

TIP

2025 - 2028

Transportation Improvement Program

Wichita Area Metropolitan Planning Organization

Adopted 08/13/2024

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

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Self Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

 08.15.24
Becky Tuttle, WAMPO Transportation Policy Body Chairperson
Date AUGUST 13, 2024


Michael J. Moriarty, KDOT - Director of Planning and Development
Date AUGUST 13, 2024

Introduction

What is a TIP?

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific projects that will be implemented in the transportation system of the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. This TIP covers the period of October 1, 2024, through September 30, 2028 (Federal Fiscal Years (FFYs) 2025 through 2028).

The TIP is a federal requirement 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:

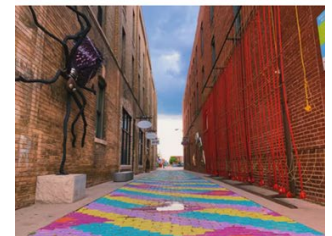
- Capital highway, road, or bridge construction projects
- Operations and maintenance of the transportation system
- Equipment purchases, such as replacement buses
- Transportation planning initiatives

The TIP also includes a financial summary that shows how the projects and programs will be funded in a fiscally constrained manner. 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). MTP 2050 is expected to be adopted in Summer 2025. This 2025 – 2028 TIP will be the first implementing MTP 2050.

The TIP document includes:

- Programmed project lists
- Funding summaries and cost estimates
- Fiscally constrained financial summary
- Other information related to public participation and emerging issues



Appendix A: Project Details provides a listing of programmed projects for the 2025-2028 TIP, including descriptions of the proposed work, project locations, costs, and funding breakdowns. It also includes the names of the agencies responsible for the projects and the years when the projects are expected to have financial activity. The WAMPO TIP website (www.wampo.org/transportation-improvement-program) is the most up-to-date source to view and learn about the current TIP projects, reflecting any amendments made to this TIP since its original adoption.

The TIP's Relationship to the MTP

REIMAGINED MOVE 2040 PLAN

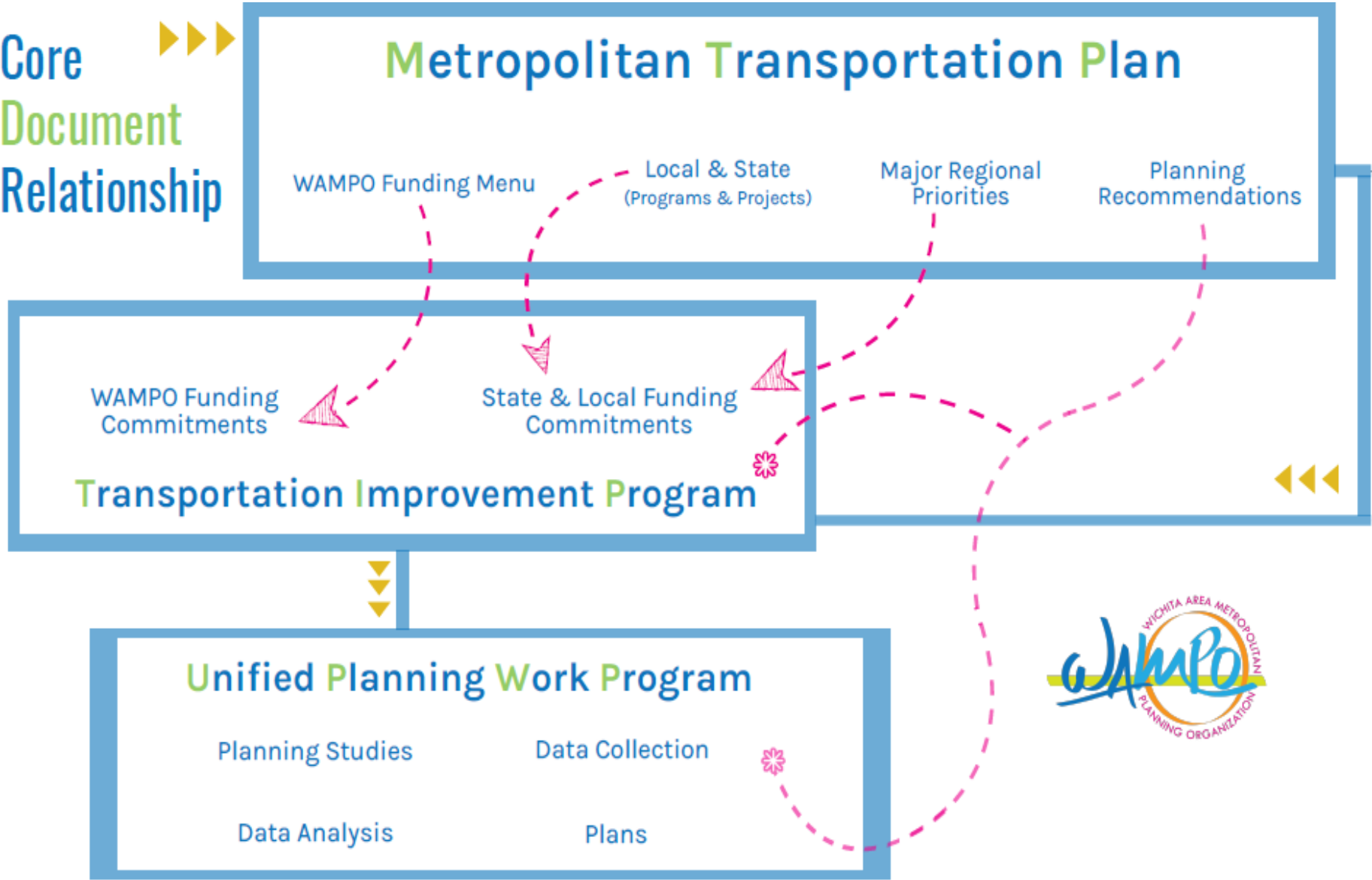
REIMAGINED MOVE 2040 is WAMPO's current Metropolitan Transportation Plan (MTP). This plan sets the vision and strategy for all regional transportation decision-making for the next 20 years. The projects and strategies are intended to lead to the development of an integrated, multimodal transportation system that moves people and goods in the WAMPO region.

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

The MTP is currently being updated.

MTP - TIP Connections

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



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

1. **Long-Term Vision vs. Short-Term Action:** The MTP serves as the long-range blueprint, outlining transportation priorities, strategies, and potential projects for the next 25 years. The TIP, on the other hand, translates these aspirations into actionable steps for a shorter timeframe (typically 4 years). It identifies specific projects that will be implemented within that period to achieve the goals outlined in the MTP.
2. **Prioritization and Funding:** The MTP assesses transportation needs and identifies the most critical projects for the region's future. This prioritization helps guide the selection of projects for the TIP. The TIP then considers factors like cost, feasibility, and potential funding sources to determine which projects get included in the short-term program.
3. **Focus on a Connected System:** The MTP emphasizes the importance of a comprehensive and interconnected transportation system, encompassing roadways, public transit, and biking and walking infrastructure. The TIP reflects this focus by incorporating projects that improve connectivity across different transportation modes, ensuring a more holistic approach.
4. **Regular Updates and Alignment:** The MTP is a dynamic document, updated every five years to reflect changing demographics, travel patterns, and technological advancements. The TIP is also updated regularly, typically every two years, to ensure alignment with the long-term vision of the MTP. This ongoing communication ensures the short-term program remains relevant and contributes to the achievement of the long-term goals.

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

WAMPO SUBALLOCATED FUNDING

WAMPO awards approximately \$15 million per year in federal funding for transportation projects, under the federal Infrastructure Investment and Jobs Act. Currently, the suballocated federal funding programs that WAMPO makes awards for include:

- The Surface Transportation Block Grant program
- The Congestion Mitigation and Air Quality program
- The Transportation Alternatives program
- The Carbon Reduction Program

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

Who develops the TIP?

The Transportation Policy Body (TPB): is the decision-making authority for WAMPO. The TPB is responsible for determining what projects are selected to receive funds from WAMPO-awarded funding programs, takes final action on TIP adoption and amendments, and has the overall authority to include or remove projects in the TIP.

The Transportation Advisory Committee (TAC): reviews and recommends projects to be included in the TIP and TIP amendments.

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.

US Department of Transportation (USDOT): serves as a cooperative partner and oversight agency to WAMPO and KDOT. The primary federal 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 included in the TIP. Project sponsors are 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 is a variety of opportunities for the public to provide input on TIP projects, detailed in Appendix E of this document and in WAMPO's Public Participation Plan (PPP), which can be found electronically at www.wampo.org/public-participation.

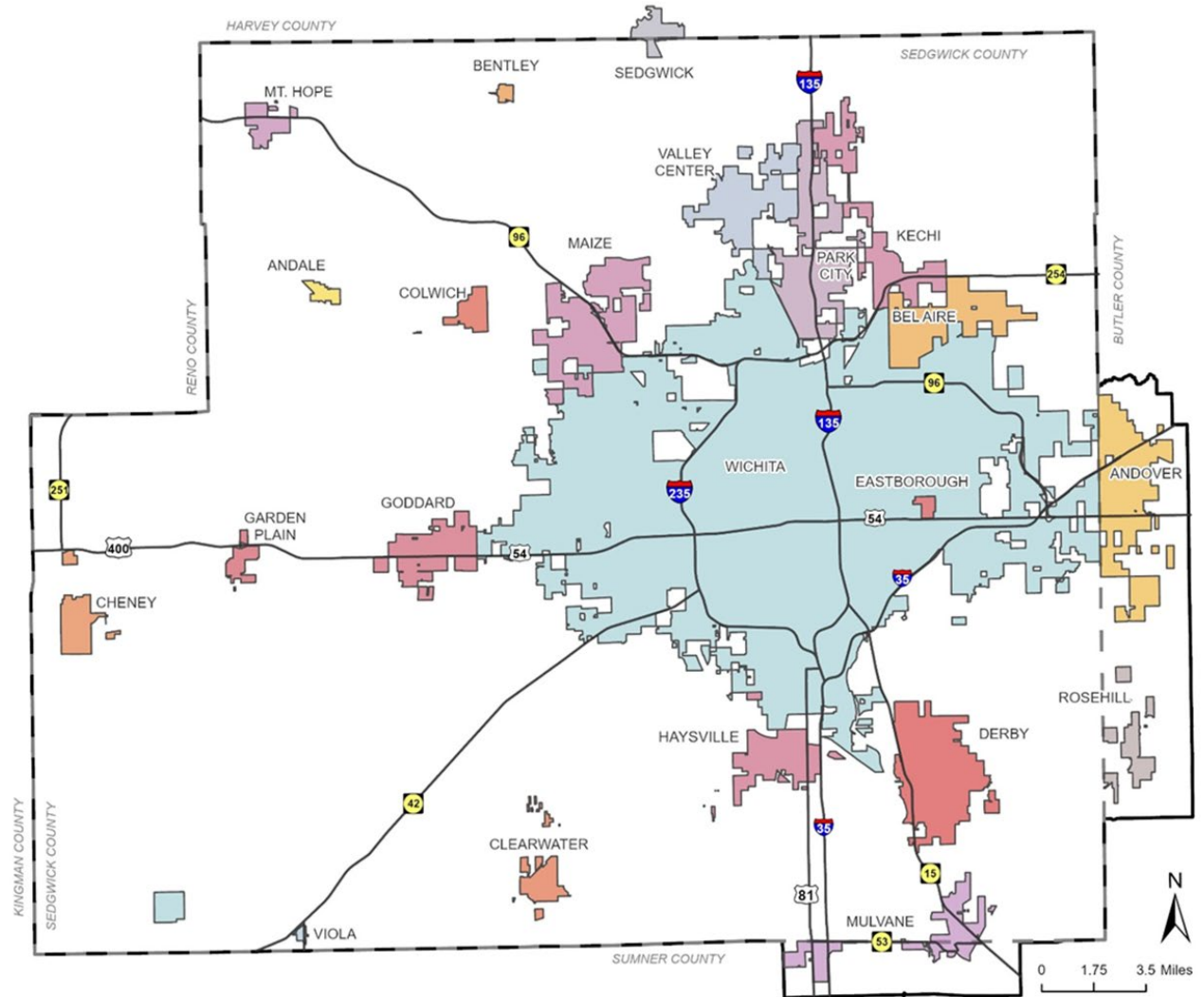
Once adopted, the TIP is sent to the Kansas Department of Transportation (KDOT) for incorporation into the State Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The TIP is amended on a quarterly basis; amendment processes are described later in this document, in the TIP Amendments chapter.

The WAMPO Region

Regional Profile

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

Map 1: WAMPO Region



2020 Census Population

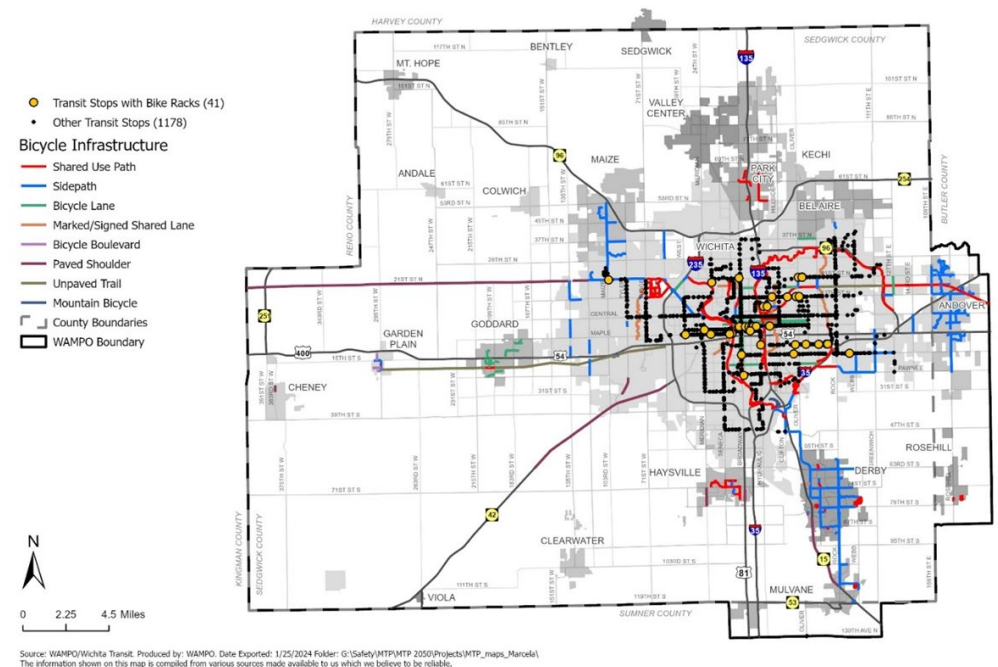
Approximately 550,000 people live in the WAMPO region today. Since 2000, the population has experienced a slow, steady increase (less than 1% per year). Projections suggest this trend will continue.

An extensive exploration of the WAMPO region's relevant characteristics was conducted as part of the MTP 2050 planning process. Of the many areas and trends examined, a few conditions and anticipated changes are especially significant for the regional transportation system, these are:

- The WAMPO region is responsible for 18% of Kansas's Gross Domestic Product (GDP), which is the second-highest GDP by county in the state.
- Wichita is noted for its high concentration of advanced manufacturing. According to a 2012 Brookings Institution study of the 100 largest U.S. metropolitan areas, Wichita ranks #1 in manufacturing jobs as a percentage of all jobs.
- Wichita suffers from “brain drain,” which is the loss of trained professionals to other areas of greater opportunities and not attracting or retaining professionals as well as other areas do.

- The major highway and road systems are generally in good condition to handle current and projected traffic volumes.
- The public can travel freely and reliably on the region's highways and roads, with no meaningful delay under normal conditions.

Map 2: Fixed-Route Transit and Bicycle Network



The TIP Development Process

Process Overview

The FFY2025-FFY2028 TIP is the third to implement the current MTP, *REIMAGINED MOVE 2040*.

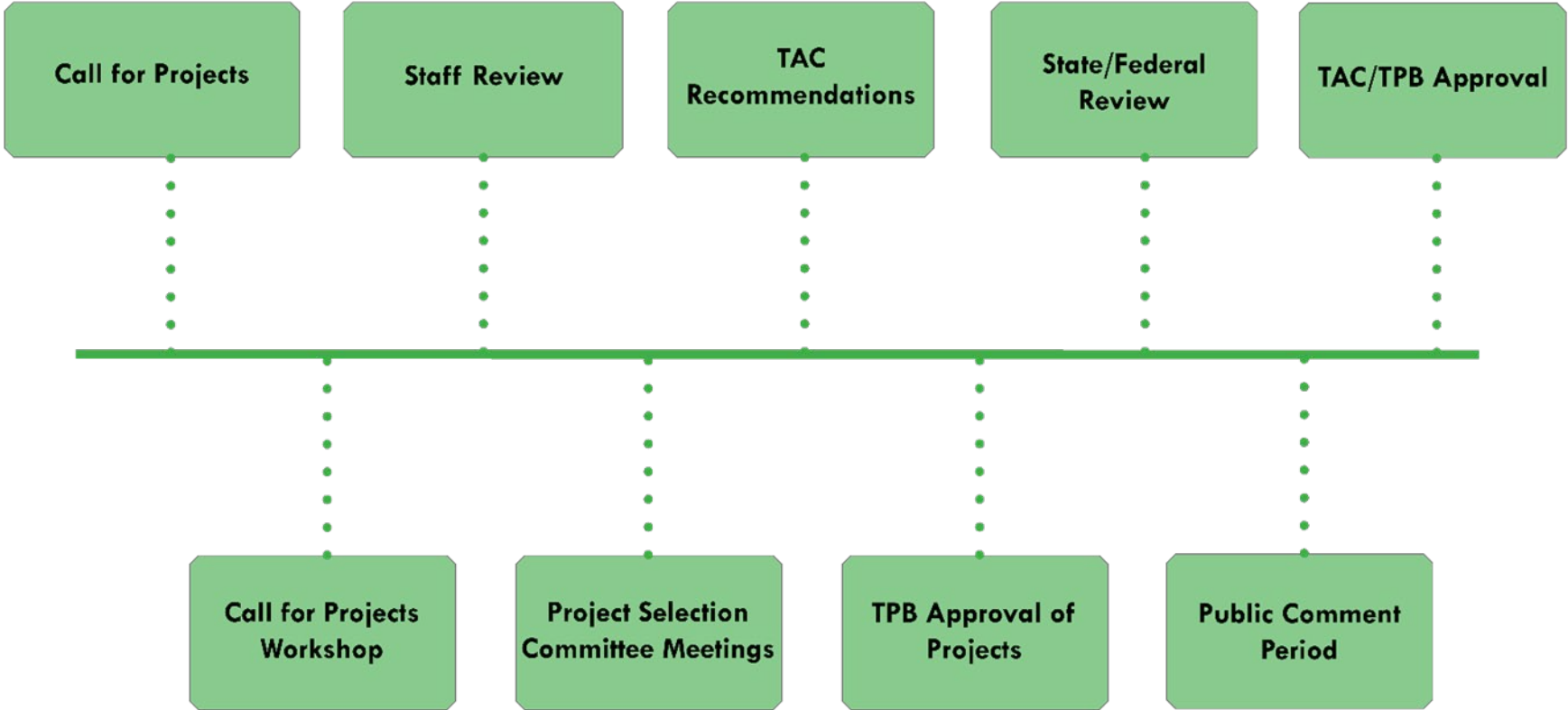
Table 1: TIP Process Highlights

PROCESS STEP	FUNDING TYPE	PARTY/IES	PURPOSE	METHOD
Project Solicitation	Federal, State, & Local	WAMPO Staff	Inform project sponsors of the TIP update process.	Electronic communication
Project Submission	Federal, State, & Local	Project Sponsors	Project sponsors submit potentially eligible projects and required information to WAMPO for consideration.	Electronic submission
Project Scoring	Federal, State, & Local	WAMPO Staff	WAMPO staff administer a quality check of project submissions to ensure that the relevant requirements are met and score projects according to TPB-approved criteria.	WAMPO internal process
Project Selection	Federal	Project Selection Committee	Interested applicants provide relevant information, committee reviews staff screenings/scores, discusses projects, and develops funding recommendations.	Committee process
Project Listing & Public Comment	Federal, State, & Local	Public (review & comment)	Recommended projects are combined into a single list for consideration by board/committee members, stakeholders and the general public.	Electronic, print, in-person presentation
Endorsement & Final Decision-Making	Federal, State, & Local	TAC & TPB	The TAC and TPB review documentation from each step of the TIP process before making an official endorsement (TAC) and final decision (TPB).	Public meetings
Approved TIP Processing	Federal, State, & Local	KDOT	The approved TIP is submitted to KDOT for inclusion in the State Transportation Improvement Program (STIP), which is then forwarded to the FHWA and FTA for final approval.	Electronic communication

Project Solicitation and Submission

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for the FFY2025-FFY2028 TIP and long-range Metropolitan Transportation Plan 2050 (MTP 2050). Project sponsors/member jurisdictions were e-mailed Excel-workbook forms to use for submitting projects. A Call for Projects Workshop was held virtually on November 8, 2024, to answer any questions from the project sponsors. Of the 108 total projects submitted during the combined Call for Projects, which also included project submissions meant only for MTP 2050, 31 projects were submitted and considered for funding recommendations in the FFY2025-FFY2028 TIP.

Figure 1: TIP Timeline



Project Scoring

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

Project Selection Committee

The Project Selection Committee (PSC) for the FFY2025-FFY2028 TIP was formed to evaluate candidate projects and develop recommendations. It was composed of seven individuals appointed by the Chair of the Transportation Policy Body (TPB) in March 2023. Membership included representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC met several times in spring 2024. At these meetings, the PSC reviewed the project applications, discussed the candidate projects, and developed a recommended list of projects.

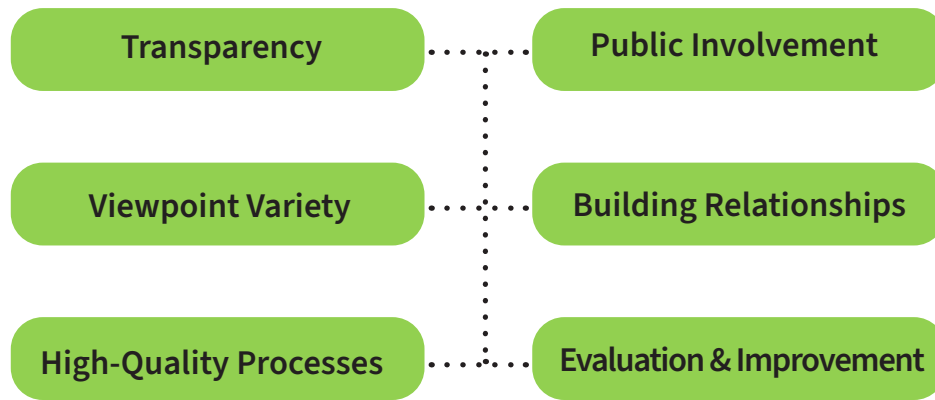
Selected Projects

The PSC ultimately chose to recommend ten (10) new projects for WAMPO-suballocated funding in the new TIP years, FFY2027 & FFY2028. The PSC also made funding recommendations for several projects already programmed in the FFY2023 – FFY2026 TIP. These projects already had some WAMPO-suballocated funding, but were at less than the maximum of 80% federal funding.

Public Outreach

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

Figure 2: WAMPO Outreach Principles



Engagement Opportunities

Ways to Be Informed

WAMPO's website provides comprehensive, up-to-date information about all of the MPO's work, such as:

- Studies, reports, technical memoranda, dashboards, certification documents, and other work products related to the regional planning process
- Information about the structure and composition of the MPO, including lists of board and committee members and designated alternates, with contact information
- MPO meeting agendas, meeting minutes, virtual platform links to MPO meetings, and links to event video recordings
- Latest news highlighting MPO activities, programs, and the results of MPO studies and reports
- Links to all social media platforms

The WAMPO website features a translation function for the Spanish and Vietnamese languages. In addition, vital documents and outreach materials are professionally translated into Spanish and Vietnamese, which are the most commonly spoken non-English languages in the WAMPO region. The digital translated materials are posted on the website and the print translated materials are available at the WAMPO offices, at outreach events and upon request.

Videos of past WAMPO meetings and virtual WAMPO-sponsored activities are posted to the WAMPO YouTube channel and linked to on the webpages for the corresponding boards and committees. YouTube provides closed captioning on all videos. In addition, the WAMPO website provides links to the agendas, supporting documents, and endorsed minutes of each board/committee meeting.

WAMPO uses a variety of other tools to inform the public, including paid newspaper notices, social media posts on X, Facebook, Instagram, and LinkedIn, and email distribution lists. WAMPO has email lists for general outreach, media contacts, the Transportation Policy Body, the Technical Advisory Committee, and ICT Safe: A Regional Transportation Coalition, among others.



Ways to Be Involved

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

Transportation Policy Body Meetings

TPB meetings are held every 2nd Tuesday of the month at 3:00 PM, unless otherwise noted. Meetings are held at the Ronald Reagan Building, 271 W 3rd St., Room 203, Wichita, KS 67202, with the option to attend virtually through a video-conferencing platform. Meeting links are available on the [WAMPO website](#), along with agendas and support materials. Members of the public can provide comments in any language. Staff will translate comments received in languages other than English.

Technical Advisory Committee Meetings

TAC meetings are held every 4th Monday of the month at 10:00 AM, unless otherwise noted. Meetings are held at the Ronald Reagan Building, 271 W 3rd St., Room 203, Wichita, KS 67202, with the option to attend virtually through a video-conferencing platform. Meetings links are available on the [WAMPO website](#), along with agendas and support materials. Members of the public can provide comments in any language. Staff will translate comments received in languages other than English.

Other Committee Meetings

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

TIP Public-Comment Period

The public-comment period for the FFY2025-FFY2028 TIP was from June 12 through July 11, 2024.

For further information, refer to Appendix E.

Performance Report

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

As performance-based planning is a continuous process, WAMPO has consistently supported the State of Kansas's annual transportation safety targets, most recently in 2023, with plans to continue this support into 2024. WAMPO also officially supports Kansas's performance targets for pavement and bridge condition, reliability, and transit asset management for both 2024 and 2026. Additionally, WAMPO has demonstrated its commitment to transit safety by formally endorsing transit safety targets developed by state and local government entities in 2023, with plans to support future targets for 2024. Looking ahead, WAMPO will collaborate with KDOT to support their targets and supplement these shared goals with local data to provide relevant regional context.

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

Table 2: Performance Measures

PM1: Safety Performance Measures

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-motorized Fatalities and Serious Injuries

PM2: System Condition Performance Measures

- Interstate Pavement in Good Condition
- Interstate Pavement in Poor Condition
- Non-Interstate NHS Pavement in Good Condition
- Non-Interstate NHS Pavement in Poor Condition
- NHS Bridges in Good Condition
- NHS Bridges in Poor Condition

PM3: System Reliability Performance Measures

- % of Interstate travel that is reliable
- % of non-Interstate travel that is reliable
- NHS Truck Travel Time Reliability Index

Transit Asset Management Performance Measures

- % of revenue vehicles that exceed the useful life benchmark
- % of non-revenue service vehicles that exceed the useful life benchmark
- % of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM)

Transit Safety Performance Measures

- Fatalities
- Fatality Rate
- Injuries
- Injury Rate
- Safety Events
- Safety Event Rate
- System Reliability

The projects in the FFY2025-FFY2028 TIP assist in meeting these targets. Table 3, below, shows a summary of the numbers of projects supporting each target category. A project may assist in meeting more than one performance measure. Appendix B includes the full list of projects in the FFY2025-FFY2028 TIP and indicates the performance-measure categories whose targets each project assists in meeting.

Congestion Management Process

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

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

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

Table 3: Numbers of Projects Assisting to Meet Specific Targets

	SAFETY (PM1)				CONDITION (PM2)		RELIABILITY (PM3)		TRANSIT ASSET MANAGEMENT (TAM)	TRANSIT SAFETY
	General Safety	Intersection/ Interchange Reconstructions	Slowing Vehicle Speeds thru Walkability Features & Road Diets	Bicycle Facilities	Pavement Condition	Bridge Condition	Technology / ITS Projects	Traffic Flow Projects		
Number of Projects Helping to Achieve	14	16	20	32	21	36	8	20	10	5

TIP Project List

The FFY2025-FFY2028 TIP includes 130 individual projects and programs, valued at over \$1.1 billion. Map 3 illustrates the locations of these projects. The current, detailed TIP project list, reflecting all amendments and adjustments to the TIP, can always be found on the WAMPO TIP website, at www.wampo.org/transportation-improvement-program, including project names, locations, scopes, and lead agencies, as well as tables showing how much money is programmed to be spent on each project, broken out by Federal Fiscal Year, project phase, and funding source. Also included is contact information for the individual(s) placed in charge of each project by the lead agency.

20 of the 130 projects in the TIP are programmed to receive WAMPO-suballocated federal funds during FFY2025-FFY2028, as shown in Table 4 and Map 4. These FFY2025-FFY2028 WAMPO-suballocated funds total about \$62 million and come from the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program, and Carbon Reduction Program (CRP).

See Appendix A for the full, detailed project list.

See Appendix D for a list of projects from the FFY2023-FFY2026 TIP that have been completed and removed from the FFY2025-FFY2028 TIP.

Map 3: FFY2025-FFY2028 TIP Projects

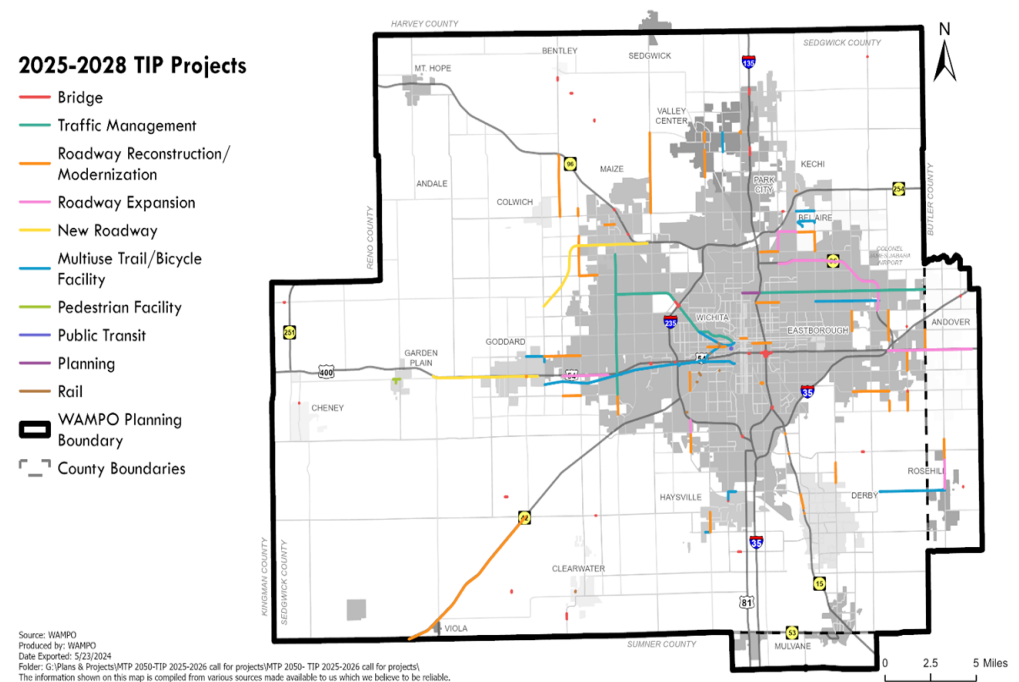


Table 4: FFY2025-FFY2028 WAMPO-Suballocated Projects

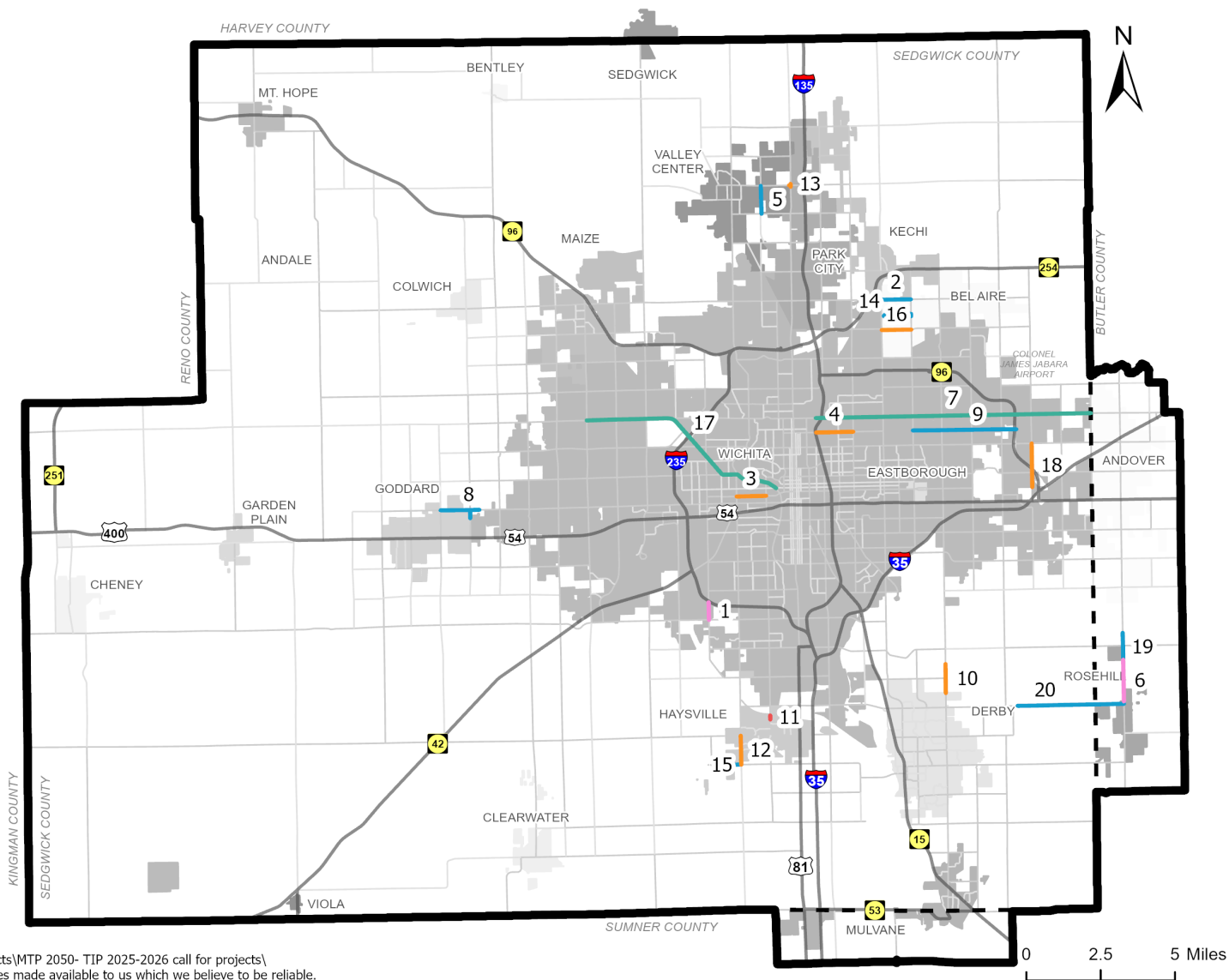
Map #	WAMPO ID	Agency	Project	FFY2025-FFY2028 WAMPO-Suballocated Funds
1	R-19-17*	City of Wichita	West St., I-235-MacArthur	\$650,983
2	BP-23-02	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$292,242
3	40-517	City of Wichita	Douglas, Seneca to Meridian	\$3,912,000
4	40-510	City of Wichita	17th St N, I-135 to Hillside	\$2,400,000
5	BP-23-03	City of Valley Center	Seneca St Multiuse Path	\$417,310
6	40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$9,347,040
7	40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$4,200,000
8	40-511	Sedgwick County	Maple Street Pathway	\$1,320,000
9	40-522	City of Wichita	Redbud Path from Woodlawn to K-96	\$7,101,985
10	40-540	City of Derby	Rock Road Corridor Improvements	\$4,915,049
11	BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	\$1,238,997
12	RM-25-008	City of Haysville	Meridian Street (79th St to Grand Ave)	\$4,589,020
13	RM-25-022	City of Park City	85th Street and Broadway Roundabout	\$581,183
14	MB-25-001	City of Bel Aire	Bel Aire Bike Ped Trail Phase 1	\$778,400
15	MB-25-007	City of Haysville	Meridian - Saddle Brook Multiuse Trail	\$673,941
16	40-015	City of Bel Aire	45th St N, Oliver to Woodlawn	\$7,527,266
17	TM-25-001	City of Wichita	ITS - 21st St and Maize to Downtown	\$2,832,000
18	RM-25-038	City of Wichita	127th St E, 13th to Douglas	\$5,960,547
19	MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	\$1,062,672
20	MB-25-006	Butler & Sedgwick Counties	W Rosewood/E 63rd St. S. Multi-use Path	\$2,573,600
Total Programmed				\$62,374,235

*This is an FFY2024 project with part of its funding scheduled as an Advance Construction conversion in FFY2025. The FFY2024 funds are not shown.

Map 4: FFY2025-FFY2028 WAMPO-Suballocated Projects

2025-2028 TIP Projects

- Bridge
- Traffic Management
- Roadway Reconstruction/Modernization
- Roadway Expansion
- Multiuse Trail/Bicycle Facility
- WAMPO Planning Boundary
- County Boundaries



Financial Plan

The primary goal of this financial plan is to demonstrate how the total estimated costs of the projects in this TIP plus the estimated cost of adequately operating and maintaining the federal-aid transportation system compare to estimated revenues that are expected to be available for spending on the regional transportation system in the short term. It is not to show project-specific funding information; that information can be found on the project summary sheets (see Appendix A). Rather, it is to show how the region can afford all of the projects in the TIP while adequately maintaining the federal-aid system. This concept is also called fiscal constraint. It is premised on the following three assumptions:

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

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

Anticipated Funding and Financing

Funding for the 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 Government Funding:** Funding programs that are made available through legislation passed by Congress and signed by the President. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it was intended to be exclusively funded with federal motor fuel taxes. However, in recent years, Congress has also approved transfers from the General Fund to ensure the HTF’s solvency.

- **State of Kansas Funding:** Funding programs that are made available by the State of Kansas through approval by the state legislature. These programs are administered by the Kansas Department of Transportation (KDOT) and include the state's Motor Fuel Tax Sharing Program (also known as the Special City/County Highway Fund) and the Eisenhower Legacy Transportation Program (2021 – 2030). State-provided revenue sources include state motor fuel taxes, vehicle registrations and permits, bond proceeds, and state sales taxes.
- **Local Government Funding:** Funding made available by local governments, including counties and cities in the WAMPO region. This includes local sales taxes, property taxes, general funds, special assessments, and special taxing districts.

Most transportation projects programmed in the TIP are funded by a combination of federal-, state-, and/or local-government funding. For example, when local governments or the State of Kansas use federal funding to pay for a portion of a project, they usually contribute at least 20% of the cost of the project. Federal funds are typically reimbursed; local and state governments must pay for the project and then are reimbursed up to the federal funding limit for the project.

Federal Government Funding

Total projected federal revenues expected to be available for spending on the regional transportation system between FFY2025 and FFY2028 equal \$102 million. The revenue projections used in this TIP are derived from the Financial Plan in *REIMAGINED MOVE 2040*, the WAMPO MTP in force at the time of this TIP's adoption. The projections assume marginal growth in federal funding.

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, which provides funding for Federal Fiscal Years (FFYs, October 1-September 30) 2022-2026.

The programs funded through this legislation are administered by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), and, in the WAMPO region, are awarded by KDOT, WAMPO, and Wichita Transit. See Table 5 for a breakdown of which agency makes awards from which funding program. Eligible uses for federal funding are typically limited to capital-type projects, such as road construction, transit vehicle purchases, or construction of a bicycle facility. Federal funding is typically not eligible to be used to pay for routine maintenance and operations of the system. The following federal funding programs fund projects in this TIP:

Federal Highway Administration Programs

- **National Highway Performance Program (NHPP):** Provides funding for the preservation of existing highways and roads on the National Highway System (NHS) and for construction of new facilities on the NHS. In the WAMPO region, the NHS is composed of all Interstate and U.S. highways, state highways, and approximately 5 miles of the City of Wichita's arterial street network.
- **Highway Safety Improvement Program (HSIP):** Provides funding for improvements intended to reduce traffic fatalities and injuries.

- Bridge Replacement and Rehabilitation (BRF) program: A formula program that apportions funding to states for the replacement or rehabilitation of bridges.
- Railway-Highway Crossings Program (RHCP): Provides funding for the elimination of hazards at railway-highway crossings.
- Surface Transportation Block Grant (STBG) program: The most flexible federal transportation funding program available. Funds may be used for a wide variety of transportation projects, including, but not limited to, highway/road improvements, bridge/tunnel projects, public-transit capital projects, Intelligent Transportation Systems (ITS), planning, and safety. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): Assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS) if those areas are designated as in non-attainment for a criteria pollutant. In states where no urbanized area is in non-attainment, CMAQ funding can be spent on any project eligible for STBG funds; this is currently the case in the state of Kansas. If the Wichita metropolitan area or any other area of Kansas ceases to be in attainment, some of the state's CMAQ funding will need to be directed towards transportation projects aimed specifically at improving air quality. A portion of the funds from this program are awarded to projects by WAMPO.
- Transportation Alternatives (TA): A set-aside within the STBG program. TA funding is for non-highway and non-road projects, including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- Carbon Reduction Program (CRP): Provides funding for projects that will reduce carbon dioxide emissions from transportation. A portion of the funds from this program are suballocated to WAMPO to award to projects.
- Highway Infrastructure Program (HIP): Funds are used to construct capital road and bridge projects. In the past, a portion of the funds from this program have been suballocated to WAMPO to award to projects.
- Better Utilizing Investments to Leverage Development (BUILD) grant program: A discretionary grant program for surface-transportation projects with a significant impact in their local or regional communities, including roads, bridges, public transit, rail facilities, ports, and intermodal transportation.
- Reconnecting Communities Pilot (RCP) grant program: A discretionary grant program for planning efforts and construction projects aimed at reconnecting communities that have been divided by transportation infrastructure, with a priority of helping low-capacity communities improve access to daily needs, including jobs, schools, healthcare, grocery stores, and recreation.
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA): A one-time funding opportunity made available in response to the COVID-19 pandemic. The allowed uses of funding are mostly the same as for the STBG program. A portion of the funds from this program were suballocated to WAMPO to award to projects.

Federal Transit Administration Programs

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

Table 5: Federal-Program Awarding Agencies

FEDERAL PROGRAM	AWARDING AGENCY		
	KDOT	WAMPO	WICHITA TRANSIT
NHPP	✓		
HSIP	✓		
BRF	✓		
RHCP	✓		
STBG	✓	✓	
CMAQ	✓	✓*	
TA	✓**	✓	
CRP	✓	✓	
HIP	✓	✓	
BUILD***			
RCP***			
CRRSAA	✓	✓	
FTA Section 5307			✓
FTA Section 5310			✓
FTA Section 5339	✓		✓

*KDOT chooses to pass through a portion of its CMAQ funding to WAMPO to award.

**KDOT has previously chosen to spend its TA funding in areas of the state that are outside of the metropolitan Wichita and Kansas City areas. However, now, nonurbanized areas of the WAMPO region may qualify for these funds.

***Competitive federal grant program.

State of Kansas Funding

Total projected state revenues expected to be available for spending on the regional transportation system between FFY2025 and FFY2028 equal \$393 million. The revenue projections used in this TIP are derived from the *REIMAGINED* MOVE 2040 Financial Plan and from the projects that KDOT has committed to funding during FFY2025-FFY2028. The projections assume marginal growth in state transportation funding. This funding is provided through two state programs – the Eisenhower Legacy Transportation Program and the state’s Motor Fuel Tax Sharing Program. State-provided funding is typically used both for capital-type projects, such as road construction, transit-vehicle purchases, or construction of a bicycle facility, and for routine maintenance and operations of the system.

- Eisenhower Legacy Transportation Program: The Kansas Legislature passed the Eisenhower Legacy Transportation Program in Spring 2020, and the Governor signed it into law soon after. The Eisenhower Legacy Transportation Program is a 10-year program guaranteeing at least \$8 million will be spent in each county in Kansas.
- Motor Fuel Tax Sharing Program (also known as the Special City/County Highway Fund): KDOT receives funding from state motor fuel taxes, motor carrier property taxes, motor vehicle registration fees, and sales and compensating use taxes. State statute calls for KDOT to transfer some of these funds to cities and counties through the Special City/County Highway Fund (SCCHF) to be used for construction, reconstruction, alteration, repair, and maintenance (including payment of bonds and associated interest) of the streets and highways in each city.

Local Government Funding

Total projected local revenues from cities and counties in the WAMPO region expected to be available for spending on the regional transportation system between FFY2025 and FFY2028 equal \$447 million. The revenue projections used in this TIP are derived from the *REIMAGINED* MOVE 2040 Financial Plan. Local governments fund transportation improvements through a mix of property taxes, sales and use taxes, and other local tax revenue. These funds are typically used both for capital-type projects, such as road construction, transit-vehicle purchases, or construction of a bicycle facility, and for routine maintenance and operations of the system.

Funding and Financing Methods

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

- Cash: The sponsoring entity (e.g., a city or county or the state government) pays for the work with cash on hand that is collected through some sort of taxes (e.g., sales tax, income tax, or property tax).

- **Debt Financing:** Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future. As of 2019, the region held approximately \$245 million in debt principal and an additional \$56 million in interest. Each year, the region adds about \$38.7 million of new debt financing and pays off \$45.3 million in debt service.
- **Advance Construction:** This financing technique is used for many large-scale, expensive, multi-year projects that are fully or partially funded with federal funds. It is a financing technique that allows state or local governments to initiate a project using non-federal funds while preserving eligibility for future federal funds. In practice, it allows the sponsoring entity to start a project under the assumption that federal funding will be made available to reimburse the sponsoring agency in the future. Reimbursements in the future are planned to take place under either current federal legislation (the Infrastructure Investment and Jobs Act) or some future successor legislation. Approximately \$347 million of state- and local-government funding is being advanced during FFY2025-FFY2028. On some projects in this TIP, state funds that were spent prior to FFY2025 are programmed to be reimbursed by the federal government during FFY2025-FFY2028, and other state funds are programmed to be spent during FFY2025-FFY2028 but not be reimbursed by the federal government until after FFY2028; in these cases, the following analysis counts the affected project or project phase as being in the FFY2025-FFY2028 period if the year of expenditure is during that period, as opposed to the year of conversion or reimbursement.

Table 6: Funding and Financing Projections by Source

FUNDING SOURCE	2020 - 2040	FFY 2025 - 2028
Local Government	\$2.6 billion	\$447 million
KDOT Programs (mix of state and federal funding)	\$1.6 billion	\$393 million
Federal Government	\$572 million	\$102 million
Debt Financing (state and local governments)	\$1 billion	\$155 million
Total	\$5.8 billion	\$1.10 billion

Costs

The TIP includes three categories of costs: costs to adequately operate and maintain the federal-aid transportation system in the region, debt service, and costs associated with programmed projects. For this TIP period, these costs total \$1.09 billion.

Table 7: Anticipated Costs

EXPENDITURE TYPE	2020 - 2040	FFY 2025 - 2028
System Operations and Maintenance (O&M)	\$977 million	\$186 million
Debt Service	\$1.2 billion	\$181 million
Projects (Local Governments, KDOT, WAMPO)	\$3.3 billion	\$727 million
Total Expenditures	\$5.76 billion	\$1.09 billion

System Operations and Maintenance

It is projected to cost \$186 million to adequately maintain and operate the federal-aid transportation system in this region over the course of this TIP. This amount is the projected year-of-expenditure cost that cities, counties, and the state government will spend in aggregate maintaining and operating the federal-aid transportation system in the region over the course of this TIP. The federal-aid transportation system in this region includes all the interstates and state highways, most of the other major roads, and Wichita Transit's operations.

These projections were calculated by averaging the annual expenditures on operations and maintenance per system component over a recent five-year period. *REIMAGINED MOVE 2040* assumed no change in the annual maintenance and operating budgets during this TIP period, so the annual average per system component was carried over for each year.

Table 8: Operations and Maintenance Costs

SYSTEM COMPONENT	AVERAGE ANNUAL EXPENDITURES (2013 -2017)	2025 PROJECTION	2026 PROJECTION	2027 PROJECTION	2028 PROJECTION	2025-2028 TOTAL
Interstates & State Highways	\$6 million	\$6 million	\$6 million	\$6 million	\$6 million	\$23 million
Local Roads on the Regional System	\$27 million	\$27 million	\$27 million	\$27 million	\$27 million	\$108 million
Transit	\$14 million	\$14 million	\$14 million	\$14 million	\$14 million	\$56 million
Total	\$47 million	\$47 million	\$47 million	\$47 million	\$47 million	\$186 million

What Types of Expenses are Considered Maintenance and Operating Costs?

Highways and Roads: Salaries, fringe benefits, materials, and equipment needed to deliver roadway and bridge maintenance programs. Basic maintenance activities include minor surface treatments, such as sealing, small concrete repairs and pothole patching, mowing rights-of-way, snow removal, sign replacement, striping, guardrail repairs, and traffic-signal repairs. These maintenance activities require employees, vehicles, other machinery, and facilities to house equipment and materials, such as salt, asphalt, and fuel.

Public Transit: Administrative costs (personnel expenses, office supplies and expenses, computers and computer supplies, copies, postage, mileage, meals, registration fees, and uniforms) and the following operations costs: advertising; vehicle Insurance; personnel expenses for drivers, dispatchers, and mechanics; fuel; maintenance; repairs; lubrication; parts; labor; storage; contracted services (e.g., taxi vouchers); communications (e.g., phones); maintenance-facility costs; licenses & tags; Kansas Public Transit Association (KPTA) membership dues and annual meeting expenses; Rural Transit Assistance Program (RTAP) drivers' training and managers' training; Kansas Corporation Commission (KCC) registration fees; and Department of Transportation (DOT) drivers' physicals.

How Do We Know if This is Enough to Adequately Maintain and Operate the Federal-Aid Transportation System?

We don't definitively. This is the amount that state and local governments spend to maintain their respective portions of the system. This region has not yet defined what “adequate” means for itself. There is currently not a consistent approach to measure the condition of the components of the regional transportation system. This analysis assumes that each jurisdiction makes its own decisions during its annual budget-development process to determine how much to budget for maintaining and operating its portion of the federal-aid transportation system.

Debt Service

Based on current rates of indebtedness and issue frequency, it is estimated that the region will add \$38.7 million in new debt financing and pay off \$45.3 million in debt service per year. Over the four-year period of the TIP, \$181 million will be paid in debt service at state and local levels.

Projects Programmed in the TIP

\$727 million worth of projects are programmed in the TIP over its four-year period. This does not count projects and project phases programmed for years prior to FFY2025 that have been carried forward from the FFY2023-FFY2026 TIP into the FFY2025-FFY2028 TIP project list because the projects are not yet complete. On projects that are financed through Advance Construction (see above), the year of expenditure, rather than the year of conversion/reimbursement, is used to determine whether a project or project phase is during FFY2025-FFY2028.

Because it is important to use the most accurate possible estimates for the costs of these projects in the year(s) of actual expenditure, each project sponsor took future inflation into account when developing their cost estimates. The costs of new projects in the FFY2025-FFY2028 TIP are inflated 4.5% annually, matching the inflation rate used by KDOT, per their policy. Since the project sponsor is financially contributing to the project, they have a vested interest in ensuring the cost estimate is reasonable. The costs shown for the projects are Year of Expenditure (YOE) costs, meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred.

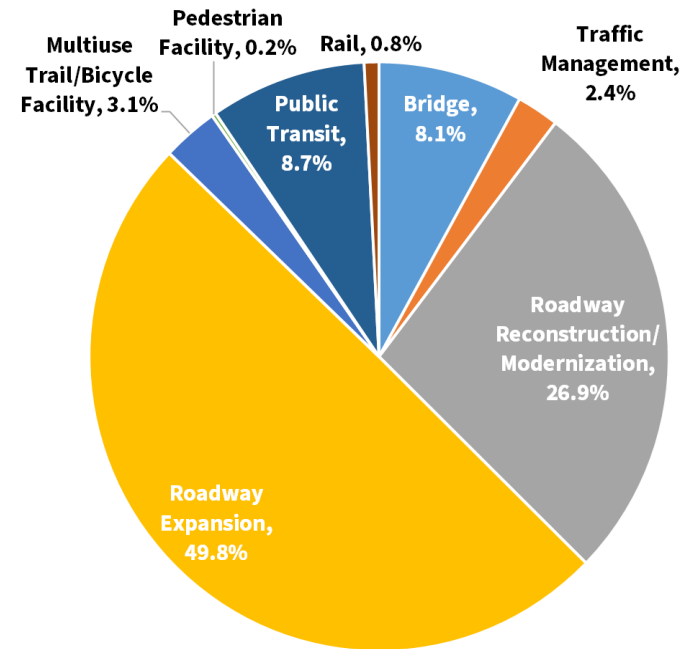
Projects by Type

Converting US-54/US-400 (East Kellogg Avenue) between the I-35/K-96 interchange (in Sedgwick County) and a half-mile east of Prairie Creek Road (in Butler County) to a limited-access freeway is the most expensive project in the TIP, at approximately \$409 million. Table 9 and Figure 3 illustrate the distribution of spending by project type in FFY2025-FFY2028.

Table 9: Project Types

Project Type	\$ in Millions
Bridge	\$58.6
Traffic Management	\$17.1
Roadway Reconstruction/Modernization	\$195.8
Roadway Expansion	\$361.9
Multiuse Trail/Bicycle Facility	\$22.6
Pedestrian Facility	\$1.7
Public Transit	\$63.3
Rail	\$6.0
Total	\$727.0

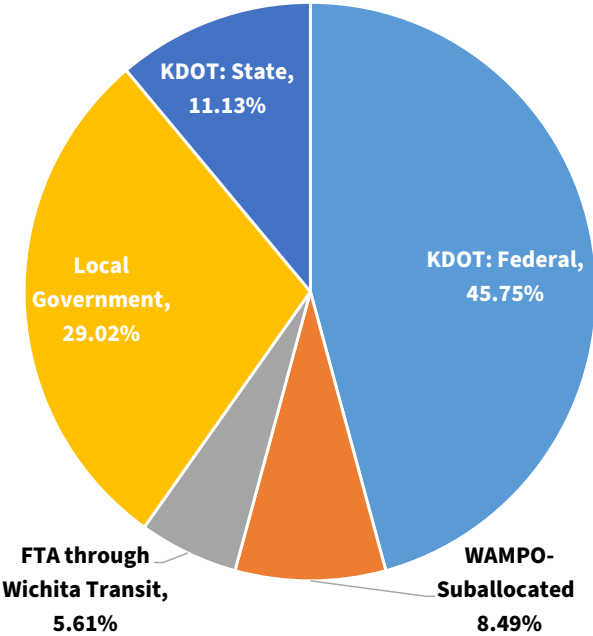
Figure 3: Project Types



Project Funding Sources

As illustrated in Figure 4, funding provided to TIP projects in the WAMPO region by the Kansas Department of Transportation (KDOT), both through its own funds and through federal funds that it distributes, far surpasses WAMPO-suballocated federal funding or local-government transportation funds directed to TIP projects.

Figure 4: Project Funding Sources



Fiscal Constraint Analysis

After accounting for revenues reasonably expected to be available for the regional transportation system during FFY2025-FFY2028 (\$1.10 billion) and estimated spending to adequately maintain the system (\$186 million), and debt service payments (\$181 million), the amount available for programming in the TIP is \$729 million, approximately \$1.77 million more than what is programmed in this TIP, meaning this TIP is fiscally constrained.

Table 10: FFY2025-FFY2028 Fiscal Constraint Analysis

Anticipated Funding and Financing	
Federal Funding	\$102 million
State Funding	\$393 million
Local Funding	\$447 million
Debt Financing	\$155 million
Total	\$1.10 billion
Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$727 million
Total	\$1.09 billion

ANTICIPATED FUNDING AND FINANCING

-

ANTICIPATED COSTS

=

BALANCE

\$1.10 billion

\$1.09 billion

\$1.77 million

This projected positive balance may turn out to be different from the true final balance of unspent revenues at the end of FFY2028 for the following reasons:

- New projections of revenues and of operations & maintenance costs (including for FFY2025-FFY2028) will be included in WAMPO's next long-range plan, Metropolitan Transportation Plan 2050 (MTP 2050), which will be adopted in 2025.
- The revenue projections include funds set aside for non-regionally-significant projects that do not qualify as routine maintenance and operations, since the accounting systems most local governments use for revenue projections do not separate out revenues and expenditures by road classification (federal-aid vs. local). Therefore, the data from local governments are not as granulated as this analysis would ideally call for.
- There may be some projects that state and local governments plan to pursue but have not yet submitted to WAMPO for incorporation into the TIP, either because the projects are not yet internally authorized or are not yet sufficiently scoped out. Such projects would eventually either be submitted to be added to the TIP through an amendment or be submitted for incorporation into the next new TIP adoption, which conventionally happens well before the expiration of the current TIP and supersedes it.
- Individual projects' estimated costs could be revised as their start dates approach and more information becomes available.

Fiscal Constraint by Year

Most of the WAMPO-suballocated federal funds that WAMPO awards to transportation projects in the Wichita metropolitan area are either STBG, CMAQ, TA, or CRP funds. KDOT limits the overall amount of those funds that may be carried over from

one FFY to the next, in addition to requiring that more overall funding not be spent in a given FFY than what is available. Therefore, for these specific funding programs, in addition to the above fiscal-constraint analysis, WAMPO also projects starting and ending balances for each of the four FFYs in the TIP period, separated out by funding program, as shown in Table 11:

- For the purposes of this table, Advance Construction funding on a project is associated with the programmed year of reimbursement by the federal government, rather than the programmed year of expenditure by the state or local government, because the year of reimbursement is when the federal funds need to be available.
- Amounts of STBG, CMAQ, TA, and CRP funds expected to be apportioned to WAMPO in FFY2025, FFY2026, FFY2027, and FFY2028 are assumed to equal the amounts that were apportioned in FFY2024, assuming that funding levels under the current federal transportation-funding legislation, the Infrastructure Investment and Jobs Act (IIJA), will continue past FFY2026, the last year covered by the legislation.
- From time to time, there are unanticipated obligations and deobligations of WAMPO-suballocated federal funds on projects from prior FFYs. When this happens, WAMPO performs TIP amendments and administrative adjustments, in accordance with guidance in the WAMPO TIP Policy (Appendix G), to get all projected year-end balances as close to zero as possible, prior to the end of the FFY for which a non-zero balance is projected.
- In light of the above finding of fiscal constraint for the WAMPO FFY2025-FFY2028 TIP and lacking more specific information from state and local governments, this table does not show maintenance and operations costs, debt financing, or debt servicing, and all revenues and expenditures of funds other than STBG, CMAQ, TA, and CRP funds are not shown.

Table 11: Fiscal Constraint by TIP FFY and WAMPO-Suballocated Federal Funding Source

	FFY2025				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2024	\$0	\$65,958	\$88,908	\$3,047,401	\$3,202,267
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
Total Funds Available	\$9,948,507	\$2,013,294	\$1,581,578	\$4,447,939	\$17,991,318
Total Programmed	\$9,948,506	\$2,013,293	\$1,581,578	\$4,447,939	\$17,991,316
End-of-FFY Funds Balance	\$1	\$1	\$0	\$0	\$2
	FFY2026				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2025	\$1	\$1	\$0	\$0	\$2
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
Total Federal Funds Available	\$9,948,507	\$1,947,337	\$1,492,670	\$1,400,538	\$14,789,052
Total Programmed	\$9,948,507	\$1,963,103	\$1,492,670	\$1,400,538	\$14,804,818
End-of-FFY Funds Balance	\$0	-\$15,766	\$0	\$0	-\$15,766
	FFY2027				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2026	\$0	-\$15,766	\$0	\$0	-\$15,766
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
Total Federal Funds Available	\$9,948,507	\$1,931,570	\$1,492,670	\$1,400,538	\$14,773,285
Total Programmed	\$9,948,506	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
End-of-FFY Funds Balance	\$1	-\$15,766	\$0	\$0	-\$15,765
	FFY2028				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2027	\$1	-\$15,766	\$0	\$0	-\$15,765
Anticipated Obligation Limitation	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,050
Total Federal Funds Available	\$9,948,507	\$1,931,570	\$1,492,670	\$1,400,538	\$14,773,285
Total Programmed	\$9,948,507	\$1,947,336	\$1,492,670	\$1,400,538	\$14,789,051
End-of-FFY Funds Balance	\$0	-\$15,766	\$0	\$0	-\$15,766
	FFY2025-FFY2028				
	STBG	CMAQ	TA	CRP	Total
Carryover from FFY2024	\$0	\$65,958	\$88,908	\$3,047,401	\$3,202,267
Anticipated Obligation Limitation	\$39,794,026	\$7,789,344	\$5,970,680	\$5,602,152	\$59,156,202
Total Federal Funds Available	\$39,794,026	\$7,855,302	\$6,059,588	\$8,649,553	\$62,358,469
Total Programmed	\$39,794,026	\$7,871,068	\$6,059,588	\$8,649,553	\$62,374,235
End-of-FFY2028 Funds Balance	\$0	-\$15,766	\$0	\$0	-\$15,766

TIP Amendments

Amendments to the FFY2025-FFY2028 TIP will be scheduled on a quarterly basis, and additional special amendments may occur when deemed necessary by the TPB or the WAMPO Executive Director. The TIP amendment process is similar to the TIP development and approval process. First, a Request for Amendments application period is opened. The Request for Amendments application period allows project sponsors to submit applications for changes to existing projects in the TIP, to request the addition of new non-suballocated projects, or to request the removal of a project. Two types of changes to the TIP may be requested: amendments and administrative adjustments.

Amendments

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

- Major scope change (e.g., changing the project extent or number of lanes)
- Addition or removal of a funding source (not program) or increase in the project cost of greater than 25% or \$5 million, whichever is less
- Addition of a project to or removal of a project from the TIP

Administrative Adjustments

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

- Programming of additional funding limited to the lesser of 25% of the total project cost or \$5 million
- Minor editorial changes that result in no change to project scope or design
- Changes to programmed Federal Fiscal Years
- Changes to Advance Construction conversion amounts and years

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

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

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

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

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

TIP Approval Process

Public involvement opportunities begin prior to any recommendation of the TIP, and public comments are reported to the TAC and TPB before any action is requested, as well as listed in the TIP, along with any actions taken in response to the comments. The TAC receives the draft TIP and is asked to recommend it to the TPB, with the same options outlined in the “TIP Amendments” chapter. The TPB receives the draft document, along with the TAC’s recommendation, and is asked to approve the TIP, also with the same options as they have for an amendment. Both bodies first receive the draft document at the meeting prior to the request for action so that there will be adequate time for consideration.

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

Figure 5: TIP Approval Process

