map ES.4: Federal Roadway Functional Classification



Transit & Paratransit Services

Public transit in the WAMPO region includes Wichita Transit and 24 other providers offering fixed-route and demand-response services. Challenges such as accessibility barriers, long travel times, and coordination inefficiencies present opportunities for improvement. Addressing these issues, expanding transit options, and implementing centralized mobility management can improve access for seniors, people with disabilities, low-income households, and the general population.

Bicycle & Pedestrian Travel

Walking and bicycling provide sustainable alternatives to motorized transportation, delivering health, environmental, and economic benefits. WAMPO conducts annual bicycle and pedestrian counts to monitor active transportation trends and guide infrastructure investments. These counts, based on National Bicycle and Pedestrian Documentation Project standards, highlight areas for expanding trails, sidewalks, and bike paths to improve connectivity and reduce reliance on vehicles.

Issues and opportunities related to bicycle and pedestrian travel include safety, network expansion/connection, placemaking, and data limitations. To address these issues and opportunities, WAMPO is developing a Regional Active Transportation Plan as a successor to the 2011 Regional Pathways Plan.

Figure ES.5: 2024 Top 5 Bicycle/Pedestrian Counting Locations

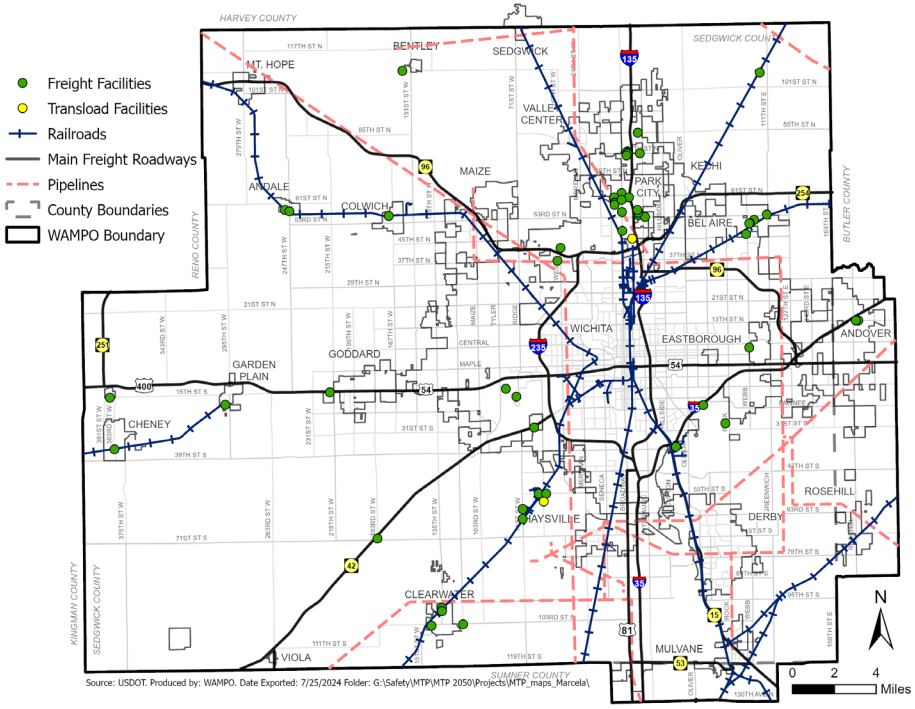
Freight

Freight transportation plays a vital role in the region's economy, with truck traffic dominating freight movement (53% by weight). Issues related to truck freight traffic in the WAMPO region include the availability of truck parking, increasing demand for "last mile" goods delivery directly to consumers' homes, and bridges that have either low clearances or low weight limits.

Railroads, including Union Pacific, BNSF, Kansas & Oklahoma, and Wichita Terminal Association, support agricultural, industrial, and consumer goods transport on 175 miles of track in the region. Rail freight issues and opportunities include outdated infrastructure that cannot carry the weight of modern train cars, addressing the 369 at-grade railroad/roadway crossings in the WAMPO region, and the evaluation by the Kansas Department of Transportation (KDOT) of the possible expansion of passenger rail service in the region, which would most likely operate on the same tracks as freight trains.

Dwight D. Eisenhower National Airport (ICT) is Kansas's largest air freight hub, accounting for 78% of the state's air cargo tonnage in 2019. Eisenhower National Airport also supports aerospace manufacturing as a place from which completed aircraft can take off under their own power for delivery to customers. There is an identified need to increase commercial air service in the region.

Map ES.5: Freight Facilities and Infrastructure in the WAMPO Region



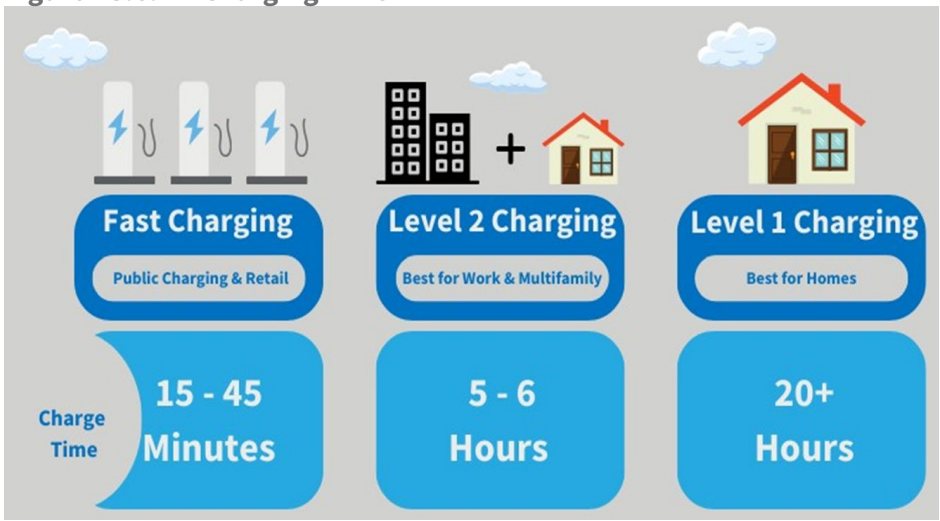
Electric Vehicles (EVs)

The WAMPO Electric Vehicle Network Plan supports the region's transition to sustainable transportation through expanded EV infrastructure, education, and collaboration. The plan aligns with national initiatives like the National Electric Vehicle Infrastructure (NEVI) program to close infrastructure gaps, promote EV adoption, and reduce greenhouse gas emissions.

The plan focuses on expanding public charging infrastructure, including Level 2 and Direct Current Fast Charging (DCFC) stations, to meet the increasing demand for EVs in the region. It emphasizes collaboration with municipalities, private industry, and environmental stakeholders to accelerate EV adoption and address infrastructure gaps. Additionally, the plan prioritizes education and awareness to highlight the benefits of EVs, such as reduced emissions, lower fuel costs, and improved public health, ensuring a smoother transition to sustainable transportation and fostering economic and environmental resilience.

As of 2023, the WAMPO region had 32 public charging stations and over 1,000 registered EVs, with plans to expand infrastructure to support future growth.

Figure ES.6: EV Charging Time



System Management

System management focuses on keeping transportation networks operating smoothly, safely, and efficiently. It encompasses the ongoing maintenance of infrastructure, the integration of advanced technologies, and the implementation of strategies to manage demand, safety, congestion, and resilience. Together, these efforts ensure that transportation systems remain reliable and adaptable to future challenges. Effective system management involves various components, including:

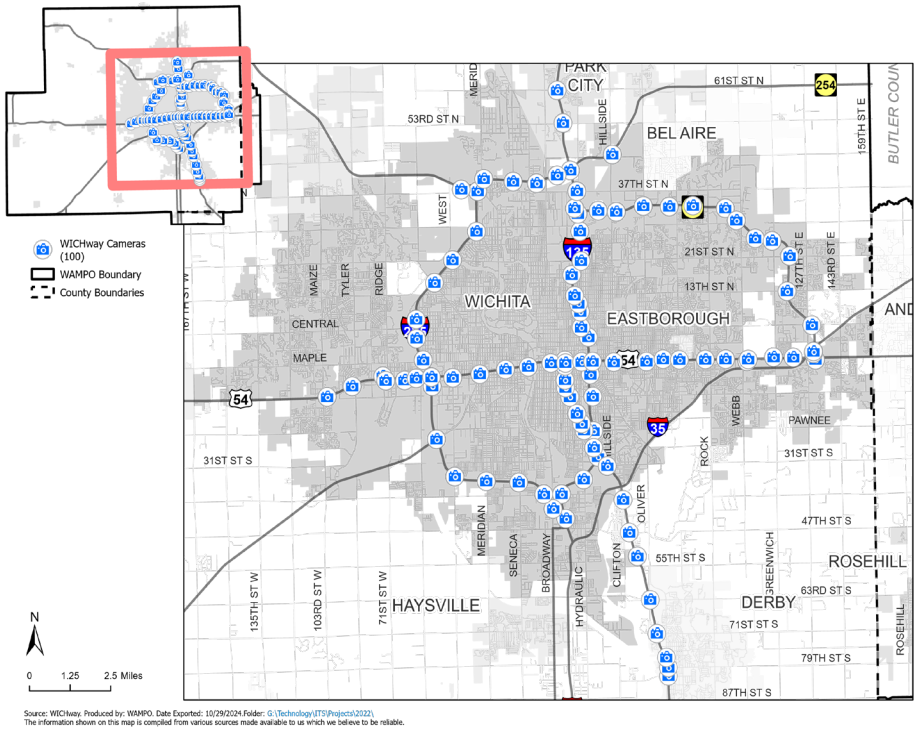
Existing Maintenance Needs & Programs

Addressing deteriorating infrastructure is critical to system reliability. In 2023, 1.6% of the region's bridge deck area was in poor condition, requiring repairs or replacements. Meanwhile, 0.6% of National Highway System (NHS) lane miles were in poor condition. The region also manages over 2,100 miles of sidewalks and bikeways, emphasizing the importance of maintaining accessible nonmotorized infrastructure. Transit assets, including vehicles and facilities, also require maintenance. Infrastructure and asset maintenance and replacement projects may receive funding from several federal programs, such as the Surface Transportation Block Grant Program, the Bridge Investment Program, the Transportation Alternatives Program, and the FTA 5339 (Grants for Buses and Bus Facilities) and FTA 5307 (Urbanized Area Formula Grants) programs, and from state programs, such as the Kansas Local Bridge Improvement Program.

Intelligent Transportation Systems (ITS)

ITS technologies, such as adaptive traffic signals, dynamic message signs, and real-time traffic cameras/sensors, optimize network performance and enhance safety. The WICHway ITS network in the Wichita region, which is owned and operated by KDOT, in cooperation with local partners, uses cameras, traffic sensors, and dynamic message signs to manage traffic conditions effectively. ITS plays a key role in regional transportation planning, improving safety and congestion management. To improve coordination, WAMPO maintains a Regional ITS Architecture.

Map ES.6: WICHway Camera Network



Source: WICHway. Produced by: WAMPO. Date Exported: 10/29/2024 Folder: G:\Technology\ITS\Projects\2022\.
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Map ES.7: WICHway Dynamic Messaging Signs

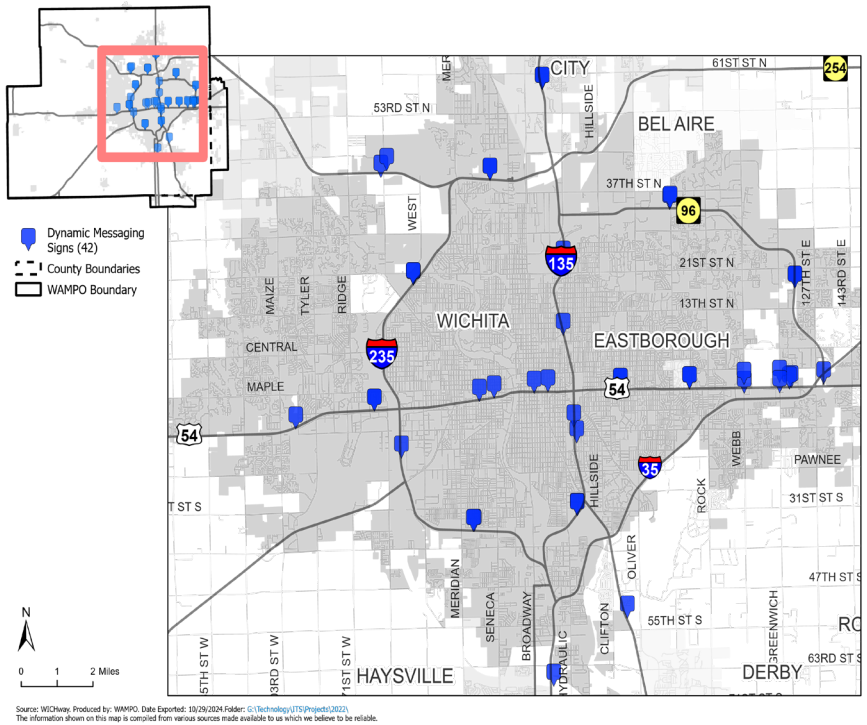
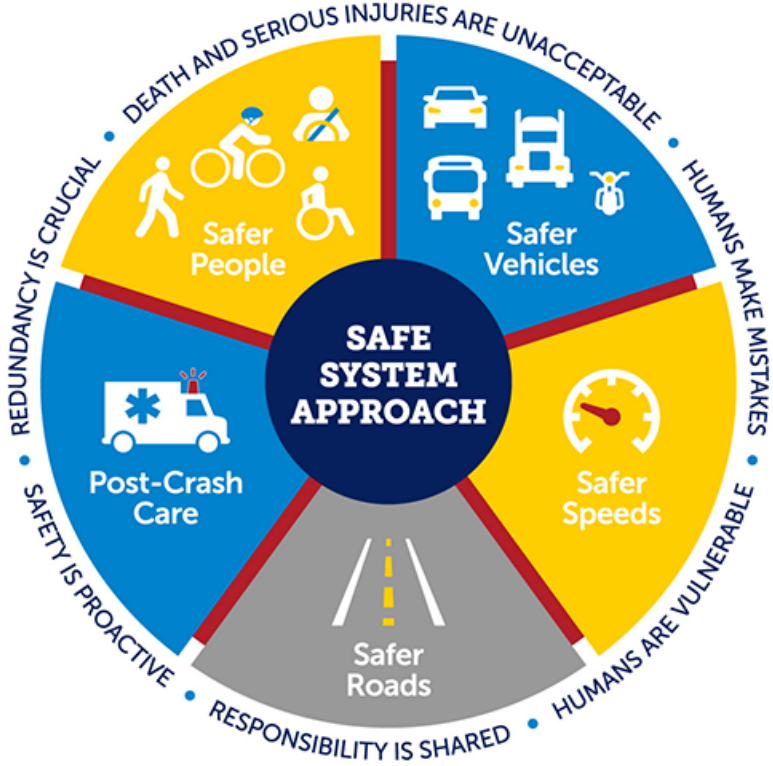


Figure ES.7: Safe System Approach



Transportation Safety

Both WAMPO and KDOT have adopted and guide their safety efforts using the USDOT's Safe System Approach, emphasizing proactive measures to prevent fatalities and serious injuries from crashes. WAMPO's Comprehensive Safety Action Plan (CSAP) identifies key emphasis areas – intersections, speed, and vulnerable road users – and identifies behavioral and engineering solutions to transportation safety problems. Meanwhile, WAMPO also supports the development of Safe Routes to School (SRTS) plans in the region, focused on the safety of students walking or bicycling to and from K-12 schools. ICT Safe: A Regional Transportation Coalition leads WAMPO-region efforts to implement roadway safety strategies, aiming to eventually reach a rate of zero crash fatalities and serious injuries.

Congestion Management & Transportation Demand Management

As is federally required for urbanized areas with populations greater than 200,000, WAMPO has an adopted Congestion Management Process (CMP), which provides a strategic framework for systematically assessing congestion mitigation efforts. It establishes a structure for monitoring the effectiveness of interventions and supports the development of future strategies. This process includes a comprehensive analysis of traffic flow, roadway capacity, and transit performance to specifically evaluate how well current measures reduce traffic congestion and improve travel efficiency. Congestion management strategies may include demand management,

infrastructure improvements, and traffic flow optimization, with interventions such as signal optimization, public transit enhancements, or roadway expansions.

Transportation demand management optimizes the use of existing infrastructure through strategies such as improved transit options, non-peak work shifts, and land-use planning. These efforts reduce traffic congestion and promote sustainable travel.

Security & System Resilience

Resilience planning addresses risks from natural disasters, climate change, and extreme weather. Initiatives include flood mitigation, hazardous material management, and emergency preparedness. Regional efforts align with the federal Infrastructure Investment and Jobs Act (IIJA) and emphasize sustainability to enhance environmental, social, economic, and financial outcomes.

System Performance Report

A performance-based planning process involves setting goals and tracking relevant data to guide future planning decisions. To support this, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule establishing performance measures for roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. MPOs must either set their own targets or support those of their respective state DOTs. In 2024, the WAMPO Transportation Policy Body (TPB) chose to support KDOT's targets for PM1, PM2, PM3, and TAM. WAMPO reflects its support through project evaluation criteria that help prioritize federal funding for regional transportation projects.

PM1: Safety

The values in Table ES.3 are the PM1 regional safety-measures data that have become available since WAMPO's last MTP (*REIMAGINED* MOVE 2040) was adopted in 2020. The table shows the recent trends of the five-year rolling averages of fatal and serious-injury crash statistics available for public roads within the WAMPO region.

Table ES.3: PM1 - Five Year Rolling Average Safety Measures

	2019	2020	2021	2022	2023
WAMPO Region					
Number: Fatalities	60	63	65	68	64
Rate: Fatalities / 100 MVMT	1.32	1.38	1.42	1.47	1.38
Number: Serious Injuries	165	191	221	258	299
Rate: Serious Injuries / 100 MVMT	3.64	4.19	4.81	5.59	6.46
Number: Nonmotorized Fatalities & Serious Injuries	32	33	35	40	47

Sources: WAMPO measures from KDOT as reported by local law enforcement agencies
MVMT= Millions of Vehicle Miles Traveled

To address the rise in serious injuries and reduce fatal crashes, WAMPO uses safety as a criterion when evaluating projects for its

project-selection processes. This approach enhances regional safety and supports KDOT's PM1 targets, which call for reducing annual fatalities and serious injuries (FHWA Kansas performance measure dashboard, retrieved on 12/13/2024).

PM2: Pavement & Bridge Condition

PM2 focuses on evaluating the condition of pavement and bridges of the National Highway System (NHS). Pavement condition is rated as Good, Fair, or Poor based on metrics such as roughness and rutting, while bridge condition is assessed using the deck area and ratings of structural components. These performance measures examine the total percent of bridge and pavement in poor or good condition. Table ES.4 shows the PM2 data that have become available since WAMPO's last MTP.

Table ES.4: PM2 - Pavement & Bridge Condition Measures

WAMPO Region	2019	2020	2021	2022	2023
Interstate Pavement: **Good** Condition	58.8%	59.6%	46.1%	46.0%	60.2%
Interstate Pavement: **Poor** Condition	0.4%	0.8%	0.5%	1.0%	0.5%
Non-Interstate NHS Pavement: **Good** Condition	48.3%	44.4%	33.7%	41.0%	39.3%
Non-Interstate NHS Pavement: **Poor** Condition	1.6%	1.8%	1.9%	1.0%	0.5%
NHS **Bridge Deck: Good** Condition	53.3%	59.8%	59.2%	58.5%	58.3%
NHS **Bridge Deck: Poor** Condition	0.9%	0.0%	0.0%	0.0%	0.0%

Sources: KDOT HPMS system, National Bridge Inventory

The WAMPO region and the state rely on well-maintained NHS roads. To support this, WAMPO includes infrastructure condition as a criterion in project evaluation to help inform federal funding prioritization. This supports KDOT in achieving its 2025 PM2 targets. KDOT's targets include keeping Interstate pavement in poor condition below 0.4% and non-Interstate NHS pavement in poor condition below 1.7%, as well as ensuring NHS bridge deck in poor condition does not exceed 3% (FHWA Kansas performance measure dashboard, retrieved on 12/13/2024).

PM3: System Performance

System performance measures how reliably people and freight can travel without unexpected delays on the NHS. It includes metrics for passenger (% of person-miles that are reliable) and freight travel (Truck Travel Time Reliability Index (TTTR index)) travel. An increasing percentage of reliable person-miles suggest less frequent travel delays, while a decreasing TTTR index indicates the same for freight traffic. Table ES.5 shows the PM3 data that have become available since WAMPO's last MTP.

Table ES.5: PM3 - System Performance Measures

WAMPO Region	2019	2020	2021	2022	2023
% of person-miles on Interstates that are reliable	99.0%	100.0%	98.0%	99.0%	100.0%
% of person-miles on non-Interstate NHS that are reliable	99.0%	100.0%	97.0%	99.7%	99.0%
Truck Travel Time Reliability Index	1.21	1.19	1.18	1.17	1.17

Sources: NPMRDS INRIX (2019-2023)

The region's travel time reliability has remained high, with some years showing 100% of person-miles on the NHS as reliable. In addition, the past 4 years have shown a decline in the TTTR index, indicating increasing travel-time reliability for freight traffic. To support continued reliability, WAMPO includes congestion criteria in its project evaluation process, which informs federal funding prioritization. This also supports the state's 2025 targets, aiming for over 99% reliable person-miles on Interstates, over 98% on non-Interstate NHS routes, and a TTTR index below 1.1 (FHWA Kansas performance measure dashboard, retrieved on 12/13/2024).

Transit Asset Management (TAM)

KDOT has established annual targets for maintaining transit assets, including vehicles and facilities, to ensure they remain in good repair. WAMPO supported these targets in 2024, which are sourced from KDOT's 2022 TAM plan.

Regional Performance Measures

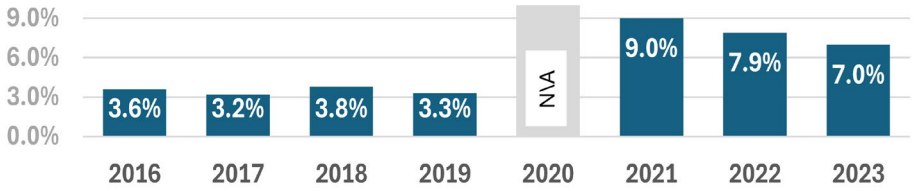
Regional performance measures are intended to monitor and evaluate aspects of transportation that are uniquely important to a particular metropolitan area. While not federally required, these measures complement the required federal performance measures. Recognizing their potential, WAMPO has chosen to incorporate the following regional measures into the MTP.

- Commuter Mode Shares
- Average Travel Time to Work
- Greenhouse Gas (GHG) Emissions
- Sidewalk/Multiuse Path Network Length

Commuter Mode Shares

Regional commuter mode shares examine what form of transportation people take when traveling to work. For the Wichita Metropolitan Statistical Area (MSA) The most notable recent change occurred in those who reported they work from home. This can be seen in Figure ES.7. 2020 data are missing due to challenges in US-Census-Bureau data collection during the COVID-19 pandemic.

Figure ES.8: Wichita MSA percent share of commuters working from home



Source: US Census 1-Year American Community Survey (ACS)

Average Travel Time to Work

Estimates for the average travel time to work are developed by the US Census Bureau and reported for the Wichita MSA. Other than 2017, when the average estimated travel time to work was 19.2 minutes, from 2016 to 2023, the estimate only varied from 20.1 to 20.6 minutes. Despite the regional average showing little change over that period, significant local variation exists. For example, the 2023 estimate for average travel time to work for the city of Eastborough was 15.2 minutes, while for the city of Mount Hope it was 28.7 minutes (US-Census Bureau 5-Year (2019 - 2023) American Community Survey (ACS) Estimates).

Greenhouse Gas (GHG) Emissions

The National Emissions Inventory (NEI) reports greenhouse gas (GHG) emissions every 3 years for US counties. In 2023, NEI released the emission data for 2020, which was sorted to examine the impact of mobile sources of GHG (cars, trucks, etc.). Sedgwick County showed a significant decline in emissions from 2017 to 2020, while Butler and Sumner Counties were reported to have modest increases over the same period.

Sidewalk/Multiuse Path Network Length

In 2022, WAMPO staff reviewed satellite imagery to assess sidewalk and multiuse path coverage. The analysis identified and mapped 2,164 miles of sidewalk and multiuse paths. In the future, for the benefit of regional planning, WAMPO intends to maintain and update this mapped network on a routine schedule.

Financial Plan

Federal regulations require a Metropolitan Transportation Plan to include a financial plan and be fiscally constrained, meaning the financial plan must demonstrate that the anticipated costs of the planned projects plus the anticipated costs to adequately maintain and operate the system do not exceed anticipated revenues.

In addition to ensuring that MTP 2050, overall, is fiscally constrained, WAMPO has also determined it to be fiscally constrained in terms of the transportation-related revenues and expenditures of each of three categories of public agencies: the Kansas Department of Transportation (KDOT); public transit agencies; and local governments, excluding public transit.

Besides ensuring that MTP 2050 is fiscally constrained for the overall planning horizon (2025-2050), WAMPO also determined it to be fiscally constrained in terms of revenues and expenditures during each of three (3) shorter time bands: 2025-2028, 2029-2038, and 2039-2050.

After operations and maintenance (O&M) costs and project costs are subtracted from projected revenues, there is a remaining balance of approximately $8.07 billion across all agency types for 2025-2050. In accordance with federal regulations, all monetary amounts are expressed in Year of Expenditure (YOE) dollars.

Table ES.6: WAMPO MTP 2050 Fiscal-Constraint Analysis Summary

KDOT

	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	$331,523,960	$850,731,154	$1,139,167,302	$2,321,422,416
State Revenue	$978,443,757	$2,623,631,571	$3,513,160,748	$7,115,236,077
Total Revenue	**$1,309,967,717**	**$3,474,362,726**	**$4,652,328,050**	**$9,436,658,493**
O&M Costs	$14,442,473	$49,469,230	$96,679,009	$160,590,713
Available for Projects	**$1,295,525,244**	**$3,424,893,495**	**$4,555,649,041**	**$9,276,067,780**
Project Costs	***$1,295,525,244***	***$50,000,000***	***$0***	***$1,345,525,244***
Balance	**$0**	**$3,374,893,495**	**$4,555,649,041**	**$7,930,542,536**

Public Transit

	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	$42,245,924	$111,646,459	$149,499,633	$303,392,016
State Revenue	$6,278,948	$16,835,538	$22,543,543	$45,658,029
Local Revenue	$16,257,004	$43,589,373	$58,368,132	$118,214,509
Other Revenue (e.g., fares, advertising)	$7,619,728	$20,430,526	$27,357,394	$55,407,648
Total Revenue	**$72,401,604**	**$192,501,896**	**$257,768,702**	**$522,672,201**
O&M Costs	$58,000,000	$164,211,213	$251,926,781	$474,137,994
Available for Projects	**$14,401,604**	**$28,290,682**	**$5,841,921**	**$48,534,207**
Project Costs	***$7,413,451***	***$28,290,682***	***$5,841,921***	***$41,546,054***
Balance	**$6,988,153**	**$0**	**$0**	**$6,988,153**

Local Governments (Excluding Public Transit)

	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	$65,933,073	$182,615,992	$244,531,032	$493,080,097
State Revenue	$105,735,261	$283,504,495	$379,625,278	$768,865,034
Local Revenue	$480,745,737	$1,133,631,196	$1,594,141,414	$3,208,518,346
Total Revenue	**$652,414,071**	**$1,599,751,683**	**$2,218,297,723**	**$4,470,463,477**
O&M Costs	$264,093,221	$913,434,304	$1,776,531,319	$2,954,058,843
Available for Projects	**$388,320,850**	**$686,317,379**	**$441,766,405**	**$1,516,404,634**
Project Costs	***$263,424,162***	***$681,453,840***	***$438,411,153***	***$1,383,289,155***
Balance	**$124,896,688**	**$4,863,539**	**$3,355,252**	**$133,115,479**

KDOT+Public Transit+Local Governments

	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	$439,702,957	$1,144,993,606	$1,533,197,967	$3,117,894,530
State Revenue	$1,090,457,966	$2,923,971,604	$3,915,329,568	$7,929,759,139
Local Revenue	$497,002,741	$1,177,220,569	$1,652,509,546	$3,326,732,855
Other Revenue (e.g., fares, advertising)	$7,619,728	$20,430,526	$27,357,394	$55,407,648
Total Revenue	**$2,034,783,391**	**$5,266,616,304**	**$7,128,394,475**	**$14,429,794,171**
O&M Costs	$336,535,694	$1,127,114,748	$2,125,137,109	$3,588,787,550
Available for Projects	**$1,698,247,698**	**$4,139,501,557**	**$5,003,257,366**	**$10,841,006,620**
Project Costs	***$1,566,362,857***	***$759,744,522***	***$444,253,074***	***$2,770,360,453***
Balance	**$131,884,841**	**$3,379,757,034**	**$4,559,004,293**	**$8,070,646,168**

Project Selection & List

Project Selection Process

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for MTP 2050 and the Federal Fiscal Year (FFY) 2025-2028 Transportation Improvement Program (TIP). During the Call for Projects, WAMPO member jurisdictions and planning partners were invited to submit applications for near-term projects (for the TIP) and long-term projects (for the MTP) to potentially be prioritized for funding.

WAMPO staff and the consulting firm PEC scored and ranked the submitted projects, in accordance with the evaluation criteria adopted by the WAMPO TPB on October 12, 2021. On October 3, 2024, the WAMPO Project Selection Committee (PSC) convened to recommend MTP 2050 priority transportation projects for the time bands of 2025-2028, 2029-2038, and 2039-2050. The PSC made its recommendations in consideration of projected transportation revenues and operations & maintenance costs, in order to ensure that MTP 2050 is fiscally constrained, as required by federal regulations, as well as in consideration of the projects' calculated scores and the priority rankings that a given submitter (if they submitted more than one project) applied to their own submitted projects.

On October 28, 2024, the WAMPO Technical Advisory Committee (TAC) recommended that the WAMPO TPB approve the MTP 2050 Fiscally Constrained Project List, including its assignment of projects to specific time bands, as recommended by the PSC. On November 12, 2024, the TPB voted to approve the PSC- and TAC-recommended Fiscally Constrained Project List.

Fiscally Constrained Project List

The MTP 2050 Fiscally Constrained Project List includes one hundred forty-seven (147) regional transportation projects, representing approximately $2.77 billion in investment in the region's transportation system, under a fiscally constrained scenario (i.e., the combined, estimated costs of the projects do not exceed the amount of funding projected to be available).

Most of the projects on the Fiscally Constrained Project List correspond to specific planned improvements to specific parts of the transportation system, but some are categories of projects that WAMPO and its stakeholders have deemed to be important (e.g., public transit projects, bridge projects, bicycle and pedestrian improvements, traffic flow/safety improvements, ITS projects, and regional studies). Projects that fit into these categories may be started if funding is available, even if they are not specifically listed in the MTP. Project categories are included in the list in recognition of the fact that some types of improvements to the transportation system are not planned as far in advance as others, meaning they would be less likely to make it into the MTP project list if they had to be listed individually.

KDOT Projects

The MTP 2050 Fiscally Constrained Project List includes seven (7) projects that were requested to be included by the Kansas Department of Transportation (KDOT), which would serve as the projects' lead agency. Six (6) of those projects are in the 2025-2028 time band and one (1) is in the 2029-2038 time band. Two (2) of the projects are classified as roadway reconstruction/modernization projects; three (3) are classified as roadway expansion projects (increasing through lanes); one (1) is a traffic-management-technology project; and one (1) is right-of-way acquisition for a new roadway.

The combined, estimated cost of these KDOT-sponsored projects is approximately $1.35 billion.

Public Transit Projects

The MTP 2050 Fiscally Constrained Project List includes six (6) public-transit projects, at a combined, estimated cost of approximately $41.6 million. These projects are all "category" projects (see above), with two (2) in each of the three-time bands (2025-2028, 2029-2038, and 2039-2050), making the same types of projects eligible for funding in every time band.

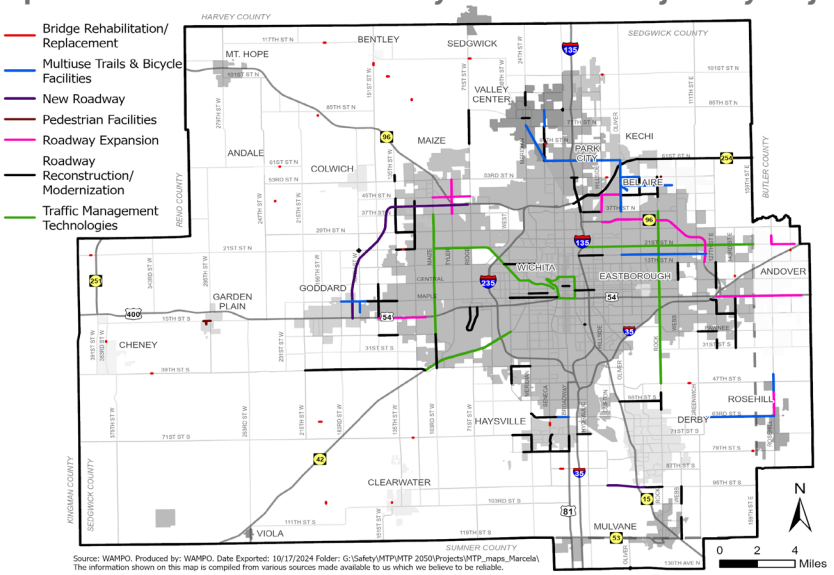
Local-Government-Sponsored, Non-Public-Transit Projects

The MTP 2050 Fiscally Constrained Project List includes one hundred and thirty-four (134) local-government-sponsored, non-public-transit projects. Sixty-three (63) of those projects are in the 2025-2028 time band, sixty-three (63) are in the 2029-2038 time band, and eight (8) are in the 2039-2050 time band; in each time band, five (5) of the listed projects are "category" projects.

Twenty-eight (28) of the projects are classified as bridge rehabilitation/replacement projects (including three (3) of the "category" projects). Sixty-seven (67) are classified as roadway reconstruction/modernization projects (including three (3) of the "category" projects). Nine (9) projects are classified as roadway expansion projects (increasing through lanes). Nine (9) projects are traffic-management-technology projects (including three (3) of the "category" projects). One (1) project is for a new roadway. Eleven (11) projects are for multiuse trails and bicycle facilities. Three (3) projects are for pedestrian facilities. Three (3) of the "category" projects are for either multiuse trails and bicycle facilities or pedestrian facilities. Another three (3) of the "category" projects are for planning studies.

The combined, estimated cost of these local-government-sponsored, non-public-transit projects is approximately $1.38 billion.

Map ES.8: WAMPO MTP 2050 Fiscally Constrained Projects by Project Type



Sources: WAMPO. Produced by: WAMPO. Date Exported: 10/17/2024 Folder: G:\Safety\MTP\MTP 2050\Projects\MTP_maps_Marcela\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Environmental Assessment

Assessing potential environmental impacts associated with the transportation system as a whole and with MTP 2050 is the first step in the overall project-planning and development process. This assessment is the first opportunity for potential environmental impacts associated with any particular project to be considered, as well as any mitigation activities.

The WAMPO region is a midwestern metropolitan area surrounded by rural lands in agricultural production and faces similar environmental issues as neighboring metropolitan areas—agricultural chemical runoff concerns, invasive species, habitat disruption, and stormwater drainage. Suburban and rural land development are predominant in the region. The transportation system was built, and is currently maintained, to support those development forms. The transportation system contributes to many environmental issues faced by the region, including ground-level ozone, overland flooding, and habitat disruption. Many ongoing regulatory processes are in place to monitor and mitigate these issues. As the projects on the MTP 2050 Fiscally Constrained Project List move forward, existing regulatory processes will ensure appropriate mitigation activities are implemented to ensure compliance with local, state, and federal environmental laws.