



Credit: WSU

MTP 6.1

Introduction

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. This chapter describes the assumptions used to forecast revenues anticipated to be available from federal, state, and local sources, as well as the assumptions used to estimate project costs and operations and maintenance (O&M) costs. Then, it shows how, under these assumptions, Metropolitan Transportation Plan 2050 is fiscally constrained.

Fiscal constraint can be summarized as:
 $\text{Revenues} - \text{O\&M Costs} - \text{Project Costs} \geq \0

Revenues and O&M costs were projected from available data prior to transportation-system-improvement projects being selected for the MTP 2050 Fiscally Constrained Project List. During the project-selection process, the projects that could be added to the Fiscally Constrained Project List were limited

to those whose combined estimated costs were less than or equal to the difference between transportation revenues and the cost to operate and maintain the existing system. In this manner, the fiscal constraint of MTP 2050 was ensured.

Fiscal Constraint by Agency Type

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
- Local governments, excluding public transit

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

Time Bands

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) time bands:

- 2025-2028
- 2029-2038
- 2039-2050

The 2025-2028 time band is included because it corresponds to the first four-year Transportation Improvement Program (TIP) period under MTP 2050 (the FFY2025-FFY2028 TIP was adopted by WAMPO on August 13, 2024). Most of the projects that appear in the 2025-2028 time band of the MTP 2050 Fiscally Constrained Project List are 2025-2028 projects that appeared in the TIP as of the approval of FFY2025-FFY2028 TIP Amendment #2 on October 8, 2024.

The 2029-2038 and 2039-2050 time bands were chosen in order to divide the remainder of the MTP 2050 planning horizon (after 2025-2028) into periods of approximately ten years, so that higher-priority or nearer-term projects could be placed in the 2029-2038 time band and lower-priority or longer-term projects could be placed in the 2039-2050 time band. If sufficient funding is projected to be available for a later-time-band project to be programmed into the TIP, an administrative modification to MTP 2050 may move it up to an earlier time band (see Appendix C).

Metropolitan Transportation Plans may include an “Illustrative List” of projects that are outside of the fiscal-constraint analysis and not sorted into any time band, so that, in the event of more funding being available than is required for all of the projects in the Fiscally Constrained Project List, Illustrative List projects may qualify for funding. However, enough funding was projected to be available for every project submitted for inclusion in MTP 2050 to be on the Fiscally Constrained Project List. For that reason, MTP 2050 does not have an Illustrative List.

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

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

Unless otherwise noted, it is conservatively assumed that revenues will increase at a rate of 1% per year. Meanwhile, unless otherwise noted, an inflation rate of 4.5% is applied to O&M and project costs, consistent with KDOT’s default inflation assumption. This assumption that revenues will increase more slowly than costs constrains how many future projects can be planned for. However, it reflects the historical reality that government funding for transportation is hard to anticipate and may not keep up with inflation. It also reflects the long trend of price inflation occurring more rapidly in the construction sector than in the overall economy.

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

6.2

Revenues

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

Federal Revenues

All federal transportation funding in the WAMPO region is required to be programmed in the Transportation Improvement Program (TIP). For that reason, future federal transportation funding in the region was projected from information in the WAMPO TIP. All spending during 2021-2028 (equivalent to the period of the current FFY2025-FFY2028 TIP plus one full four-year TIP period prior to that) that the TIP (whether the current TIP or a past TIP) showed as programmed to be paid for with federal funding was used as a base from which to project future federal transportation revenue available to the region, with an assumed rate of increase of 1% per year. This was done for the fiscal-constraint calculations for each of the three transportation-agency types considered in this Financial Plan: The Kansas Department of Transportation (KDOT), public transit agencies, and local governments, excluding public transit.

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

discretionary grants awarded for projects in 2021-2028. Although the awarding of discretionary grants and other nonrecurring funding is hard to predict, it is reasonable to suppose that, during 2029-2050, at least a few projects in the WAMPO region will receive discretionary federal grants.

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

Table 6.2.1: Projected Federal Transportation Revenue In the WAMPO Region, Assuming 1% Increase per Year

	Recipient			
	KDOT	Public Transit	Rest of Local Government	Total
2021-2028: TIP-Programmed Total	\$622,031,823	\$81,632,899	\$133,523,920	\$837,188,642
2021-2028: Yearly Average	\$77,753,978	\$10,204,112	\$16,690,490	\$104,648,580
2029: Projected	\$81,314,650	\$10,671,400	\$17,454,816	\$109,440,866
2030: Projected	\$82,127,797	\$10,778,114	\$17,629,364	\$110,535,275
2031: Projected	\$82,949,075	\$10,885,896	\$17,805,658	\$111,640,628
2032: Projected	\$83,778,566	\$10,994,754	\$17,983,714	\$112,757,034
2033: Projected	\$84,616,351	\$11,104,702	\$18,163,551	\$113,884,604
2034: Projected	\$85,462,515	\$11,215,749	\$18,345,187	\$115,023,451
2035: Projected	\$86,317,140	\$11,327,907	\$18,528,639	\$116,173,685
2036: Projected	\$87,180,311	\$11,441,186	\$18,713,925	\$117,335,422
2037: Projected	\$88,052,114	\$11,555,597	\$18,901,064	\$118,508,776
2038: Projected	\$88,932,636	\$11,671,153	\$19,090,075	\$119,693,864
2039: Projected	\$89,821,962	\$11,787,865	\$19,280,976	\$120,890,803
2040: Projected	\$90,720,181	\$11,905,744	\$19,473,785	\$122,099,711
2041: Projected	\$91,627,383	\$12,024,801	\$19,668,523	\$123,320,708
2042: Projected	\$92,543,657	\$12,145,049	\$19,865,209	\$124,553,915
2043: Projected	\$93,469,094	\$12,266,500	\$20,063,861	\$125,799,454
2044: Projected	\$94,403,785	\$12,389,165	\$20,264,499	\$127,057,448
2045: Projected	\$95,347,822	\$12,513,056	\$20,467,144	\$128,328,023
2046: Projected	\$96,301,301	\$12,638,187	\$20,671,816	\$129,611,303
2047: Projected	\$97,264,314	\$12,764,569	\$20,878,534	\$130,907,416
2048: Projected	\$98,236,957	\$12,892,214	\$21,087,319	\$132,216,490
2049: Projected	\$99,219,326	\$13,021,136	\$21,298,192	\$133,538,655
2050: Projected	\$100,211,520	\$13,151,348	\$21,511,174	\$134,874,042
2025-2028: TIP-Programmed	\$331,523,960	\$42,245,924	\$65,933,073	\$439,702,957
2029-2038: Projected	\$850,731,154	\$111,646,459	\$182,615,992	\$1,144,993,606
2039-2050: Projected	\$1,139,167,302	\$149,499,633	\$244,531,032	\$1,533,197,967
2025-2050: Programmed + Projected	\$2,321,422,416	\$303,392,016	\$493,080,097	\$3,117,894,530

Non-Federal Revenues: Kansas Department of Transportation

The Kansas Department of Transportation (KDOT) does not budget a specific amount of state funds to be spent on their projects and operations and maintenance costs within the bounds of a given MPO each year. Therefore, future State of Kansas revenue for KDOT activities in the WAMPO region is projected, with an assumed rate of increase of 1% per year after 2028, from the projects KDOT intends to pursue in the region during 2025-2028 and from actual, historical O&M spending in the region, as reported to WAMPO by KDOT staff.

KDOT staff provided WAMPO with a list of six (6) transportation projects that they intend to pursue during 2025-2028, at a combined, estimated cost of \$1,295,525,244, as listed in MTP 2050 Chapter 7, Project Selection & List. For the purposes of this fiscal-constraint analysis, it is assumed that, if KDOT plans to pursue those projects during the first four years of the MTP 2050 planning horizon, they expect to have the necessary funds available for those projects. As shown in Table 6.2.1, \$331,523,960 of federal revenue is programmed in the WAMPO TIP to be used on 2025-2028 KDOT projects. It is assumed here that the other \$964,001,284 for KDOT projects in 2025-2028 will come from state revenue. Beyond 2028, a 1% annual rate of increase is assumed.

Meanwhile, state funds for KDOT's routine O&M costs (discussed in greater detail in Section 6.3) were projected from average yearly expenditures during 2021-2023. Using an inflation rate of 4.5%, 2025-2028 O&M costs on infrastructure KDOT is responsible for in the WAMPO region were estimated to be \$14,442,473, with the assumption that KDOT will have

the revenues necessary to cover those costs during 2025-2028. After 2028, a 1% annual rate of increase in revenues is assumed.

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

Table 6.2.2: Projected State Revenue for KDOT Activities in the WAMPO Region, Assuming 1% Increase per Year After 2028

Source Data	Period of Source Data	Source Data Average/Yr.	Projections			
			2025-2028	2029-2038	2039-2050	2025-2050
KDOT MTP Project Costs - Fed. Revenue	2025-2028	\$241,000,321	\$964,001,284	\$2,584,905,044	\$3,461,304,185	\$7,010,210,513
Historical KDOT O&M Costs	2021-2023	\$2,958,234	\$14,442,473	\$38,726,527	\$51,856,563	\$105,025,563
Total			\$978,443,757	\$2,623,631,571	\$3,513,160,748	\$7,115,236,077
Average/Year			\$244,610,939	\$262,363,157	\$292,763,396	\$273,662,926

Non-Federal Revenues: Public Transit

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

revenues, donations, and any other revenue streams that are generated by the transit agency itself, as opposed to coming from the general fund of any local government it is a part of or reports to.

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

Table 6.2.3: Projected Non-Federal Revenue for Public Transit in the WAMPO Region, Assuming 1% Increase per Year

		2018-2022	2025-2028	2029-2038	2039-2050	2025-2050
State	Total	\$7,356,667	\$6,278,948	\$16,835,538	\$22,543,543	\$45,658,029
	Avg./Yr.	\$1,471,333	\$1,569,737	\$1,683,554	\$1,878,629	\$1,756,078
Local	Total	\$19,047,357	\$16,257,004	\$43,589,373	\$58,368,132	\$118,214,509
	Avg./Yr.	\$3,809,471	\$4,064,251	\$4,358,937	\$4,864,011	\$4,546,712
Other (e.g., fares, advertising)	Total	\$8,927,578	\$7,619,728	\$20,430,526	\$27,357,394	\$55,407,648
	Avg./Yr.	\$1,785,516	\$1,904,932	\$2,043,053	\$2,279,783	\$2,131,063
	Total	\$35,331,602	\$30,155,680	\$80,855,437	\$108,269,069	\$219,280,185
	Avg./Yr.	\$7,066,320	\$7,538,920	\$8,085,544	\$9,022,422	\$8,433,853

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

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

STATE OF KANSAS SPECIAL CITY AND COUNTY HIGHWAY FUND

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

Table 6.2.4: Projected State of Kansas Special City and County Highway Fund Distributions in the WAMPO Region, Assuming 1% Increase per Year

	2013-2023	2025-2028	2029-2038	2039-2050	2025-2050
Total	\$267,173,872	\$105,735,261	\$283,504,495	\$379,625,278	\$768,865,034
Avg./Yr.	\$24,288,534	\$26,433,815	\$28,350,449	\$31,635,440	\$29,571,732

LOCAL - GOVERNMENT REVENUE

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

Local-government revenue for transportation improvement projects and O&M comes primarily, but not exclusively,

from sales taxes and property taxes. Some, but not all, jurisdictions, in addition to providing their actual, historical revenues for transportation infrastructure, also provided projections of future revenues, though not always to 2050. In these cases, the jurisdictions' projections were incorporated into the WAMPO MTP 2050 fiscal-constraint analysis, even though they did not all assume the same rate of change. Where a given jurisdiction did not provide projections to 2050, a rate of increase of 1% per year is assumed.

Table 6.2.5: Projected Local-Government Revenue for Non-Public-Transit Transportation Purposes in the WAMPO Region, Assuming 1% Increase per Year Except Where Jurisdictions Provided Projections with a Different Assumption

	2025-2028	2029-2038	2039-2050	2025-2050
Total	\$480,745,737	\$1,133,631,196	\$1,594,141,414	\$3,208,518,346
Avg./Yr.	\$120,186,434	\$113,363,120	\$132,845,118	\$123,404,552

Summary of Revenue Projections

Table 6.2.6 summarizes the federal, state, and local revenues projected to be available in each time band for transportation activities, by agency type.



Table 6.2.6: Summary of Revenue Projections for the MTP 2050 Fiscal-Constraint Analysis

KDOT												
	2025-2028			2029-2038			2039-2050			2025-2050		
	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%
Federal Revenue	\$331,523,960	\$82,880,990	25.3%	\$850,731,154	\$85,073,115	24.5%	\$1,139,167,302	\$94,930,608	24.5%	\$2,321,422,416	\$89,285,478	24.6%
State Revenue	\$978,443,757	\$244,610,939	74.7%	\$2,623,631,571	\$262,363,157	75.5%	\$3,513,160,748	\$292,763,396	75.5%	\$7,115,236,077	\$273,662,926	75.4%
All Sources	\$1,309,967,717	\$327,491,929	100.0%	\$3,474,362,726	\$347,436,273	100.0%	\$4,652,328,050	\$387,694,004	100.0%	\$9,436,658,493	\$362,948,404	100.0%
Public Transit												
	2025-2028			2029-2038			2039-2050			2025-2050		
	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%
Federal Revenue	\$42,245,924	\$10,561,481	58.3%	\$111,646,459	\$11,164,646	58.0%	\$149,499,633	\$12,458,303	58.0%	\$303,392,016	\$11,668,924	58.0%
State Revenue	\$6,278,948	\$1,569,737	8.7%	\$16,835,538	\$1,683,554	8.7%	\$22,543,543	\$1,878,629	8.7%	\$45,658,029	\$1,756,078	8.7%
Local Revenue	\$16,257,004	\$4,064,251	22.5%	\$43,589,373	\$4,358,937	22.6%	\$58,368,132	\$4,864,011	22.6%	\$118,214,509	\$4,546,712	22.6%
Other Revenue (e.g., fares, advertising)	\$7,619,728	\$1,904,932	10.5%	\$20,430,526	\$2,043,053	10.6%	\$27,357,394	\$2,279,783	10.6%	\$55,407,648	\$2,131,063	10.6%
All Sources	\$72,401,604	\$18,100,401	100.0%	\$192,501,896	\$19,250,190	100.0%	\$257,768,702	\$21,480,725	100.0%	\$522,672,201	\$20,102,777	100.0%
Local Governments (Excluding Public Transit)												
	2025-2028			2029-2038			2039-2050			2025-2050		
	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%
Federal Revenue	\$65,933,073	\$16,483,268	10.1%	\$182,615,992	\$18,261,599	11.4%	\$244,531,032	\$20,377,586	11.0%	\$493,080,097	\$18,964,619	11.0%
State Revenue	\$105,735,261	\$26,433,815	16.2%	\$283,504,495	\$28,350,449	17.7%	\$379,625,278	\$31,635,440	17.1%	\$768,865,034	\$29,571,732	17.2%
Local Revenue	\$480,745,737	\$120,186,434	73.7%	\$1,133,631,196	\$113,363,120	70.9%	\$1,594,141,414	\$132,845,118	71.9%	\$3,208,518,346	\$123,404,552	71.8%
All Sources	\$652,414,071	\$163,103,518	100.0%	\$1,599,751,683	\$159,975,168	100.0%	\$2,218,297,723	\$184,858,144	100.0%	\$4,470,463,477	\$171,940,903	100.0%
KDOT+Public Transit+Local Governments												
	2025-2028			2029-2038			2039-2050			2025-2050		
	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%	Total	Avg./Yr.	%
Federal Revenue	\$439,702,957	\$109,925,739	21.6%	\$1,144,993,606	\$114,499,361	21.7%	\$1,533,197,967	\$127,766,497	21.5%	\$3,117,894,530	\$119,919,020	21.6%
State Revenue	\$1,090,457,966	\$272,614,492	53.6%	\$2,923,971,604	\$292,397,160	55.5%	\$3,915,329,568	\$326,277,464	54.9%	\$7,929,759,139	\$304,990,736	55.0%
Local Revenue	\$497,002,741	\$124,250,685	24.4%	\$1,177,220,569	\$117,722,057	22.4%	\$1,652,509,546	\$137,709,129	23.2%	\$3,326,732,855	\$127,951,264	23.1%
Other Revenue (e.g., fares, advertising)	\$7,619,728	\$1,904,932	0.4%	\$20,430,526	\$2,043,053	0.4%	\$27,357,394	\$2,279,783	0.4%	\$55,407,648	\$2,131,063	0.4%
All Sources	\$2,034,783,391	\$508,695,848	100.0%	\$5,266,616,304	\$526,661,630	100.0%	\$7,128,394,475	\$594,032,873	100.0%	\$14,429,794,171	\$554,992,083	100.0%

6.3

Operations and Maintenance (O&M) Costs

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

Kansas Department of Transportation

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

The costs that KDOT considers to be O&M costs fall into the categories of Pavement, Shoulders, Drainage, Roadside, Bridge, Snow & Ice, and Traffic Guidance. Over the period 2021-2023, the average annual KDOT spending on operations and maintenance in the WAMPO region was \$2,958,234, or \$3,012 per lane mile. An inflation rate of 4.5% per year was applied to this 2021-2023 average to project 2025-2050 costs.

Table 6.3.1: Projected KDOT O&M Costs in the WAMPO Region, Assuming 4.5% Inflation per Year

	2021-2023	2025-2028	2029-2038	2039-2050	2025-2050
Total	\$8,874,702	\$14,442,473	\$49,469,230	\$96,679,009	\$160,590,713
Avg./Yr.	\$2,958,234	\$3,610,618	\$4,946,923	\$8,056,584	\$6,176,566

Public Transit

In the WAMPO Transportation Improvement Program (TIP), most anticipated public-transit operations and maintenance costs are included as projects. To avoid double counting, those public-transit O&M projects are not included in the MTP 2050 Fiscally Constrained Project List (see Chapter 7). Instead, those TIP projects are used as a base from which to project future public-transit maintenance costs, on a separate line from project costs.

For the 2025-2028 time band, public-transit O&M costs are assumed to equal the amounts programmed to be spent during that time band on the corresponding projects in the FFY2025-FFY2028 TIP (as of Amendment #2, approved by the WAMPO Transportation Policy Body on October 8, 2024). For the 2029-2038 and 2039-2050 time bands, an assumed inflation rate of 2.25% per year is applied to a base year of 2028. This is half of the 4.5%/year default inflation rate that is employed elsewhere in this analysis, but still well above the assumed 1%/year rate of increase for revenues and slightly greater than the U.S. Federal Reserve's target long-term, general inflation rate of 2%/year. A lower inflation rate was assumed for public-transit O&M costs than for most other (mostly infrastructure-related) O&M costs because inflation in the construction sector has historically outpaced inflation in other sectors.

Table 6.3.2: Projected Public Transit O&M Costs in the WAMPO Region, Assuming 2.25% Inflation per Year

	2025-2028 (TIP-Programmed)	2029-2038 (Projected)	2039-2050 (Projected)	2025-2050
Total	\$58,000,000	\$164,211,213	\$251,926,781	\$474,137,994
Avg./Yr.	\$14,500,000	\$16,421,121	\$20,993,898	\$18,236,077

Local Governments, Except for Public Transit

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

Some, but not all, jurisdictions, in addition to providing their actual, historical transportation-related O&M costs, also provided projections of future costs, though not always to 2050. In these cases, the jurisdictions' projections were incorporated into the WAMPO MTP 2050 fiscal-constraint analysis, even though they did not all assume the same rate of change. Where a given jurisdiction did not provide projections to 2050, an inflation rate of 4.5% per year is assumed.

Table 6.3.3: Projected Local-Government, Transportation-Related, Non-Public-Transit O&M Costs in the WAMPO Region, Assuming 4.5% Inflation per Year

	2025-2028	2029-2038	2039-2050	2025-2050
Total	\$264,093,221	\$913,434,304	\$1,776,531,319	\$2,954,058,843
Avg./Yr.	\$66,023,305	\$91,343,430	\$148,044,277	\$113,617,648

6.4

Project Costs

As listed in Chapter 7, the MTP 2050 Fiscally Constrained Project List includes one hundred forty-seven (147) projects, whose combined 2025-2050 costs are estimated at \$2.77 billion. For the MTP 2050 fiscal-constraint analysis, the estimated costs of local-agency-sponsored projects in the 2025-2028 time band (except for a few “category projects” that make any project of a particular type eligible for funding) are the same as what is programmed to be spent during that four-year period in the FFY2025-FFY2028 Transportation Improvement Program (TIP), as of the approval of Amendment #2 by the Transportation Policy Body on October 8, 2024. For projects in the 2029-2038 and 2039-2050 time bands, estimated local-project costs were inflated to the dollars of a year in the middle of the time band (2033 for the 2029-2038 time band and 2044 for the 2039-2050 time band), assuming an inflation rate of 4.5% per year. Cost estimates in year-of-expenditure dollars for KDOT-sponsored projects were provided by KDOT directly.

In the following tables, the 2025-2028 time band includes some construction projects that are programmed in the FFY2025-FFY2028 TIP as having some of their preliminary phases in years prior to FFY2025. For the purposes of this analysis, the estimated cost of the entire project is considered and not just the costs of those project phases in FFY2025 or later.

Table 6.4.1 breaks down Fiscally Constrained List project costs by project type and time band. Some projects have elements of more than one of the project types listed in Table 6.4.1. In these cases, the project is categorized as the project type that describes the largest portion of the expected cost (e.g., a project that reconstructs/modernizes a roadway and also constructs a paved bicycle/pedestrian trail alongside that roadway is called “Roadway Reconstruction/Modernization”).

Table 6.4.2 breaks down Fiscally Constrained List project costs by type of lead agency and time band.

Table 6.4.1: Fiscally-Constrained-List Projects and Project Costs by Project Type and Time Band

	2025-2028			2029-2038			2039-2050			2025-2050		
	# of Projects	Cost	% of Total Cost	# of Projects	Cost	% of Total Cost	# of Projects	Cost	% of Total Cost	# of Projects	Cost	% of Total Cost
Bridge Rehabilitation/Replacement	16	\$23,525,864	1.5%	11	\$25,898,342	3.4%	1	\$13,250,873	3.0%	28	\$62,675,078	2.3%
Traffic Management Technologies	6	\$54,373,513	3.5%	3	\$18,870,882	2.5%	1	\$13,250,873	3.0%	10	\$86,495,267	3.1%
Roadway Reconstruction/Modernization	28	\$430,928,740	27.5%	40	\$507,717,732	66.8%	1	\$13,250,873	3.0%	69	\$951,897,345	34.4%
Roadway Expansion	7	\$936,772,000	59.8%	3	\$66,049,543	8.7%	2	\$339,105,619	76.3%	12	\$1,341,927,162	48.4%
New Roadway	1	\$83,834,236	5.4%	1	\$97,837,074	12.9%	0	\$0	0.0%	2	\$181,671,310	6.6%
Multiuse Trails & Bicycle Facilities	7	\$24,051,776	1.5%	3	\$4,185,372	0.6%	1	\$39,676,607	8.9%	11	\$67,913,755	2.5%
Pedestrian Facilities	3	\$4,463,277	0.3%	2	\$7,492,741	1.0%	1	\$13,250,873	3.0%	6	\$25,206,891	0.9%
Public Transit	2	\$7,413,451	0.5%	2	\$28,290,682	3.7%	2	\$5,841,921	1.3%	6	\$41,546,054	1.5%
Planning	1	\$1,000,000	0.1%	1	\$3,402,155	0.4%	1	\$6,625,436	1.5%	3	\$11,027,591	0.4%
Total	71	\$1,566,362,857	100.0%	66	\$759,744,522	100.0%	10	\$444,253,074	100.0%	147	\$2,770,360,453	100.0%

Table 6.4.2: Fiscally-Constrained-List Projects and Project Costs by Lead-Agency Type and Time Band

	2025-2028			2029-2038			2039-2050			2025-2050		
	# of Projects	Cost	% of Total Cost	# of Projects	Cost	% of Total Cost	# of Projects	Cost	% of Total Cost	# of Projects	Cost	% of Total Cost
Kansas Department of Transportation (KDOT)	6	\$1,295,525,244	82.7%	1	\$50,000,000	6.6%	0	\$0	0.0%	7	\$1,345,525,244	48.6%
Public Transit	2	\$7,413,451	0.5%	2	\$28,290,682	3.7%	2	\$5,841,921	1.3%	6	\$41,546,054	1.5%
Local Government (Excluding Public Transit)	63	\$263,424,162	16.8%	63	\$681,453,840	89.7%	8	\$438,411,153	98.7%	134	\$1,383,289,155	49.9%
Total	71	\$1,566,362,857	100.0%	66	\$759,744,522	100.0%	10	\$444,253,074	100.0%	147	\$2,770,360,453	100.0%

6.5

Fiscal Constraint

Metropolitan Transportation Plan 2050 (MTP 2050) is fiscally constrained in each of the three time bands of the analysis (2025-2028, 2029-2038, and 2039-2050) for each of the three agency types considered (KDOT, public transit agencies, and local governments (other than public transit agencies)), after accounting for:

- Projected future revenues from federal, state, and local sources available for spending on the transportation system (about \$14.43 billion across all agency types for 2025-2050)
- Projected future transportation-system operations and maintenance costs (about \$3.59 billion across all agency types for 2025-2050)
- The estimated year-of-expenditure costs of the projects on the Fiscally Constrained Project List (totaling about \$2.77 billion across all agency types for 2025-2050)

After operations and maintenance 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, as shown in Table 6.5.1.

Table 6.5.1: 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