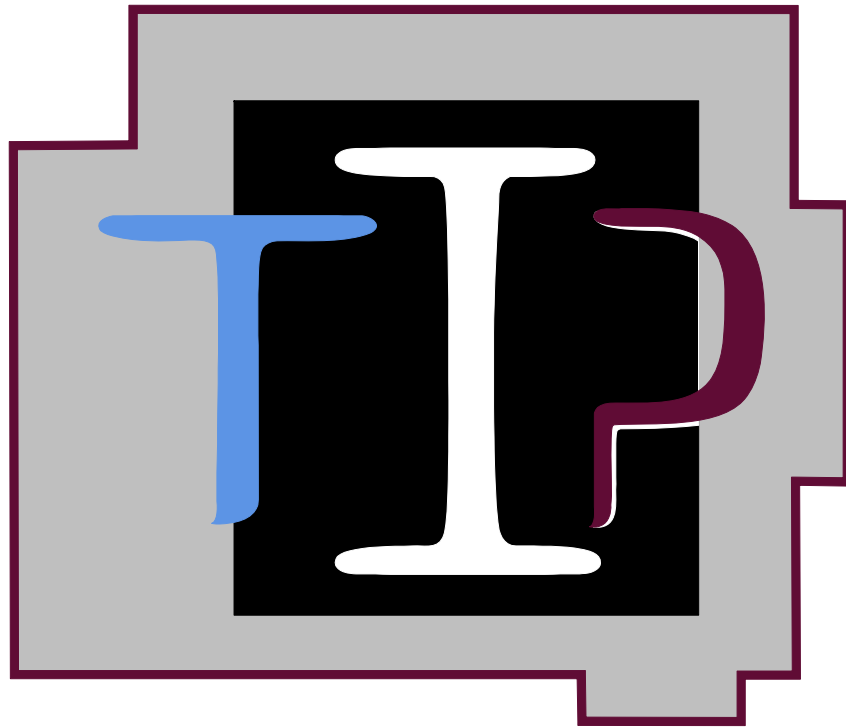


# Transportation Improvement Program (TIP)



W A M P O

Wichita Area Metropolitan Planning Organization

2011

Adopted: September 14, 2010

Copies of this document are available upon request. Please contact WAMPO staff. An electronic copy of this document may be downloaded from the WAMPO website [www.wampoks.org](http://www.wampoks.org). Hard copies of this document may be viewed at the WAMPO office.

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The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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## Introduction

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### What is the TIP?

The Transportation Improvement Program (TIP) is a short range program that identifies transportation projects to be implemented in the WAMPO region during the next four years. These projects are programmed by Federal Fiscal Year (FFY, October 1 through September 30). All projects in the WAMPO region that use federal transportation funds and/or have regional significance are required to be included in the TIP.

The TIP is one of many tools used to implement the goals of the Metropolitan Transportation Plan (MTP) 2035. MTP 2035 goals and objectives related to the TIP are discussed further on page 5.

The TIP is a federal requirement for a metropolitan area to receive federal transportation funds. It documents the regional transportation priorities and the financial resources available for the various transportation needs of the region. It includes a list of surface transportation projects programmed to receive federal, state, and local funding within the metropolitan area and reflects local priorities.

The TIP includes a financial summary that shows how the projects and programs will be funded. Among the many requirements of the TIP is the federal requirement that the TIP must be **fiscally constrained**, which is reflected within the financial summary. It identifies federal, state, and local funding sources expected to be available to fund the proposed projects.

The WAMPO TIP is developed and amended through the processes identified in the TIP Policy. This policy can be found on the WAMPO website at [www.wampoks.org](http://www.wampoks.org).

**Sustainability** is also an important part of all projects in the TIP. Operations and maintenance costs of projects should also be considered, along with the cost of construction, by the project sponsor to assure the continued operation (maintenance) of the project.

### Basics of a TIP:

- Covers no less than 4 years.
- Provides relevant background information.
- Summarizes anticipated funding amounts with realistic cost estimates.
- Shows progress of projects from the previous TIP on projects using WAMPO Competitive Funds.

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### Fiscal constraint:

Project costs do not exceed anticipated revenues. Basically, it is a determination that we can pay for projects identified in the TIP.

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### Sustainability:

An approach to the use of resources that aims to meet people's needs without compromising the environment so that basic needs can also be met in future generations.

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Appendix “C” contains a listing of programmed projects from FFY 2011 through FFY 2014. The project listing provides background information about the project which includes:

- A clear description of the work proposed.
- The estimated cost of the project and a funding breakdown.
- The proposed funding source(s) of the project.
- The agencies responsible for the project.
- The FFY the project is proposed to begin.
- The project’s Federal Functional Classification (if applicable).
- WAMPO and Kansas Department of Transportation (KDOT) tracking numbers (if available).
- Additional pertinent information about the project in the comment section.

### **What is the Role of a Metropolitan Planning Organization (MPO)?**

The Wichita Area Metropolitan Planning Organization (WAMPO) is the designated **Metropolitan Planning Organization (MPO)** for the Wichita, Kansas metropolitan area. WAMPO provides a continuing, comprehensive, and cooperative (3C) transportation planning forum for the region. WAMPO is responsible for providing guidance and direction in the development of federal aid eligible and regionally significant projects submitted by member jurisdictions.

The TIP is one of many plans and programs used to reflect transportation priorities of the region. Other plans, such as the: MTP 2035, Unified Planning Work Program (UPWP), Title VI & Environmental Justice (EJ) Policy, Public Participation Plan (PPP), and Congestion Management Process (CMP) help integrate transportation improvements with planned growth, economic development opportunities, and general regional priorities. The TIP implements these regional priorities by programming federal transportation funds for many projects listed in the document.

### **The WAMPO TIP includes:**

- A financial summary that demonstrates fiscal constraint.
- A list of programmed projects for the region, including the estimated project start dates and funding breakout.
- Maps by FFY that show the location of proposed projects in the region.
- Appendices of amendments including a summary of the changes.

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### **Metropolitan Planning Organization (MPO):**

MPO’s are regional policy making bodies for transportation planning in urbanized areas with populations over 50,000.

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## How are TIP Decisions Made at WAMPO?

TIP decisions are made by the WAMPO Transportation Policy Body (TPB). The TPB includes elected officials, a representative from KDOT, and a representative from the Metropolitan Area Planning Commission (MAPC), representing the various jurisdictions in the region. Technical support to make those decisions is provided by the Technical Advisory Committee (TAC), and by WAMPO staff.

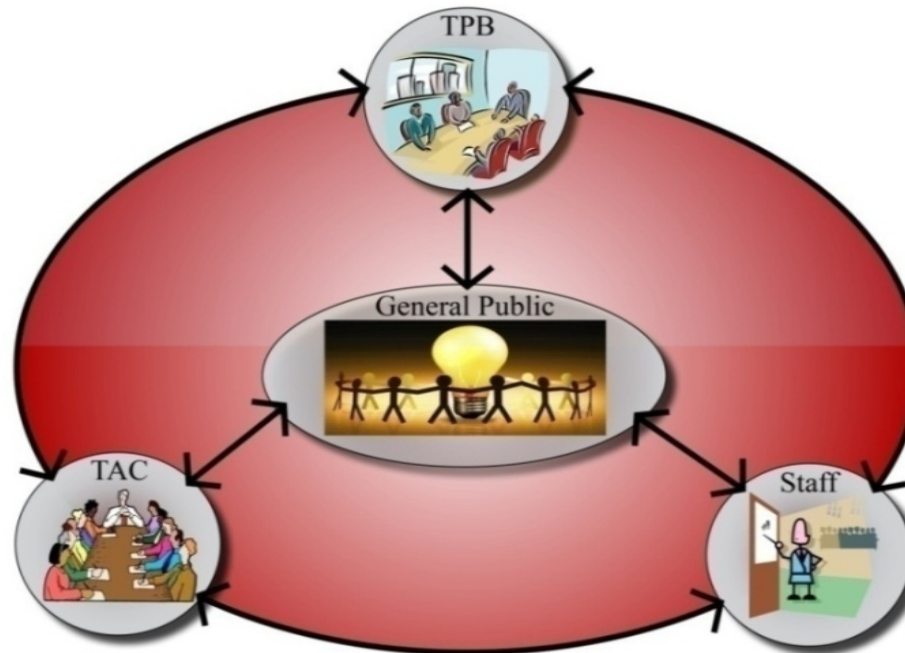
TAC is comprised of WAMPO staff, representatives from local municipalities, or their designee. TAC members offer knowledge of local transportation issues. TAC provides recommendations for the TPB to aid in their decision making process.

WAMPO staff is comprised of planning and technical professionals and is also responsible for the day-to-day operations of WAMPO. The WAMPO Director is responsible for the administration of the WAMPO.

The general public is also an important part of the TIP decision making process. WAMPO proactively gathers public input through various public meetings and public review and comment periods.

**Figure 1** shows the flow of information between the various groups.

**Figure 1: WAMPO's Flow of Information**



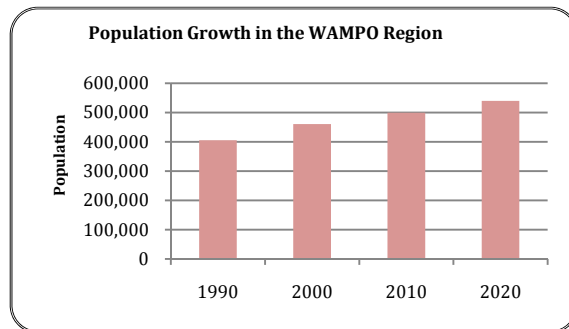
## Definition of Region

The WAMPO region includes 24 jurisdictions including Sedgwick County and portions of Butler County and Sumner County. A map showing the region is shown in **Figure 2**. The WAMPO boundary is reviewed after each decennial Census and will be reevaluated as the 2010 Census data becomes available.

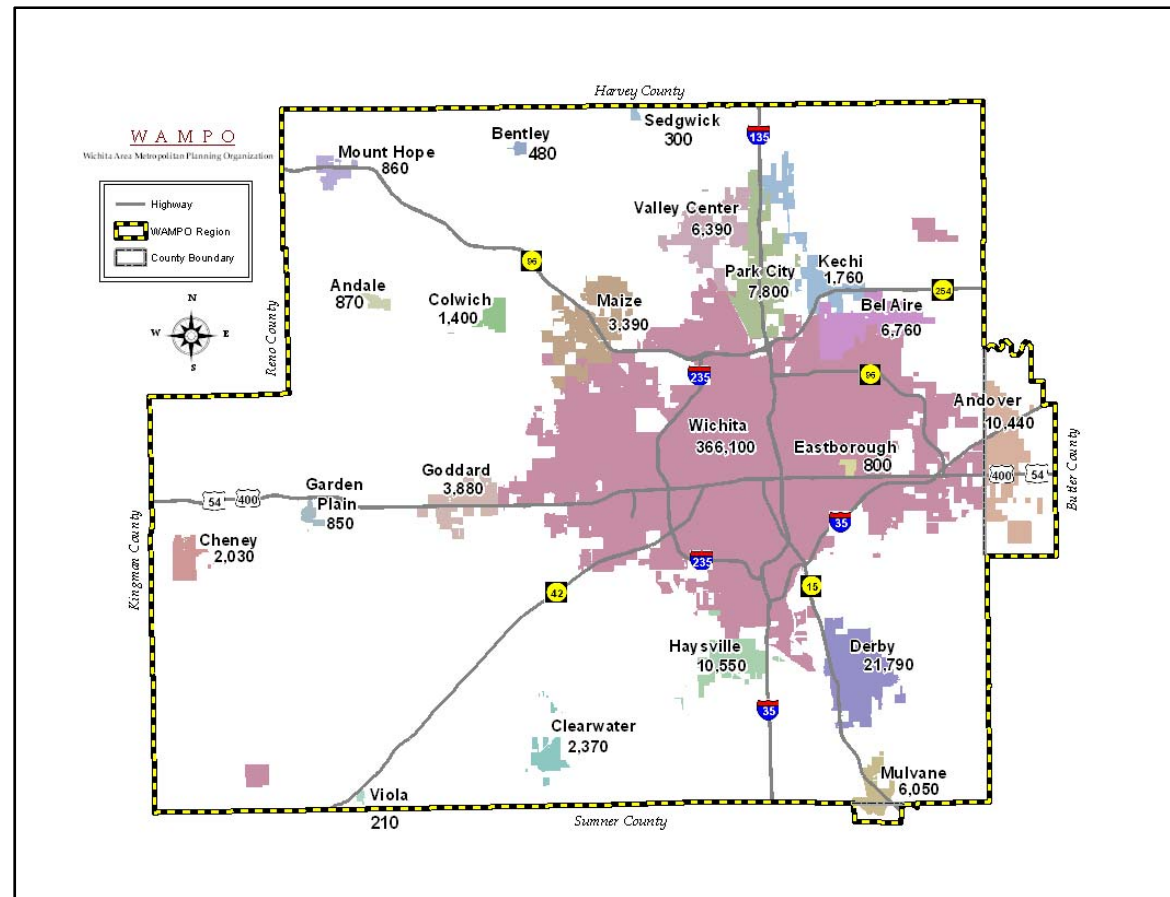
## WAMPO Region's Population

Approximately 500,000 people live in the WAMPO region today. It is expected that an additional 20,000 people will live in the region by 2014. Since 2000, the population growth rate has experienced a slow, steady increase (approximately 1%). Projections suggest this trend will continue. **Figure 3** shows population growth estimates for the WAMPO region.

**Figure 3: Population Growth**



**Figure 2: 2008 WAMPO Region Population Estimates**



## MTP 2035 Connections to the TIP

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### What is the MTP 2035?

The WAMPO MTP 2035 is the long range transportation plan for the WAMPO region. It identifies the overall vision, goals, and objectives for the region's transportation system over the next 25 years. It lists projects, strategies, and recommendations for achieving the identified goals and objectives. The MTP 2035 vision calls for the region's multimodal transportation system in 2035 to be safe, efficient, accessible, and affordable. It is important that the projects in the TIP reflect the MTP 2035 since the TIP is one of the implementation tools of the MTP 2035.

**MTP 2035 Vision**  
*The regions multimodal transportation system in 2035 will be  
**safe, efficient, accessible, and affordable***

### What are the objectives of the MTP 2035?

The MTP 2035 identifies objectives (**Figure 4**) that are the priorities for implementing the MTP 2035 vision. These objectives serve as the foundation of the MTP 2035 **Measures of Effectiveness (MOEs)** used to score and select the projects submitted for inclusion in the MTP. These objectives can be used as performance measures to track progress in achieving the vision and goals stated in the MTP 2035. Short-term and long-term objectives are defined in the MTP 2035 and are intended to meet at least one of the goals (safe, efficient, accessible, and affordable) of the MTP 2035. The short-term objectives are especially relevant for the 2011 TIP because they define priority areas to focus on during the first five years of the MTP 2035 (2010 – 2015).

### Goals of the MTP 2035

**GOAL: SAFE**  
Achieve a transportation system that enhances safety and public welfare.

**GOAL: EFFICIENT**  
Achieve a transportation system that optimizes investments in time, energy, and financial resources.

**GOAL: ACCESSIBLE**  
Achieve optimal intermodal accessibility, mobility, and connectivity throughout the region.

**GOAL: AFFORDABLE**  
Achieve a transportation system that is affordable and equitable for all users.

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### Measures of Effectiveness (MOEs):

Measures of Effectiveness (MOEs) are criteria used to evaluate projects and the success of the MTP 2035.

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## What is the Eligible for Funding List in the MTP 2035?

A key element of the MTP 2035 is the Eligible for Funding List. This list includes important, regionally significant transportation projects that are eligible to receive federal transportation funding at any time over the life of the MTP 2035. This list is fiscally constrained; the total cost of these projects does not exceed expected revenues. A project must be listed on the Eligible for Funding List to be listed in the TIP.

**Figure 4: MTP 2035 Objectives**

<u>O B J E C T I V E S</u>		Safe	Efficient	Accessible	Affordable
<b>Short-term</b>	• Select projects that demonstrate the greatest overall improvement of the system.		🔍	🔍	
	• Maintain air quality attainment status.	🔍	🔍		
	• Increase multimodal options and access.			🔍	🔍
	• Decrease the number of transportation related injuries, fatalities, and wrecks.	🔍			
<b>Long-term</b>	• Reduce the amount of time and energy required for the transportation of people and goods.		🔍		
	• Improve volume/capacity ratios and travel times of congested areas identified in the Congestion Management Process (CMP).		🔍	🔍	
	• Increase the miles of off road multiuse paths, on-street bicycle lanes and paved shoulders and sidewalks.	🔍	🔍	🔍	🔍
	• Increase the percentage of population that use alternative modes of transportation.		🔍	🔍	🔍
	• Increase the affordability of the transportation system for all users, recognizing identified populations in the Environmental Justice Policy.				🔍
	• Reduce Vehicle Miles Traveled (VMT).		🔍	🔍	
	• Make transportation improvements that support economic development.		🔍		

### How were the projects on the Eligible for Funding List selected?

The projects on the MTP 2035 Eligible for Funding List were selected from a pool of project applications submitted by project sponsors during the MTP 2035 call for projects. The call was open for one month, and over 300 applications were received. The total cost of all submitted projects exceeded the expected revenue, so the projects had to compete for inclusion on the Eligible for Funding List. The **MTP 2035 Project Advisory Committee (MTP-PAC)** scored each project application using the MOEs. The highest scoring projects that maintained fiscal constraint were then selected for the initial list of projects; this initial list was called the initial scenario. Other, alternative scenarios were developed and all of the scenarios were evaluated by the travel demand model and reviewed by the general public.

After reviewing the results of the **travel demand model** and the public input, the MTP PAC developed a final Eligible for Funding List, which is the one included in the MTP 2035. This list includes projects located throughout the WAMPO region representing many transportation modes, including road, bridge, transit, rail, bicycle and pedestrian, travel demand/systems management, and other projects. These projects represent those that best align with the vision, goals, and objectives of the MTP 2035.

### How is the MTP 2035 connected to the TIP?

Federal regulations require that all projects programmed in the TIP be identified in a fiscally constrained project list included in the MTP. The MTP 2035 refers to this list as the “Eligible for Funding List”. An Illustrative List is also included within the MTP 2035 to reflect additional regional priorities. Illustrative List projects are eligible for federal funding only if additional federal transportation becomes available and amended in the TIP. Projects in the Illustrative List can become eligible if they are moved to the Eligible for Funding List through an amendment in the MTP 2035.

For more information regarding the Eligible for Funding List or the Illustrative List, refer to the MTP 2035.

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#### **MTP 2035 Project Advisory Committee:**

The MTP-PAC includes representatives from local cities and communities; KDOT; FHWA; FTA; and transportation interest groups. The MTP-PAC guided the MTP 2035 development. Recommendations were then taken to the TPB for action.

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#### **Travel Demand Model (TDM):**

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

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## Procedures of the TIP

### What are Competitive and Non-Competitive Projects?

Per federal legislation, WAMPO is responsible for programming Surface Transportation Program (MPO-STP) funds for the WAMPO region. WAMPO is also responsible for programming discretionary funds from KDOT, which include: Congestion Mitigation and Air Quality (MPO-CMAQ) and Bridge Reconstruction and Rehabilitation (MPO-BR). These funds are referred to by WAMPO as WAMPO Competitive Funds. These projects compete for a limited amount of WAMPO Competitive Funds, and only these projects participate in the WAMPO project selection process, as outlined in the WAMPO TIP Policy.

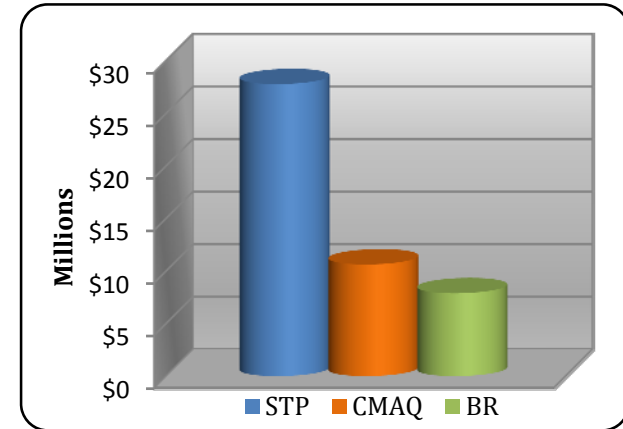
**Figures 5 and 6** in this section show the breakdown of anticipated available funds to be programmed for WAMPO Competitive projects. A full financial summary, which includes this information, can be found in the Financial Summary section (Page 18).

**Figure 5: WAMPO Competitive Funds Obligation Authority**

FFY	WAMPO Competitive Funds			
	STP	CMAQ	BR	Total
FFY 2011	\$6,944,584	\$2,656,134	\$1,971,162	\$11,571,880
FFY 2012	\$6,944,584	\$2,656,134	\$1,971,162	\$11,571,880
FFY 2013	\$6,944,584	\$2,656,134	\$1,971,162	\$11,571,880
FFY 2014	\$6,944,584	\$2,656,134	\$1,971,162	\$11,571,880
	<b>\$27,778,336</b>	<b>\$10,624,536</b>	<b>\$7,884,648</b>	<b>\$46,287,520</b>

Non-competitive projects are included in the TIP due to their significance to the regional transportation network and/or their federal transportation funding status. In order for any project receiving federal transportation funds, the project must be reflected within the TIP. Non-competitive projects listed in the TIP have gone through project selection and public involvement requirements of the project sponsors.

**Figure 6: Overall FFY 2011 - 2014 Obligation Authority**



## What is the Competitive Project Selection Process?

The competitive project selection process consists of reviewing, prioritizing, and programming regional transportation projects based on the characteristics of projects applying for WAMPO Competitive Funds. It allows decision-makers to compare the merits of all projects competing for limited federal funds, and it facilitates the selection of projects to receive federal funding.

### *Project Selection Criteria*

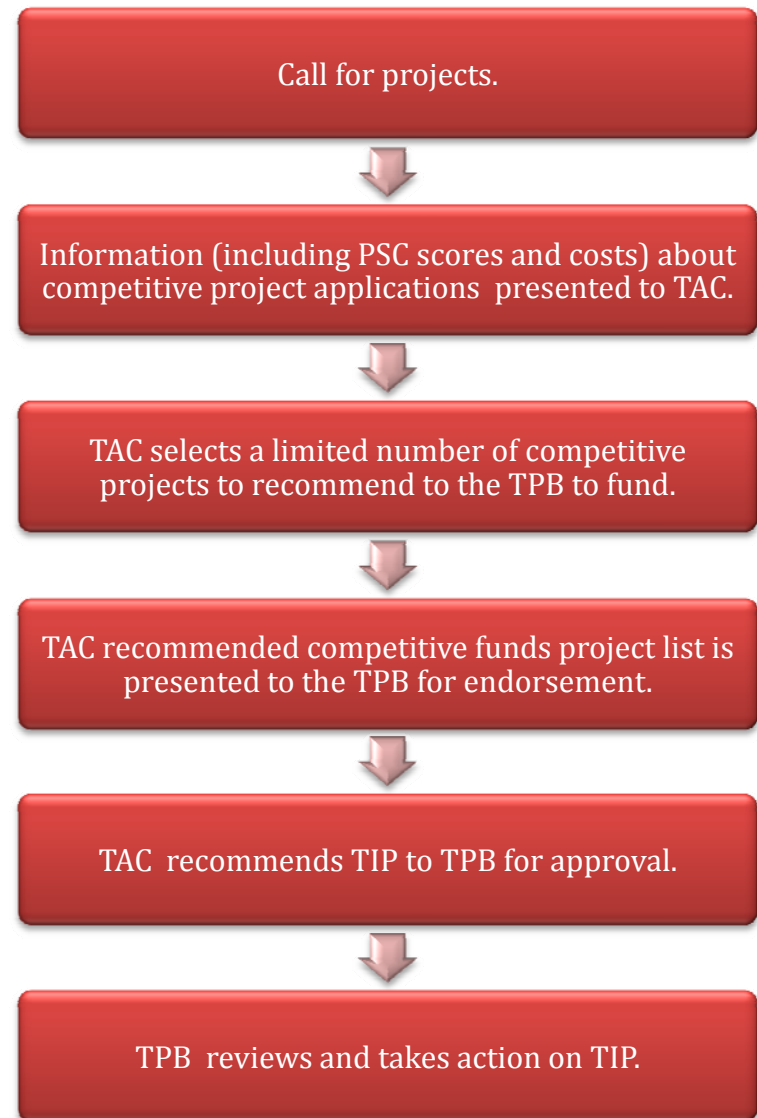
WAMPO has developed **Project Selection Criteria (PSC)** which is a series of questions and answers used as a tool to evaluate projects and assist in the decision making process. The PSC can be viewed in Appendix “B” of the WAMPO TIP Policy. The WAMPO Technical Advisory Committee (TAC) uses the PSC scores to aid in determining which projects to recommend for programming in the TIP, in addition to many other project characteristics.

Some elements of the PSC include:

- Bridge sufficiency ratings.
- Accident rates.
- Traffic counts.
- Volume to capacity ratio.
- Access to transit.
- ADA compatibility.

**Figure 7** shows the Competitive Project Selection Process used for the 2011 TIP. For greater detail on the process, see the WAMPO TIP Policy.

**Figure 7: Competitive Project Selection Process**



### ***Acquiring Project Costs***

Cost estimates for all phases of constructing a project are provided by the project sponsor in the TIP project application. Project phases generally include preliminary engineering, right of way acquisitions, utility relocation, construction engineering, and actual construction. WAMPO Competitive Funds traditionally have only been used to fund Construction Engineering (CE) and Construction (C) phases. Any change in how WAMPO Competitive Funds are programmed would be at the discretion of the TPB and KDOT. In order for a project to be programmed in the TIP, the project sponsor must also commit to paying the local match. The maximum federal share traditionally is 80% of the eligible portion of the total project cost, leaving 20% to be funded locally. There are some projects and programs that allow for a greater federal share. If this occurs the TIP may reflect this in the project's comment section.

### **TIP Approval Process**

WAMPO creates a new TIP every Federal Fiscal Year (FFY). This practice allows WAMPO to react to changes in regional priorities, resulting in greater flexibility to program transportation projects in the region. It also provides opportunities to ensure programmed projects are consistent with MTP updates and amendments.

Public involvement opportunities are continuous throughout the TIP development and approval process. Project applications and project selection criteria scores are posted to the WAMPO website soon after they are received. In addition, WAMPO announces the draft TIP's availability for public review via the WAMPO website, newsletter, open house, public hearing, and emails to stakeholders. Public comments on the TIP are reported to the TPB before they take action on the TIP.

Once the TIP document is reviewed by the TAC, the TAC recommends it to the WAMPO TPB for approval. 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 **Statewide 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. Each agency charged with approving the TIP or STIP verifies that the TIP is consistent with the WAMPO MTP 2035. Once the TIP is approved in 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. A diagram reflecting the TIP approval process can be found in **Figure 8**.

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#### **Statewide Transportation Improvement Program (STIP):**

Similar to the TIP, the STIP is a four year short range program that identifies all federally funded transportation projects throughout the state. All federally funded transportation projects in MPO regions are included through reference of the MPO's TIP.

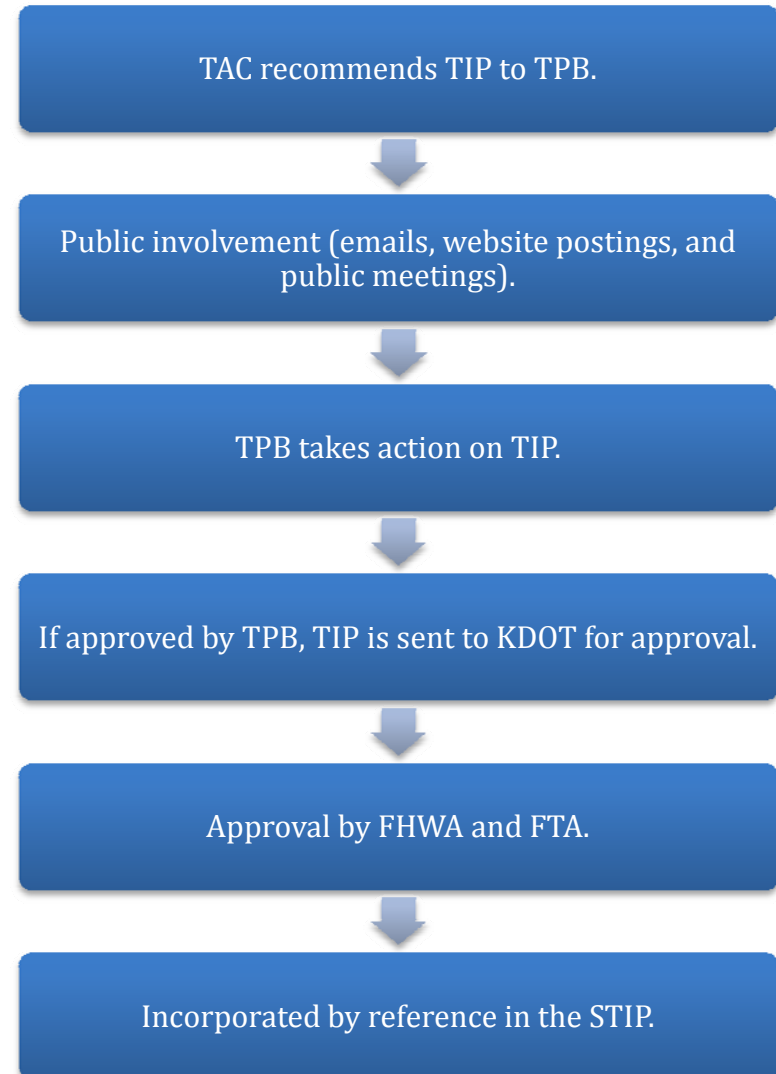
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## TIP Amendments

The TIP is amended once a quarter. The TIP amendment process is similar to the annual 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 or to apply for new projects. The overall approval process of TIP amendments is the process used for the approval of a new TIP, as identified in *Figure 8*.

Whenever the TIP is amended, a summary of the changes, an updated list of approved projects, updated project maps, and updated project funding spreadsheets will be added to the appendices located at the end of the annual TIP document. For each quarterly amendment, the same process will be repeated with the amendment number and adoption date in the footer of these amendment documents. This will aid in tracking changes over time. Detailed procedures for the TIP amendment process and the associated public involvement process for TIP amendments are outlined in the TIP Policy and in the WAMPO Public Participation Plan.

**Figure 8: TIP Approval Flow Chart**



## Financial Summary

This section summarizes types and amounts of federal, state, and local funding programmed for transportation improvements in the WAMPO region.

### Leveraging of Local Funds

The 2011 TIP programs **92** projects totaling approximately **\$341 million** from all funding sources over the four federal fiscal year period. **Figure 9** shows that every local and state dollar spent on regional transportation projects leveraged \$2.85 from federal funding sources in FFY 2011, \$1.65 in FFY 2012, \$1.66 in FFY 2013, and \$2.02 in FFY 2014.

### Fiscal Constraint

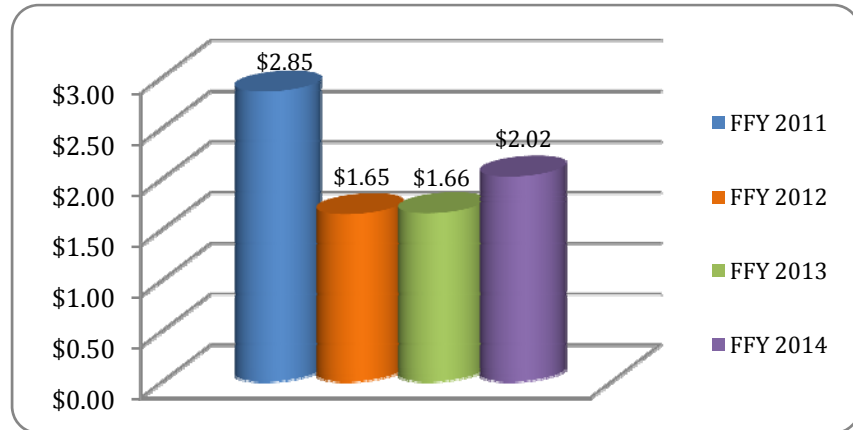
The Safe, Accountable, Flexible, and Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the TIP be fiscally constrained. Fiscal constraint, simply stated, is the ability to have enough funds to pay for the projects.

It is important to note that the projects programmed in the TIP represent only a portion of needed transportation improvements in the region. Due to fiscal constraint, additional funds to support these projects have not been identified and therefore are not included within the TIP. If additional funding sources became available, additional projects could be programmed in the TIP.

### Programming and Funding Sources

Programming is the act of designating the amount of funding for a project. Generally there are two groups of funding shown in the TIP. The first is the WAMPO competitive funds, which are programmed by the Transportation Policy Body (TPB). The second group, non-competitive funds, includes federal, state, or local funds not directly programmed by the TPB, but are approved as part of the TIP.

**Figure 9: Federal Funds Leveraged Per FFY**



Projects programmed by the TPB are required to meet certain criteria. A project must:

- Be federal aid-eligible to receive federal funds or be regionally significant to the WAMPO region if the project does not have federal participation.
- Be identified in the current approved WAMPO MTP 2035.
- Comply with the goals identified in the MTP 2035.
- Undergo a required public participation process.
- Be fiscally constrained.

Funding for projects programmed in the WAMPO TIP come from various federal, state and local sources:

- Federal: *FHWA, FTA, other Federal Agencies.*
- State: *KDOT.*
- Local: Metropolitan Communities (*cities in the WAMPO region*), Counties (*Butler, Sedgwick and Sumner*), and Public Transportation (*Paratransit entities and Wichita Transit (WT)*).

## **Federal Funding Sources**

The primary sources of federal funding for transportation projects in the WAMPO region are competitive funds (MPO-STP, MPO-CMAQ, and MPO-BR). Funding under these categories is programmed for projects submitted and prioritized by procedures contained in the WAMPO TIP Policy. Non-competitive funds are programmed based on the priorities set by the project sponsor, are not attributable to WAMPO, and are assumed to be fiscally constrained.

One additional federal funding source used in the WAMPO region is Congressional High Priority Funding (HPP), typically called “earmarks.” These funds are earmarked in federal legislation and are project-specific in nature. They may be used for various transportation modes and may be apportioned for one fiscal year or spread over several fiscal years. Federal participation may be up to 100%, depending on the project. The agency for which the earmark funding was secured is responsible for meeting the financial obligation for any project not funded at 100%. A table of earmark projects, as well as the status of these projects, may be found on the following page (**Figure 10**).

**Figure 10: Congressional High Priority Funds Programmed by WAMPO**

<b>Earmark</b>	<b>FFY</b>	<b>Original Earmark Amount</b>	<b>Congressional Rescissions</b>	<b>Congressional Additions</b>	<b>Current Obligations</b>	<b>Available Funds</b>
<b>Northwest Bypass</b>						
NW Bypass Between K-96 & 119th St West: Wichita	2005-2009	\$ 1,600,000	\$ -	\$ 2,360	\$ 1,602,360	\$ -
	<i>Subtotal</i>	\$ 1,600,000	\$ -	\$ 2,360	\$ 962,360	\$ -
<b>I-235 Kellogg/Central</b>						
I-235/US-54/I-235 Central Ave in Wichita	2005	\$ 1,500,000	\$ 217,500	\$ -	\$ 1,282,500	\$ -
I-235/US-54/I-235 Central Ave in Wichita	2005	\$ 3,000,000	\$ 435,000	\$ -	\$ 500,000	\$ 2,065,000
I-235/US-54/I-235 Central Ave in Wichita	2006	\$ 2,000,000	\$ 277,400	\$ -	\$ -	\$ 1,722,600
Reconstruct I-235/US-54 & I-235/Central in Wichita	2005-2009	\$ 10,000,000	\$ -	\$ 14,750	\$ 10,014,750	\$ -
I-235/US-54 & I-235/Central in Wichita	2008	\$ 500,000	\$ 48,710	\$ -	\$ -	\$ 451,290
I-235/US-54 & I-235/Central in Wichita	2009	\$ 380,000	\$ -	\$ -	\$ -	\$ 380,000
I-235/US-54 & I-235/Central in Wichita	2009	\$ 950,000	\$ -	\$ -	\$ -	\$ 950,000
I-235/US-54 & I-235/Central in Wichita	2010	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
	<i>Subtotal</i>	\$ 19,330,000	\$ 978,610	\$ 14,750	\$ 11,797,250	\$ 6,568,890
<b>Kellogg Freeway Conversion</b>						
US-54; I-35 to K-96 in Wichita	2004	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -
US-54 (Kellogg Rd) I-135 to K-96 in Wichita	2006	\$ 1,000,000	\$ 10,000	\$ -	\$ -	\$ 990,000
	<i>Subtotal</i>	\$ 2,000,000	\$ 10,000	\$ -	\$ 1,000,000	\$ 990,000
<b>Central Corridor Rail Grade Separation</b>						
R/H Gr Sep: Douglas Ave to 17th St N in Wichita	2005-2009	\$ 11,200,000	\$ -	\$ 16,520	\$ 11,216,520	\$ -
	<i>Subtotal</i>	\$ 11,200,000	\$ -	\$ 16,520	\$ 11,216,520	\$ -
<b>Meridian Widening</b>						
Widen S. Meridian St: 47th-71st in SG Co	2005-2009	\$ 3,000,000	\$ -	\$ 7,024	\$ 3,007,024	\$ -
	<i>Subtotal</i>	\$ 3,000,000	\$ -	\$ 7,024	\$ 3,007,024	\$ -
<b>21st Street Widening</b>						
Widen 21st from K-96 to BU Co Ln in SG Co	2005-2009	\$ 2,600,000	\$ -	\$ 6,088	\$ 2,606,088	\$ -
	<i>Subtotal</i>	\$ 2,600,000	\$ -	\$ 6,088	\$ 2,606,088	\$ -
<b>I-235 Interchange</b>						
Reconstruction of two Interchanges on I-235	2008	\$ 700,000	\$ 14,000	\$ -	\$ 686,000	\$ -
	<i>Subtotal</i>	\$ 700,000	\$ 14,000	\$ -	\$ 686,000	\$ -
<b>21st Street Overpass</b>						
21st Street Overpass -Broadway to I-135 in Wichita	2009	\$ 380,000	\$ -	\$ -	\$ -	\$ 380,000
	<i>Subtotal</i>	\$ 380,000	\$ -	\$ -	\$ -	\$ 380,000
<b>21st Street Overpass</b>						
21st Street North Railroad Overpass	2010	\$ 500,000	\$ 85,000	\$ -	\$ -	\$ 415,000
	<i>Subtotal</i>	\$ 500,000	\$ 85,000	\$ -	\$ -	\$ 415,000
<b>K96 Noise Abatement</b>						
Noise Abatement Along K96, I-235 & Meridian Ave.	2009	\$ 237,500	\$ -	\$ -	\$ -	\$ 237,500
	<i>Subtotal</i>	\$ 237,500	\$ -	\$ -	\$ -	\$ 237,500
<b>International Trade Processing Center</b>						
Feasibility Study - Intrntnl Trade Processing Center	2004	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -
	<i>Subtotal</i>	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -
<b>Intelligent Transportation Systems (ITS)</b>						
Wichita ITS	2002	\$ 1,200,000	\$ 207,218	\$ -	\$ 992,782	\$ -
Wichita ITS	2003	\$ 4,000,000	\$ 26,000	\$ -	\$ 3,974,000	\$ -
ITS Wichita	2004	\$ 750,000	\$ 103,814	\$ -	\$ 646,186	\$ -
ITS Wichita	2005	\$ 1,250,000	\$ 1,151,000	\$ -	\$ 99,000	\$ -
	<i>Subtotal</i>	\$ 7,200,000	\$ 1,488,032	\$ -	\$ 5,711,968	\$ -
	<i>Total</i>	\$ 49,747,500	\$ 2,575,642	\$ 46,742	\$ 37,987,210	\$ 8,591,390

## State and Local Funds

State and local funding for projects is generated by the vehicle use tax and local sources (fuel tax, bond issues, tax increment financing, local property tax, and other local funding sources). These funds are used to provide a local match for federal funds and to fund non-federal participating local projects. These funds, as with other funds not attributable to WAMPO, are assumed to be fiscally constrained.

## Operations and Maintenance Costs

Operation and maintenance activities are necessary to ensure the preservation of the existing transportation system. These activities may include resurfacing, restoration, and rehabilitation of existing and future major roadways, modernization, and rehabilitation of existing and future transit facilities, and similar improvements. **Figure 11** shows the estimated operations and maintenance costs for the entire WAMPO region, *as reflected in the MTP 2035*.

**Figure 11: Estimated Operations & Maintenance Budgets**

Estimated Operations & Maintenance Budget for WAMPO Region					
	Federal	State	Local	Transit Operations & Maintenance	Total
FFY 2011	\$0	\$27,075,834	\$30,978,922	\$5,805,976	\$63,860,732
FFY 2012	\$0	\$27,595,902	\$31,095,555	\$5,889,673	\$64,581,130
FFY 2013	\$0	\$28,188,423	\$32,486,750	\$5,936,370	\$66,611,543
FFY 2014	\$0	\$28,611,249	\$33,932,411	\$5,983,534	\$68,527,194
<b>Total 2011 - 2014</b>	<b>\$0</b>	<b>\$111,471,408</b>	<b>\$128,493,638</b>	<b>\$23,615,553</b>	<b>\$263,580,599</b>

## Year of Expenditure Inflation Factor

Federal regulations require that inflation be applied to transportation projects programmed in future years of the TIP. Projects programmed in FFY 2012 through FFY 2014 of the WAMPO TIP must reflect inflation to provide an estimate of cost incurred in the actual year of project activity. The estimated cost of the project multiplied by an inflation factor (4%, compounded annually) yields the total cost of the project in **Year of Expenditure (YOE)** dollars.

WAMPO uses this factor to adjust cost estimates to better reflect inflation and to provide a more accurate account of funding required to accomplish projects programmed in the TIP. WAMPO does not apply YOE to KDOT projects because KDOT includes YOE into their cost estimates to be consistent with other KDOT projects within the STIP.

## Project Capping

**Project capping** is a fiscal principle that sets a maximum amount of federal funds per project in a given FFY. WAMPO uses this practice when programming projects in the TIP with competitive funds. Should a project's cost exceed the amount of programmed competitive funds, the project sponsor is responsible for making up the difference in project cost.

Most competitive projects programmed before FFY 2008 are **uncapped**. These uncapped projects could exceed their programmed amount prior to being closed out by KDOT. The difference between the programmed amount and the closed out amount would then come from the current FFY (e.g. 2011) obligation authority for competitive funds. If that occurs, projects currently programmed with competitive funds would need to be reviewed and adjusted to maintain fiscal constraint.

## Statement of Financial Responsibility

WAMPO accepts the responsibility to act in the public interest to program and fund transportation projects to be executed in the WAMPO region. WAMPO maintains that the FFY 2011 TIP is fiscally constrained for those funding categories in which WAMPO has direct responsibility.

WAMPO, at the request of its member jurisdictions, will accept proposed amendments to the WAMPO TIP. These amendments may affect fiscal constraint. Proposed amendments will not be approved unless the TIP remains fiscally constrained.

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### 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 expected to be implemented.

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### Capped Project:

A project programmed with a specified maximum amount of federal funding participation.

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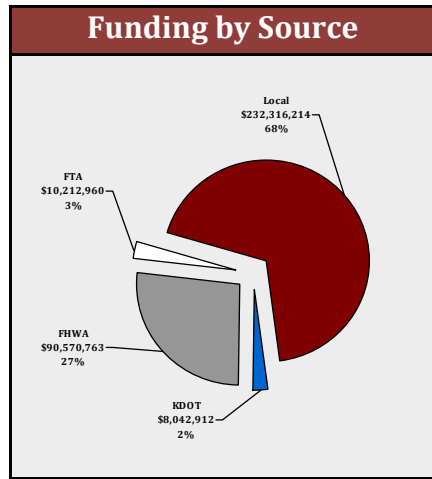
### Uncapped Project:

A project programmed without a specified maximum amount of federal funding participation. This occurred in competitive projects prior to FFY 2008.

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# Funding Summary Spreadsheet

WAMPO Competitive Funds								
FFY	MPO-STP		MPO-CMAQ		MPO-BR		Total	
	Anticipated	Programmed	Anticipated	Programmed	Anticipated	Programmed	Anticipated	Programmed
2011	\$6,944,584	\$6,944,584	\$2,656,134	\$2,656,134	\$1,971,162	\$1,971,162	\$11,571,880	\$11,571,880
2012	\$6,944,584	\$6,944,584	\$2,656,134	\$2,656,134	\$1,971,162	\$1,971,162	\$11,571,880	\$11,571,880
2013	\$6,944,584	\$6,944,584	\$2,656,134	\$2,656,134	\$1,971,162	\$1,971,162	\$11,571,880	\$11,571,880
2014	\$6,944,584	\$6,944,584	\$2,656,134	\$2,656,134	\$1,971,162	\$1,971,162	\$11,571,880	\$11,571,880
Total	\$27,778,336	\$27,778,336	\$10,624,536	\$10,624,536	\$7,884,648	\$7,884,648	\$46,287,520	\$46,287,520



Non-Competitive Transit Funding							
FFY	FTA-Section 5307	FTA-Section 5309	FTA-Section 5310	FTA-Section 5311	FTA-Section 5316	FTA-Section 5317	Total
2011	\$7,156,946	\$2,578,750	\$159,587	\$109,950	\$207,727	\$0	\$10,212,960
2012	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$7,156,946	\$2,578,750	\$159,587	\$109,950	\$207,727	\$0	\$10,212,960

\* Transit funds in the WAMPO region are typically programmed within the TIP for only the first FFY.

Non-Competitive FHWA Federal Funding Sources									
FFY	County STP	County Bridge	Earmarked Funds (HPD)	Transportation Enhancement (TE)	Safety (HSIP)	Interstate Maintenance (IM)	Federal Bridge (BR)	High Risk Rural Roads Program (HRRRP)	Total
2011	\$0	\$0	\$0	\$1,226,000	\$5,514,539	\$16,865,000	\$0	\$400,000	\$24,005,539
2012	\$2,392,000	\$0	\$0	\$0	\$675,000	\$4,684,704	\$0	\$0	\$7,751,704
2013	\$0	\$416,000	\$0	\$0	\$675,000	\$0	\$0	\$0	\$1,091,000
2014	\$5,520,000	\$4,600,000	\$0	\$640,000	\$675,000	\$0	\$0	\$0	\$11,435,000
Total	\$7,912,000	\$5,016,000	\$0	\$1,866,000	\$7,539,539	\$21,549,704	\$0	\$400,000	\$44,283,243

Overall Anticipated Funding Summary				
FFY	Federal	State	Local	Total
2011	\$45,790,379	\$7,114,912	\$36,381,575	\$89,286,866
2012	\$19,323,584	\$832,000	\$68,054,034	\$88,209,618
2013	\$12,662,880	\$0	\$60,157,277	\$72,820,157
2014	\$23,006,880	\$96,000	\$67,723,328	\$90,826,208
Total	\$100,783,723	\$8,042,912	\$232,316,214	\$341,142,849

Every local and state dollar spent on regional transportation projects leverages \$2.15 in federal funds.

## Title VI & Environmental Justice

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### Background

Environmental Justice (EJ) is a federal policy that requires all federal agencies and federally funded organizations, like MPOs, to develop processes to ensure their activities and programs do not discriminate against protected populations. The legal backbone of the federal EJ policy is Title VI of the Civil Rights Act of 1964, which prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” Since the Civil Rights Act was passed, additional requirements were put in place to extend the federal EJ policy to low-income populations and to tailor the federal EJ policy to each specific federal agency. **Three core EJ principles** defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning at all levels, including MPOs. Both WAMPO and project sponsors work to assure that the annual TIP process and the projects included within the TIP address these core principles.

The *WAMPO Title VI & EJ Policy* outlines the steps that WAMPO takes to achieve the three core EJ principles. The *WAMPO Title VI & EJ Policy* can be found online at [www.wampoks.org](http://www.wampoks.org). It calls for broad public involvement during the development of the annual TIP document and an EJ analysis of the annual TIP projects.

### 2011 TIP EJ Analysis Methodology

The 2011 TIP EJ analysis reviews the relative distribution of the costs and benefits of the planned regional transportation system improvements included in the 2011 TIP on protected populations living in the WAMPO region to ensure that protected populations aren’t disproportionately affected. In general, the 2011 TIP projects are considered improvements to the transportation system. One project might involve making a bridge or an intersection safer, one project might increase transportation options for local residents by adding to the region’s bike path or sidewalk system, and another project might add another lane to an existing roadway.

There are however negative impacts associated with transportation system projects, like the possibility of increased noise and relocation of existing homes and businesses. This analysis assumes that both negative and positive impacts are associated with all of the 2011 TIP projects and that analyzing impacts associated with specific projects is outside the scope of this analysis. The purpose of this analysis is to verify that impacts are equitably distributed across the region. More specifically, the 2011 TIP EJ analysis consists of

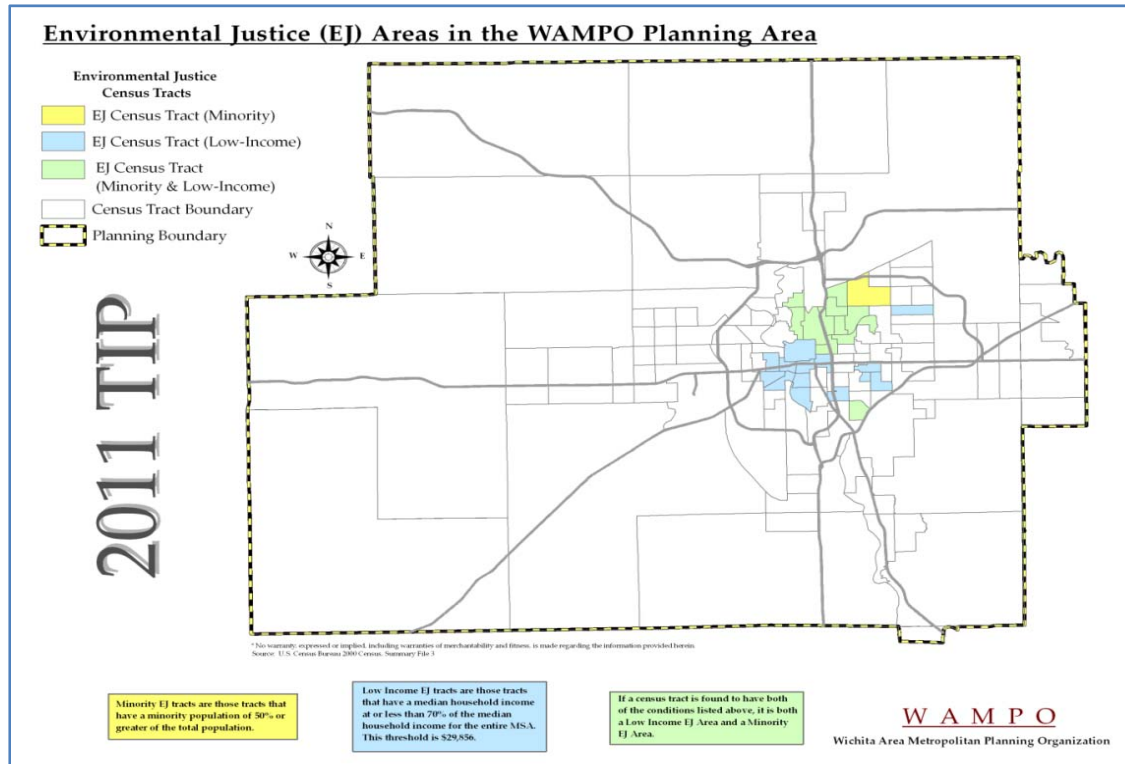
### Three core EJ principles

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

comparing the distribution of 2011 TIP projects by the number of projects, project funding, and types of projects in EJ tracts and non-EJ tracts.

The first step in the analysis is identifying where minority and low-income populations live in the WAMPO region. Individual **census tracts** are defined as EJ tracts if they meet certain race, ethnicity, and household income **criteria**. The data source of the population and household information is the Census 2000. Census tracts that meet these criteria are defined as EJ tracts (**Figure 12**). The second step in the analysis is mapping the 2011 TIP projects using a Geographic Information System (GIS). Comparing where the projects are located with where protected populations live allows many aspects of the projects to be compared across EJ and non-EJ tracts.

**Figure 12: WAMPO EJ Map**




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**Census tract:**

A geographic unit of a county for which the Census Bureau collects data. Census tracts are subdivided into block groups. There are 123 census tracts in the WAMPO region.

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**EJ criteria**

A census tract is defined as an EJ tract if it meets at least one of the following two criteria:

1. Minority groups make up 50% or more of the census tract population.
  2. The median household income is equal or less than \$29,856 (less than or equal to 70% of the median household income for the entire region).
-

A total of 62 projects worth just under \$265 million are included in the 2011 TIP EJ analysis. Of those, nine projects are located in EJ tracts; the total investment for these nine projects totals \$22.75 million. The 2011 TIP EJ analysis is limited to 2011 TIP projects that could have an immediate impact on the people living in an EJ tract. These types of projects include construction and right-of-way projects funded by both WAMPO competitive funds and also non-competitive funds. The analysis does not include Intelligent Transportation System (ITS) projects or transit projects because these types of projects have the potential to serve many people living in the region, and many times, these types of projects are not located in specific geographic locations. Design projects are omitted because they do not have an immediate effect on the people living in an EJ tract.

### 2011 TIP EJ Analysis Summary

On many counts, the 2011 TIP projects are distributed equitably between EJ tracts and non-EJ tracts. For example, the proportion of projects located in EJ tracts and the proportion of funds programmed in EJ tracts is similar to the proportion of the region’s population that lives in the EJ tracts. Refer to **Figure 13** for additional information on the project distribution.

**Figure 13: 2011 TIP Project Distribution**

	EJ Tracts	Non-EJ Tracts	Total WAMPO Region
<b>Population</b>	16%	84%	100%
<b>Total number of projects</b>	15%	85%	100%
<b>Total financial investment</b>	9%	91%	100%
<b>Non competitive funds</b>	12%	88%	100%
<b>Competitive funds</b>	0%	100%	100%

While the level of programming into the EJ tracts is similar to the share of the region’s population living in the EJ tracts, there are differences in the programmed funding sources. All of the projects located in the EJ tracts are programmed with non-competitive funds, whereas projects located in the non-EJ tracts are programmed with both competitive and non-competitive funds.

Another method to analyze equity in the TIP is to compare the distribution by type of project in EJ tracts and for non-EJ tracts. Transportation projects can be classified as road, bridge, or other projects. Other project types include: intersections, interchanges, bike/pedestrian, and traffic signals. These projects are grouped together because there are usually very few of each individual type of project. Of the nine projects in the EJ tracts, three are road projects, two are bridge projects, and four other projects, including three intersection projects. **Figure 14** details the distribution of the projects by type. In general, road and bridge projects are more concentrated in the non-EJ tracts, while other projects including intersection improvements, represent the highest share by project type in the EJ tracts.

**Figure 14: 2011 TIP Project Distribution by Project Type**

	<b>EJ Tracts</b>	<b>Non-EJ Tracts</b>	<b>Total WAMPO Region</b>
<b>Population</b>	16%	84%	100%
<b>All projects</b>	15%	85%	100%
<b>Road projects</b>	9%	91%	100%
<b>Bridge projects</b>	13%	87%	100%
<b>Other projects</b>	31%	69%	100%

## Public Involvement

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This section details how public involvement is integrated in the TIP process. Shown in **Figure 15** is a timeline of WAMPO's process for creating the 2011 TIP along with the public involvement activities.

### Public Participation Plan

Public involvement plays a major role in the development of all WAMPO plans and documents, including the TIP. One of WAMPO's main goals is to engage interested and concerned stakeholders, along with the general public. Outlined in the **Public Participation Plan (PPP)** are the strategies and techniques to be used to obtain and incorporate feedback from the general public. Implementing the strategies of the PPP ensures that all segments of the public, especially those not traditionally involved, become an integral part of the 2011 TIP.

### TIP Adoption and Amendments

The adoption and amendment process, as outlined in the TIP Policy and the PPP require public involvement when the proposed TIP is substantially changed. The public involvement procedures for a TIP adoption and amendment are outlined in the PPP.

### Public Involvement Methods and Opportunities

From the initial step of soliciting TIP projects to the final step of approval, the public is informed through various media outlets such as e-mails, meetings, and the WAMPO website. All TAC and TPB meetings announced on [www.wampoks.org](http://www.wampoks.org) are open to the general public. The project application workshop presentations, open houses, public comment and review period, and the TAC and TPB meetings provide interested parties with opportunities to provide input on the TIP. The advertised public hearing at which the TIP is discussed also provide the public with a chance to become informed about the TIP, the proposed projects, and to provide comments. Specific comments received from public are available for review at the WAMPO offices at 455 N. Main, 10<sup>th</sup> Floor, Wichita, KS.

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#### Public Participation Plan (PPP):

The PPP identifies opportunities for the public to get involved with WAMPO activities and methods used by WAMPO to increase public awareness and understanding. The PPP also identifies policies WAMPO follows to provide complete and timely information to the public.

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**Figure 15: 2010 TIP Public Participation Timeline**

<b>2011 TIP - Public Involvement Opportunities</b>		
<b>Date</b>	<b>Activity Description</b>	<b>Notification Method</b>
4/12/2010 - 5/21/2010	Call for Projects Application Period Opens. General public is informed via WAMPO's website.	E-mail blasts, WAMPO newsletter, & the WAMPO website.
4/12/2010	Project Application Workshop, open to project sponsors and the general public.	E-mail blasts & the WAMPO website.
4/28/2010	Project Application Workshop, open to project sponsors and the general public.	E-mail blasts & the WAMPO website.
4/29/2010	2011 TIP Public Open House held at the City of Wichita Water Center from 4:30 PM to 6:00 PM.	E-mail blasts, WAMPO newsletter, & the WAMPO website.
6/28/2010	TAC meeting - TAC made a formal recommendation of select projects to be programmed with WAMPO Competitive Funds (STP, CMAQ, & BR) for FFY's 2011 to 2014.	E-mail blasts, TAC Meeting Agenda Packet, & the WAMPO website.
7/13/2010	TPB meeting - TPB endorses the TAC recommended project list for WAMPO Competitive Funds.	E-mail blasts, TPB Meeting Agenda Packet, & the WAMPO website.
8/16/2010 - 9/1/2010	Public review and Comment Period.	E-mail blasts, announcement during August TAC meeting, & WAMPO website.
8/23/2010	TAC meeting - TAC recommended approval of the 2011 TIP for TPB approval.	TAC Meeting Agenda Packet & the WAMPO website.
8/19/2010	2011 TIP Public Open House held at the City of Wichita Water Center from 4:30 PM to 6:00 PM.	E-mail blasts, TAC Meeting Agenda Packet, & the WAMPO website.
9/14/2010	Public Hearing and TPB action on the 2011 TIP.	E-mail blasts, TPB Meeting Agenda Packet, & the WAMPO website.

## Emerging Issues

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MPOs face a variety of emerging issues that affect their transportation planning efforts, including the TIP. These issues can range from uncertainty regarding future federal legislation and air quality status, to internal policies on how specific funding categories are programmed.

### SAFETEA-LU/Transportation Bill

The uncertainty of Congress passing a new transportation bill or a new continuation of SAFETEA-LU places concerns on future federal transportation funding. An increase or decrease in available transportation funds could impact projects currently programmed or those amended into the TIP.

### CMAQ Policy/Air Quality

With concerns over the WAMPO region becoming a **non-attainment** area for air quality standards, the TPB directed WAMPO staff to begin drafting a policy on how CMAQ funds are used within the region. Currently, the WAMPO region is an **attainment** status area. This policy is a proactive measure to use CMAQ funds for their intended purpose and minimize significant changes the WAMPO region would face if it became a non-attainment area. This policy is expected to be developed during the 2011 calendar year and implemented in the 2012 TIP.

More information regarding air quality in the WAMPO region can be found in the WAMPO Transportation / Air Quality Document.

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#### **Attainment:**

It means that the air quality in the region meets the National Ambient Air Quality Standards for a specific air pollutant such as group level ozone.

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#### **Non-Attainment:**

It means that the air quality in the region violates, or exceeds, the National Ambient Air Quality Standards for one or more air pollutants.

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## Progress from the 2010 TIP

A responsibility of WAMPO is to report on the progress of projects receiving competitive funds and WAMPO American Recovery and Reinvestment Act (ARRA) funds allocated to the WAMPO region. This helps WAMPO with project management and informs the public on the progress of the on-going projects in the metropolitan area. Project sponsors and KDOT provide information on the status of the project to WAMPO for inclusion in the TIP.

**Figure 16** shows the progress of the FFY 2010 competitive projects from the 2010 TIP. **Figure 17** shows the progress of the WAMPO ARRA projects from the 2010 TIP.

**Figure 16: Status of 2010 TIP Projects**

TIP Year	Sponsor	Name	Funding	Total WAMPO Competitive Funds	Current WAMPO Competitive Funds Obligated as of 07/30/2010	Programmed vs. Obligated Difference as of 07/30/2010	Project Status as of 07/30/2010
2010	Wichita	Road: Greenwich: Harry to Kellogg (Split 2)	MPO-STP, MPO-CMAQ	\$3,000,000	\$1,822,382	\$1,177,618	25%
2010	Wichita	Bridge: Lincoln St. over Big Arkansas River	MPO-STP	\$4,800,000	\$0	\$4,800,000	N/A.
2010	Wichita	Road: 119th St. W.: Kellogg to Maple	MPO-STP	\$2,750,000	\$0	\$2,750,000	N/A.
2010	Wichita	Road: Harry: KTA to 1/2 mile E. of Rock Rd.	MPO-CMAQ	\$2,640,740	\$0	\$2,640,740	N/A.
2010	Wichita	Road: 47th St. S.: Meridian to Seneca (Split 1)	MPO-STP	\$1,429,327	\$0	\$1,429,327	N/A.
2010	Wichita	Bridge: Broadway @34th St. S. - Phase I (Split 2)	MPO-BR	\$67,163	\$67,163	\$0	N/A.
2010	Wichita Transit	Transit: Q-Line Trolley	MPO-CMAQ	\$214,606	\$0	\$214,606	50%

**Figure 17: Status of 2010 TIP ARRA Projects**

Sponsor	Project Name	Programmed ARRA Funds	Obligated Amount	ARRA Funds Balance as of 04/30/2010	Scheduled Let Date	Sponsor's Comments
<b>Total Authorized ARRA Funds:</b>				<b>\$16,390,703</b>		
Andover	S. Andover Rd.: Cloud Ave. to Harry	\$1,234,800	\$1,234,800	\$15,155,903	August 19, 2009	Work in progress.
Derby	Madison Avenue Resurfacing: K-15 to Rock Rd.	\$472,500	\$409,070	\$14,746,833	September 2009	Let as planned in September – Good pricing.
Haysville	West Grand Avenue Resurfacing: Campbell to Meridian Ave.	\$1,008,000	\$797,723	\$13,949,110	November 2009	Under construction.
Park City	Broadway Bridge over Chisholm Creek	\$1,890,000	\$1,596,947	\$12,352,164	Bid November 18, 2009	Construction to start March 15, 2010.
Sedgwick County	Rock Road – Mill and Overlay Project: Pawnee to 63rd St. S.	\$2,070,000	\$1,316,216	\$11,035,947	October 21, 2009	Letting occurred on schedule on October 21, 2009. Low bid was \$1,305,476.39. Construction will begin in Spring 2010 when daily temperatures will meet minimum KDOT specifications for asphalt placement. Waiting for KDOT to schedule the pre-construction conference and issue notice to proceed.
Valley Center	Ford Street Bridge over Floodway	\$1,350,000	\$959,610	\$10,076,337	December 2009	Project was let in December. King Construction is the contractor. Utility coordination meeting was held on 4/7/2010 by KDOT.
Wichita	Broadway: Central to 12th	\$486,000	\$486,000	\$9,590,337	October 30, 2009	Construction underway.
Wichita	Hillside: 9th to 12th	\$864,000	\$864,000	\$8,726,337	October 23, 2009	Construction underway.
Wichita	Hydraulic: Kellogg to Harry	\$2,970,000	\$2,970,000	\$5,756,337	December 11, 2009	Construction underway.
Wichita	Maize: Pawnee to Kellogg	\$3,600,000	\$3,600,000	\$2,156,337	December 18, 2009	Construction underway.
Wichita	Washington: 1st to Central	\$432,000	\$432,000	\$1,724,337	October 30, 2009	Construction underway.
<b>Projects Added from Contingency List</b>						
Sedgwick County	295th St. W. – Mill and Overlay Project	\$724,500	\$724,500	\$999,837	March 24, 2010	Letting occurred on schedule on March 24, 2010. Low bid was \$731,171.96. Waiting for KDOT to finalize the contract, schedule the pre-construction conference and issue the notice to proceed.
Wichita	Harry: Greenwich to 127th	\$999,837	\$999,837	\$0	March 26, 2010	ATA received from KDOT. Construction scheduled to begin May 10.

## Appendix A: Lists of Acronyms & Abbreviations

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<b>ADA</b>	Americans with Disabilities Act	<b>FHWA</b>	Federal Highway Administration
<b>ATMS</b>	Advanced Transportation Management System	<b>FTA</b>	Federal Transit Administration
<b>Ave.</b>	Avenue	<b>GIS</b>	Geographic Information System
<b>AVL</b>	Automatic Vehicle Location	<b>Gr. Sep.</b>	Grade Separation
<b>BR</b>	Bridge Reconstruction and Rehabilitation	<b>HDP</b>	Highway Department Program
<b>BRM</b>	Bridge Reconstruction and Rehabilitation (On system)	<b>HES</b>	Hazard Elimination Safety
<b>BRO</b>	Bridge Reconstruction and Rehabilitation (Off system)	<b>HPP</b>	Congressional High Priority Project
<b>CAA</b>	Clean Air Act	<b>HRRP</b>	High Risk Rural Roads Program
<b>CE</b>	Construction Engineering	<b>HSIP</b>	Highway Safety Improvement Program
<b>CFR</b>	Code of Federal Regulations	<b>IM</b>	Interstate Maintenance
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>ITS</b>	Intelligent Transportation System
<b>CMP</b>	Congestion Management Process	<b>JARC</b>	Job Access Reverse Commute
<b>Co.</b>	County	<b>KDOT</b>	Kansas Department of Transportation
<b>Const.</b>	Construction	<b>KTA</b>	Kansas Turnpike Authority
<b>County-BR</b>	County programmed BR funds	<b>L RTP</b>	Long Range Transportation Plan
<b>County-STP</b>	County programmed STP funds	<b>MDC</b>	Mobile Data Computer
<b>Dr.</b>	Drive	<b>mi.</b>	Mile
<b>E.</b>	East	<b>MPO</b>	Metropolitan Planning Organization
<b>EJ</b>	Environmental Justice	<b>MPO-BR</b>	MPO programmed BR funds
<b>Eng.</b>	Engineering	<b>MPO-CMAQ</b>	MPO programmed CMAQ funds
<b>EPA</b>	Environmental Protection Agency	<b>MPO-STP</b>	MPO programmed STP funds
<b>FFY</b>	Federal Fiscal Year	<b>MSA</b>	Metropolitan Statistical Area
		<b>Mt.</b>	Mount
		<b>N.</b>	North
		<b>NHS</b>	National Highway System

## Appendix A: Lists of Acronyms and Abbreviations (continued)

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<b>ppm</b>	Parts Per Million	<b>SIP</b>	State Implementation Plan
<b>PPP</b>	Public Participation Plan	<b>SOV</b>	Single Occupant Vehicle
<b>PSC</b>	Project Selection Criteria	<b>SRTS</b>	Safe Routes to School
<b>Rd.</b>	Road	<b>St.</b>	Street
<b>R/H/ Gr Sep</b>	Railroad / Highway Grade Separation	<b>STIP</b>	State Transportation Improvement Program
<b>ROW</b>	Right Of Way	<b>STP</b>	Surface Transportation Program
<b>S.</b>	South	<b>TAC</b>	Technical Advisory Committee
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users	<b>TE</b>	Transportation Enhancement
<b>SCAC</b>	Sedgwick County Association of Cities	<b>TIP</b>	Transportation Improvement Program
<b>Section 157</b>	Safety incentive grant - Seatbelts	<b>TMA</b>	Transportation Management Area
<b>Section 163</b>	Safety incentive grant - Sobriety Checkpoints	<b>TPB</b>	Transportation Policy Body
<b>Section 402</b>	Safety incentive grant - Crash Reduction	<b>UPWP</b>	Unified Planning Work Program
<b>Section 5307</b>	Federal Transit - Capital and Operating	<b>US</b>	United States
<b>Section 5309</b>	Federal Transit - Discretionary	<b>USC</b>	United States Code
<b>Section 5310</b>	Federal Transit - Elderly and Disabled	<b>W.</b>	West
<b>Section 5311</b>	Federal Transit - Rural Capital and Operating	<b>WAMPO</b>	Wichita Area Metropolitan Planning Organization
<b>Section 5316</b>	Federal Transit - JARC	<b>WT</b>	Wichita Transit
<b>Section 5317</b>	Federal Transit - New Freedoms		

## Appendix B: Self-Certification

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### MPO SELF-CERTIFICATION

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the Wichita Area Metropolitan Planning Organization (WAMPO) certifies 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) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) 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;
- 7) 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;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
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Tim Norton, Transportation Policy Body Chairperson

9-14-10  
Date

  
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Jerome Younger, Deputy Secretary for Engineering

9/20/10  
Date