



Overview

The MTP 2035 includes specific projects to show how the region will best achieve the vision, goals, and objectives of the MTP 2035. The MTP 2035 includes two lists of projects: an Eligible for Funding List and an Illustrative List (**Appendix 4: Project List**).

Eligible for Funding List

The Eligible for Funding List includes the projects that are viewed as important to the region to maintain and improve the movement of people and goods. This list is constrained by the revenues that are anticipated to be available to construct/implement the projects. As an example, if the region anticipates \$6.7 billion in revenues, this list can only contain \$6.7 billion worth of projects. For projects to use federal transportation funds, they must be on this list.



Wichita Transit Bus

Illustrative List

The Illustrative List includes other projects that are regionally important but do not qualify to use federal transportation funds. The only reason they do not qualify is that there is a limit to the total cost of all projects that can be included on the Eligible for Funding List. If priorities change in the region or new funding becomes available, projects on the Illustrative List can be moved to the Eligible for Funding List through an amendment to the MTP 2035.

To balance the cost of projects in the MTP 2035 with the anticipated revenue, and include projects that would be the most beneficial for the region, a project selection process was established.

Project Selection Process

The process of selecting projects for the MTP 2035 included a Call for Projects and project selection. The Call for Projects allowed agencies to submit projects for potential inclusion in the MTP 2035. The project selection step used several different tools in order to create an unbiased selection of projects based on the best information available. Project selection was designed to pick projects that most closely adhered to the identified goals of the plan. This chapter



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describes the Call for Projects, the main steps in the project selection process, and the tools that were used.

What is a project sponsor?

An agency that has taxing authority and can build or develop transportation projects. Examples of project sponsors in the WAMPO region include transit providers, cities, counties, and the state.

Call for Projects

WAMPO held a Call for Projects to solicit regional transportation projects anticipated to be needed over the next 25 years. WAMPO asked **project sponsors** to submit regionally significant, major transportation, and/or projects that anticipated using federal transportation funds. The Call for Projects lasted one month (September 15, 2009-October 15, 2009), providing project sponsors with the opportunity to complete and submit a project application.

Project sponsors envision, design, and build the projects. They determine which projects to submit to WAMPO for inclusion in the MTP 2035. WAMPO is responsible for determining which projects to include in the plan.

Application

WAMPO prepared an electronic project application, which was sent to all jurisdictions and eligible project sponsors in the region. Project sponsors submitted projects with the following key information:

What does main project type mean?

The emphasis of the project:

- Road.
- Bridge.
- Transit.
- Bicycle/pedestrian.
- Travel demand/ systems management.
- Rail.

For example, a project may include widening a road from two lanes to four lanes. In this case, the main project type would be road. If the project also includes a new sidewalk, that would be a secondary project type.

- Project name, location, and description.
- **Main project type.**
- Secondary project types that might be included in the main project (e.g., bicycle and pedestrian facilities in a road project).
- Total cost of the project including engineering, right-of-way, construction, and annual operating and maintenance costs.
- Anticipated year to start construction or development.
- Responses to questions to assist with project evaluation and scoring.

The WAMPO website also included an email address for agencies to request an application or to ask questions.

Projects sponsors with projects in the 2010 Transportation Improvement Program (TIP) received a different application for those projects. The MTP Project Advisory Committee (MTP-PAC) decided that projects in the 2010 TIP would be



included in the MTP 2035. This application was shorter and did not request sponsors to answer questions to be used for project evaluation.

Project Sponsor Workshops

Two project sponsor workshops (September 16, 2009 and October 6, 2009) were held to explain the purpose of the MTP 2035 and the application process.

Scoring Information

The MTP-PAC developed Measures of Effectiveness (MOEs) as the basis for project evaluation. The application included questions based on the MOEs, which were used to evaluate and score projects. The MOEs are further explained later in this Appendix.

Project Selection Tools

The MTP-PAC used a variety of tools to select the projects for the Eligible for Funding List. Projects selected for this list best accomplish the goals of the MTP 2035. MOEs and the travel demand model were the two main tools used. Local knowledge of the transportation system also played a role in evaluating the projects.

Measures of Effectiveness

MOEs evaluate how well transportation projects address, advance, or achieve the goals and objectives of the plan. The MTP-PAC defined seven MOEs for the project evaluation process. Four of the MOEs were based on the four short-term objectives for the MTP 2035 (**Chapter 2: Vision, Goals, and Objectives**). The remaining MOEs were developed to address consistency with existing WAMPO processes and plans. **Exhibit A3.1** lists the MOEs. Not all MOEs were applied to all projects as some only addressed certain modes of transportation.



MTP-PAC Meeting



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Exhibit A3.1: Measures of Effectiveness Used for Different Project Types

Measures of Effectiveness (MOEs)	Project Type				
	Bicycle/ Pedestrian	Bridge	Roadway	Transit	Travel Demand/ Systems Management
1. Does the project contribute to the overall improvement of the regional transportation system?	√	√	√	√	√
2. Does the project have a positive effect on air quality?	√	√	√	√	√
3. Does the project accommodate, connect to, or include facilities for more than one mode of transportation?	√	√	√	√	√
4. Does the project address or help address a safety concern?	√	√	√	√	√
5. Is the project on a route identified in the WAMPO Regional Pathway System Plan and identified as a priority missing link?	√				
6. Does the project address congestion and is identified on the CMP Network and/or ITS Regional Architecture?					√
7. Does the project address a regional issue that is addressed in a WAMPO Plan?		√	√	√	



Bicycle Path

Although all seven of the MOE questions are yes/no questions, project sponsors were asked to explain their answer.

Project Scoring

The MTP-PAC formed working groups for each mode of transportation. The working groups evaluated the project applications received and applied scores based on the MOEs.

Travel Demand Model

The travel demand model was used to show the potential impacts of proposed road and transit projects on the future transportation system. The impacts were primarily measured by an increase or decrease in congestion, vehicle miles traveled, and vehicle hours traveled. SAFETEA-LU requires that a model be used when evaluating projects for the plan.

What is a travel demand model?

A computer program that uses land use characteristics and typical travel patterns to determine future demand on the transportation system.



The travel demand model compares existing and future road and transit systems. For this model, existing conditions were estimated using 2008 data, as that was the most recent comprehensive traffic information available. The model includes an estimate of 2035 traffic based on future population and job growth. This was used to evaluate the effects of building new transportation projects.

Project Selection

Over 300 projects were received during the Call for Projects. The cost of the projects submitted was more than the anticipated revenue available for transportation between 2010 and 2035. After scoring all of the projects submitted, the MTP-PAC developed an initial list of projects (Initial Scenario) based on the scores and the available funding. The MTP-PAC also developed three alternative scenarios based on results from the model. Scenarios are simply groups, or packages, of projects.



Bridge with Sidewalks

Target Funding Levels

The MTP-PAC identified **target funding levels** for each main project type based on historic trends. The MTP-PAC then adjusted the target funding levels for each project type to better reflect the goals of the MTP 2035. The target funding levels were used as a guide and were subject to change based on the types of projects submitted and the scoring of projects. **Exhibit A3.2** shows the initial target funding levels used for the MTP 2035.

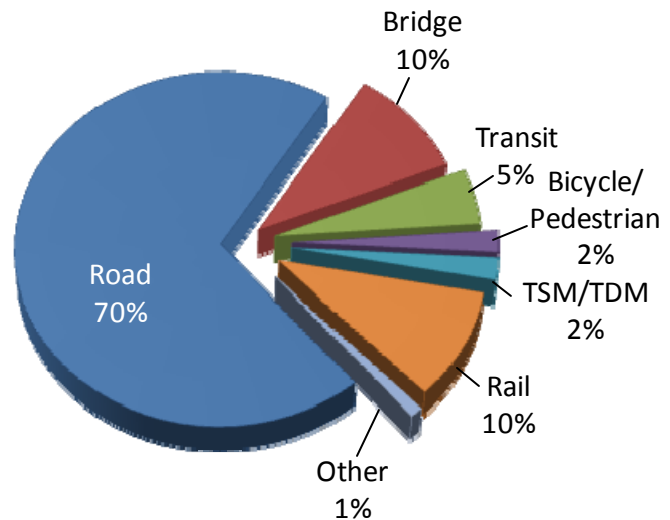
What are target funding levels?

A guideline for the amount of funding to be provided for each type of project.



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Exhibit A3:2: Initial Target Funding Levels by Project Type



What does fiscally constrained mean?

There are sufficient funds available to pay for proposed improvements as well as operate and maintain the entire transportation system.

Essentially, this is similar to family budgeting and answers two questions:

- What are the costs?
- What money is available to cover those costs?

Project Year and Costs

As previously mentioned, the cost of projects cannot exceed the amount of revenue that is anticipated to be available through 2035. In order to create a **fiscally constrained** list of projects, the application requested estimated project costs. Projects costs were submitted in 2010 dollars and an inflation rate was applied to those costs depending on the time frame the project was forecast to take place. Project years were based on different time frames. These time frames included 2010–2019, 2020–2029, and 2030–2035.

2010 Transportation Improvement Program (TIP)

The time frames covered by the MTP 2035 and the 2010 TIP overlapped. All 2010 TIP projects were included in the Eligible for Funding List as they had already been through the TIP project selection process.

Project Scenarios

The MTP-PAC developed four project scenarios, or packages of projects, for evaluation during the project selection process. These scenarios are discussed in the following paragraphs.



Initial Scenario

The Initial Scenario was developed using the following:

- All 2010 TIP projects.
- MOE scores.
- Local knowledge.
- Forecast available funding by time period.

This scenario was input into the travel demand model and the results were presented to the MTP-PAC. The model results for the Initial Scenario were compared to what would occur if no new transportation projects were built. The model results showed locations where the projects in the Initial Scenario reduced congestion and where congestion was still forecast to occur in 2035. The MTP-PAC used the model results, local knowledge, and MOE scores to develop alternative scenarios.



At-Grade Rail Crossing

Alternative Scenarios

Three alternative scenarios were created to determine which combination of projects best achieved the goals and objectives of the plan. **Exhibit A3.3** lists each scenario and their purpose. Each alternative scenario was evaluated using the model.

Exhibit A3.3: Project Scenarios

Scenario Name	Purpose	Change from Initial
Initial	Create a balanced list of projects that does not exceed available funds.	
Fix the Problems	Fix the congestion problems that were identified from the modeling of the Initial Scenario.	Added four new projects and removed one large project.
Transit/Operations & Maintenance	Focus more funds on operations and maintenance. Also, provide a free transit option.	Removed 58 projects. Added no cost transit service.
Mega Projects	Focus on large scale projects.	Removed six projects.

The travel demand model results of each scenario were presented to the MTP-PAC and the public.

Public Input

Extensive public outreach was conducted after all of the scenarios were identified. Citizens in the WAMPO region had the opportunity to pick their favorite scenario and provide



Public Meeting



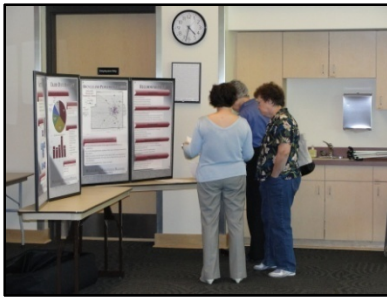
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comments. Results from this survey are in **Appendix 2: Public Involvement**.

Results from the survey indicated that there was general support for all the proposed projects in the Initial Scenario. The public also supported the additional projects identified in the Fix the Problems Scenario.

Final Project List

The MTP-PAC developed a final Eligible for Funding List after public input and refinements to the estimates of available revenue. This list includes all of the projects from the Initial Scenario, the projects added in the Fix the Problems Scenario plus a few additional projects based on MOEs. The Eligible for Funding List includes all bridge, transit, rail, bicycle and pedestrian, and travel demand/systems management projects submitted for the MTP 2035. There was not sufficient funding to include all of the submitted road projects. As a result, some of the lower scoring road projects were included on the Illustrative List. The illustrative projects could be funded if new funds become available or if there is a change in priorities and the MTP 2035 is amended. The Eligible for Funding List and Illustrative List of projects are located in **Appendix 4**.



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1st Street Bridge



Project Selection Process for Amendments

This section identifies the project selection process for amendments to the Metropolitan Transportation Plan (MTP) 2035.

Amendment 1

The purpose of MTP Amendment 1 is to include off-system bridge projects into the MTP 2035. Due to federal requirements, the Kansas Department of Transportation (KDOT) must program approximately 15% of the federal Bridge Rehabilitation and Reconstruction (BR) funds allocated to the State to off-system bridges. Starting in 2013, KDOT will require WAMPO to spend a portion of WAMPO's federal BR funds on off-system bridges in order to meet the federal requirement.

The original adopted MTP 2035 did not include enough off-system bridges to meet the federal mandate. This brought about the need to amend the MTP 2035.

Initiating the Process

WAMPO initiated the project selection process for the MTP Amendment 1 in April 2011. WAMPO coordinated with KDOT to figure out how much BR funding would be required to be spent on off-system bridges. Starting in 2013, WAMPO must program approximately \$375,000 per year in BR funds to off-system bridges. The original MTP 2035 included two off-system bridge projects totaling \$2,006,263 in year of expenditure (YOE) dollars. The amount KDOT was requesting totaled \$8,625,000 in YOE dollars. This shortfall in off-system bridges required WAMPO to add off-system bridge projects to the MTP 2035.

The BR funds were already taken into account when the MTP 2035 was developed, meaning there was no new money identified. In order to maintain fiscal constraint when adding projects, projects in the original MTP 2035 must be removed or have their scopes (and costs) reduced to free up funds. To identify potential off-system bridge projects to add to the MTP 2035 and existing projects to be removed or reduced, WAMPO held a Request for Amendments.

What does off-system mean?

Off-system refers to minor roadways. These typically do not carry many vehicles and are not as vital to regional mobility.

Off-system bridges are on roadways classified as local and rural minor collectors according to the WAMPO Federal Roadway Functional Classification Map.

What is year of expenditure?

A term used by federal legislation to explain that WAMPO must take into account inflation of revenues and costs, based on when revenues are expected to be available and projects are expected to be implemented.

Revenues for the 25 year MTP 2035 are not available at one time, they flow in over time. Also, project costs change over time due to inflation.



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Request for Amendments

WAMPO held a Request for Amendment starting on May 9, 2011 by emailing all project sponsors informing them of the amendment. WAMPO requested sponsors to submit off-system bridge projects for potential inclusion into the MTP 2035. Sponsors were also asked to identify projects that could either be adjusted in cost or scope or removed to free up funds for the additional off-system bridge projects.

Project Scoring and Selection

WAMPO received applications for nine additional off-system bridge projects. These projects were scored by the MTP Project Advisory Committee (MTP-PAC) using the Measures of Effectiveness (MOEs). The MTP-PAC discussed all of the projects and decided to include all nine. They also included four line item projects for additional off-system bridge projects. These line item projects identify funding for off-system bridge projects that have yet to be specifically identified.

WAMPO had to remove or reduce costs of projects in the MTP 2035 in order to maintain fiscal constraint. Project sponsors identified one project to remove, reduce the cost of one project, and shift two projects into different timeframes. By shifting projects into different timeframes, the cost estimates change due to inflation based on YOY.

Public Input

WAMPO involved the general public during MTP 2035 Amendment 1. The public involvement process is identified in **Appendix 2**.

Amended Project List

The updated Eligible for Funding List maintained fiscal constraint overall, as well as for each timeframe identified in the MTP 2035.