

EXECUTIVE SUMMARY

WHAT IS THE TIP?

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific projects that will be implemented in the transportation system in the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects.

This TIP covers Federal Fiscal Years (FFYs) 2023-2026, spanning October 1, 2022, through September 30, 2026. A current TIP is required for a metropolitan area to receive federal transportation funds. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

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

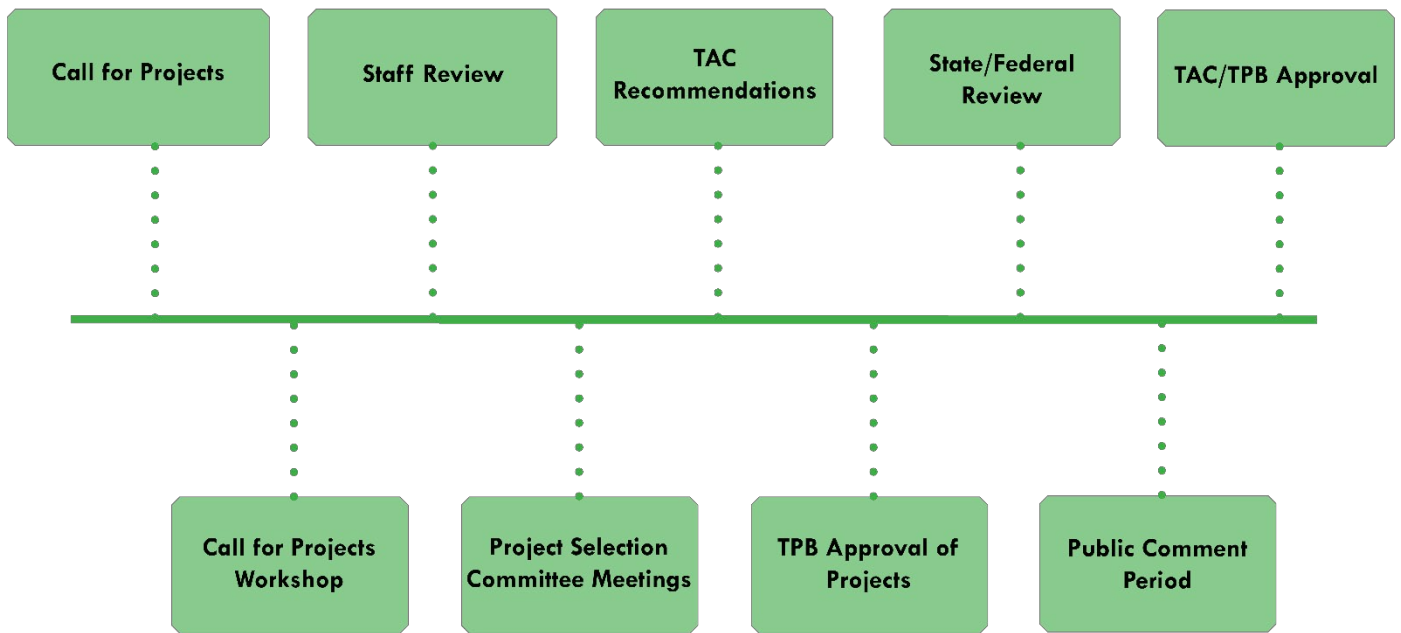
The TIP includes a financial summary showing how the projects and programs will be funded in a **fiscally constrained** manner - meaning the TIP does not program more funds than are expected to be available.

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP) for the region, called *REIMAGINED MOVE 2040*, which was adopted in June 2020. This FFY2023-FFY2026 TIP is the second TIP since the implementation of *REIMAGINED MOVE 2040*.

Figure ES1 illustrates the proposition, revision, and approval process for selecting projects for the TIP. This process compounds expertise and stakes from government and residents through several phases of review and public transparency. For example, the public comment period is advertised by multiple methods dictated by the WAMPO Public Participation Plan (PPP) and includes an open house.



Figure ES1: Project-Selection Process from Proposing Projects to Approving Projects

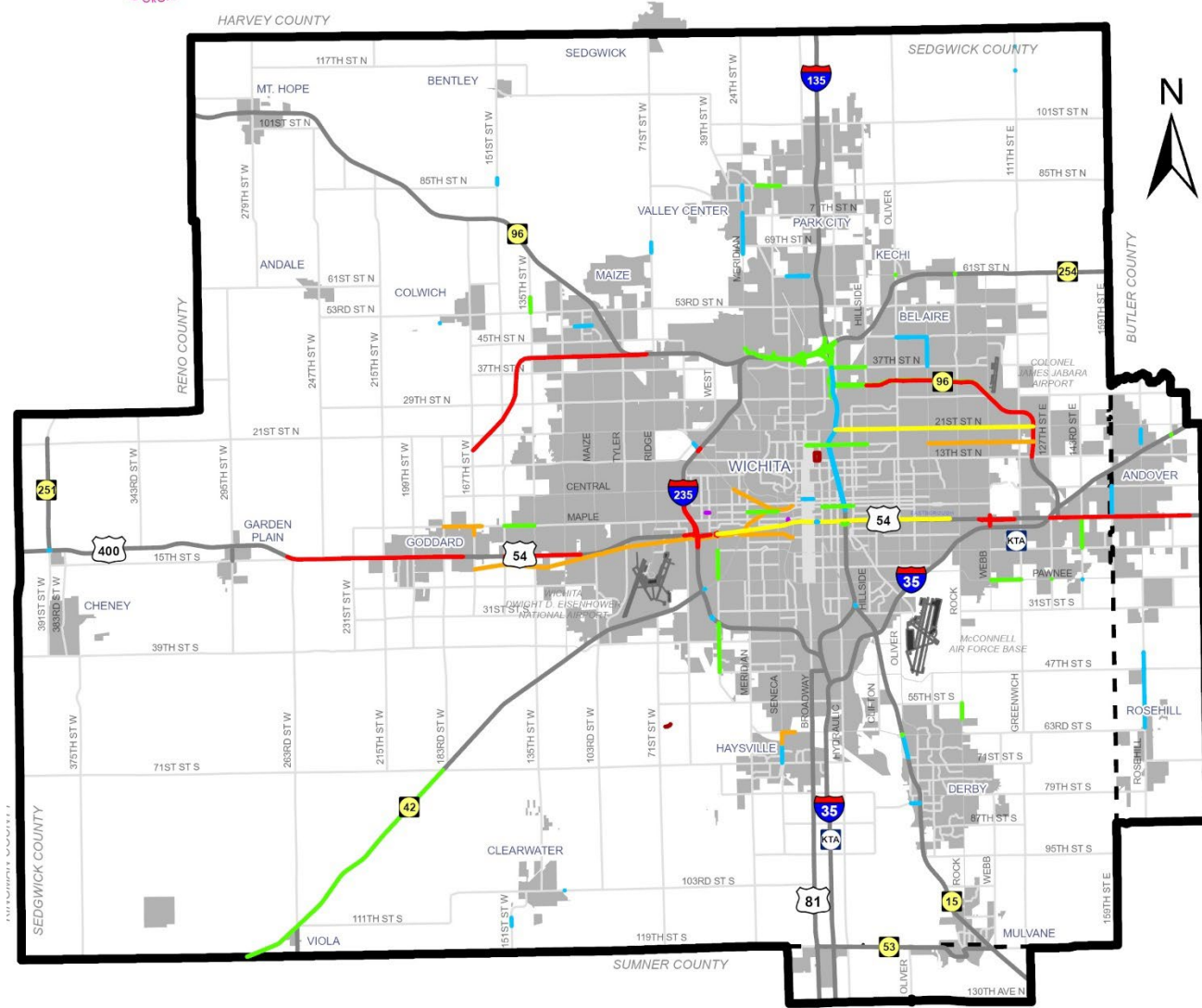


PROJECTS

The FFY2023-FFY2026 TIP includes 108 individual projects and programs, valued at \$1.4 billion. The current TIP Project Listing can always be found on the WAMPO TIP webpage, <https://www.wampo.org/transportation-improvement-program>. From this TIP cycle’s Call for Projects, the WAMPO Transportation Policy Body (TPB) ultimately selected 13 projects for either definite or potential new WAMPO-suballocated funding, which are included among the 108 total projects in the TIP. These projects would receive about \$25 million in WAMPO-suballocated funding in FFY2025-FFY2026 (the FFYs not covered by the previous FFY2021-FFY2024 TIP).



FFY 2023 - FFY 2026 Transportation Improvement Program Projects



2023-2026 TIP Projects

- Modernization
- Ped/Bike

- Rail
- Expansion
- Rehabilitation
- Technology

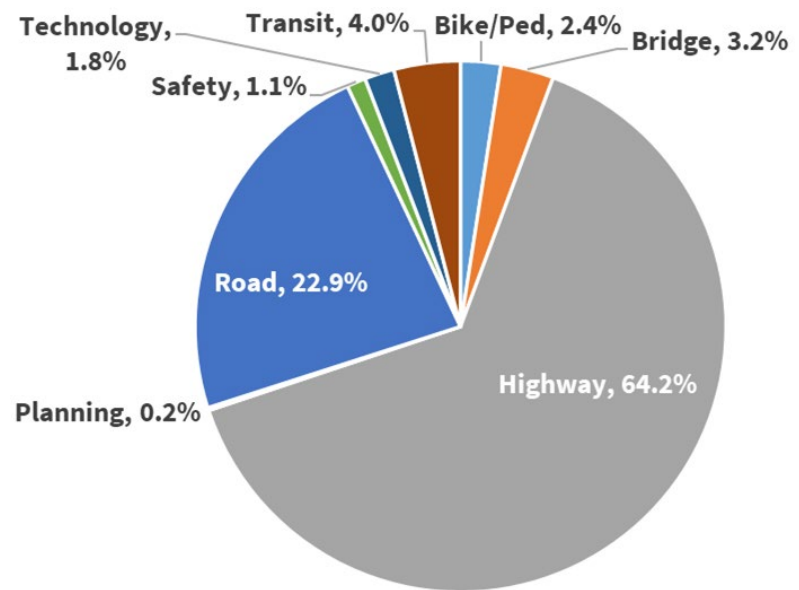
- Transit
- County Boundaries
- WAMPO Planning Boundary

Source: FFY 2023 - FFY 2026 TIP
 Produced by: WAMPO
 Date Exported: 6/13/2022
 Folder: T:\Plans & Projects\TIP\2023-2026 TIP\Mapping\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Table ES1: Expenditures by Project Type

Project Type	\$ in Millions
Bike/Ped	\$12.8
Bridge	\$16.9
Highway	\$335.4
Planning	\$0.9
Road	\$119.8
Safety	\$6.0
Technology	\$9.5
Transit	\$21.1
Total	\$522.4

Figure ES2: Percentages of Expenditures by Project Type



FUNDING

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

The fiscally constrained financial plan demonstrates how the total estimated costs of the projects in this TIP do not exceed the funds expected to be available for them in FFY2023-FFY2026 after routine operations and maintenance costs and debt service payments are subtracted from expected revenues. Table ES2 illustrates this.

Funding for transportation projects in this region comes from a variety of sources and programs. Broadly speaking, these can be categorized by the level of government that provides the funds: federal, state, or local.

By demonstrating the region can afford the projects in the TIP while adequately maintaining the existing federal-aid system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the region’s long-range Metropolitan Transportation Plan – *REIMAGINED MOVE 2040*.

Table ES2: FFY2023-FFY2026 Fiscal Constraint Analysis

Anticipated Funding and Financing	
Federal Funding	\$100 million
State Funding	\$292 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$970 million
Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$522 million
Total	\$890 million

ANTICIPATED FUNDING AND FINANCING	-	ANTICIPATED COSTS	=	BALANCE
\$970 million		\$890 million		\$81 million

PERFORMANCE MEASURES

Federal legislation requires performance-based planning, including 18 federal Performance Measures (PMs). When *REIMAGINED MOVE 2040* was approved (June 9, 2020), WAMPO adopted targets for the federally mandated performance measures for safety, reliability, pavement condition, bridge condition, and transit-asset management.

The following table shows a summary of the numbers of projects assisting to meet each of WAMPO’s specific PM targets. One project may assist in meeting more than one performance measure. Appendix B contains a table showing the specific projects contributing to each goal.

Table ES3: How Projects Meet WAMPO’s Goals

	SAFETY				RELIABILITY		PAVEMENT CONDITION	BRIDGE CONDITION	TRANSIT ASSET MANAGEMENT	TRANSIT SAFETY
	GENERAL SAFETY	INTERSECTION/ INTERCHANGE RECONSTRUCTIONS	SLOWING VEHICLE SPEEDS THRU WALKABILITY FEATURES & ROAD DIETS	BICYCLE FACILITIES	TECHNOLOGY/ ITS PROJECTS	TRAFFIC FLOW PROJECTS				
Number of Projects Helping to Achieve Target	10	23	15	18	11	24	14	24	10	4

ENVIRONMENTAL JUSTICE

The U.S. Environmental Protection Agency (EPA) defines Environmental Justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Incorporating non-discriminatory considerations and practices into transportation planning and decision-making processes is one of the main focal areas of the efforts WAMPO has undertaken as part of the FFY2023-FFY2026 Transportation Improvement Program (TIP).

WAMPO has used information gathered through Geographic Information Systems (GIS) mapping to inform the engagement strategies for the FFY2023-FFY2026 Transportation Improvement Program (TIP) update. With a focused strategy designed for “going to them,” the WAMPO staff, board, and committees took a proactive approach to recognizing potential barriers to involvement, including language barriers. Roughly between 25.6% and 29.3% of mappable projects fall within EJ areas in the WAMPO region. This is compared with 70.7% to 74.4% of mappable projects that are planned within non-EJ areas. It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects.

CONCLUSION

WAMPO has developed the FFY2023-FFY2026 Transportation Improvement Program to map out where this region is going in the next several years. It encompasses 108 total projects, including 13 selected for new or potential WAMPO-suballocated funding. The TIP details funding availability, Environmental Justice impacts, Performance Measures, evaluation practices, and more. Please look to the complete FFY2023-FFY2026 TIP for more details.

View more information on the [WAMPO Website](http://www.wampo.org), www.wampo.org.