Tools to Increase Biking and Walking

Advocacy Advance

Wichita Regional Federal Funding Profile - Wichita Area Metropolitan Planning Organization (WAMPO)

Navigating the transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Wichita, Kansas. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402). In addition, it outlines the state and regional (when applicable) grant processes for the Transportation Alternatives Program (TA) under the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).

Transportation Alternatives Program (TA)

MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: ***50% will be distributed by the state DOT through a competitive grant process*** *and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.*

When is your TA call for proposals and application deadline?
WAMPO is treating its TA funds as another type of, "WAMPO Competitive Fund," which WAMPO defines as federal funding programs that are allocated and programmed by WAMPO through its annual Transportation Improvement Program (TIP) process. The TIP Call for Projects is held annually from mid-April to mid-May, and the projects selected for funding are announced in mid-June of each year. TA eligible projects will compete for all types of WAMPO Competitive Funds to maximize WAMPO's ability to be flexible in funding projects.

The annual WAMPO TIP process is outlined below:

Date	Action
Mid-April	Application Cycle Opens.
Mid-May	Applications are Due to WAMPO
Late May	The WAMPO Technical Advisory Committee (TAC) reviews projects submitted and developed recommended list of projects to program with WAMPO Competitive Funds.
Mid-June	The TAC recommendation of projects is presented to the WAMPO Transportation Policy Body (TPB) for their endorsement of WAMPO Competitive Funds' projects
Mid-September	The TPB takes action on the Transportation Improvement Program (TIP).

Has the TA application been written?

Yes. The application form for TA funds will be the same one that is used for applying for all the other WAMPO Competitive Funding types. Currently, the application form is embedded in a Microsoft Access Database.

In addition, WAMPO holds a TIP Application Workshop each year at the beginning of the application period to review the application process and form with potential applicants. This workshop also reviews the overall TIP process, and it is an opportunity for potential applicants to ask questions about the form, the application and selection processes, and the overall TIP process. WAMPO staff also will answer

questions about how to complete the application form, but will not complete the application forms on behalf of an applicant.

What are the selection criteria?

Project selection criteria can be found within the WAMPO TIP Policy, at http://www.wampoks.org/Publications/Transportation+Improvement+Program.htm. Project Selection Criteria (PSC) are based on project type and are just one component in determining which projects are selected for funding.

Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?

No. The WAMPO selection process does not prioritize projects based on project type (e.g., bicycle, environmental mitigation, etc.)

Will the selection process prioritize a few large projects or more, smaller projects?

No. The WAMPO selection process does not prioritize projects based on size.

Who sits on the selection committee?

The WAMPO Technical Advisory Committee (TAC) reviews project applications and makes a recommendation for which projects to fund to the WAMPO governing body – the Transportation Policy Body (TPB). The TPB makes the final decision as to which projects to award funding. The TAC consists of representatives of from cities, counties, KDOT, WAMPO, and other stakeholders (bicycle/ped, freight, air quality, etc.). The TPB is composed of: (3) City of Wichita City Council Members, (2) Sedgwick County Commissioners, (1) Metropolitan Area Planning Commission representative, (1) Kansas Department of Transportation representative, (1) Sedgwick County Association of Cities representative and (1) Butler County/Andover/Sumner County/Mulvane representative.

Are bicycling/walking advocates included as part of the selection committee?

Yes, the TAC has one bicycle/pedestrian representative. The TPB, which makes the final funding decision, however does not have an individual that solely represents bicycle/pedestrian since the TPB is composed of elected officials.

Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?

No, funding is not distributed among funding categories. WAMPO treats its STP funds as another type of, "WAMPO Competitive Fund," which WAMPO defines as federal funding programs that are allocated and programmed by WAMPO through its annual Transportation Improvement Program (TIP) process. STP eligible projects will compete for all types of WAMPO Competitive Funds to maximize WAMPO's ability to be flexible in funding projects.

What is the project selection process?

Project applications are presented to the TAC by WAMPO staff with a summary of key project information (including the project scope, costs, and PSC score). The TAC then reviews the project applications and summary information and meets to develop a recommendation of which projects to fund by each WAMPO competitive funding program by each year of the TIP. This recommendation is then presented to the TPB for action, when the TPB can choose to accept the TAC recommendation or make changes to it. The TPB will take action on these projects again when the entire TIP is brought to them for approval. Once the entire TIP is approved, the projects are considered programmed.

Who sets the project selection policy?

The WAMPO TIP Policy is developed by a sub-committee of the TAC, which is supported by WAMPO staff, reviewed by the overall TAC, and recommended to the TPB. The TPB takes action on the recommendation, and ultimately is charged with deciding on the policies and processes guiding project selection.

Who makes funding decisions/selects projects?

The TAC recommends projects to the TPB for action.

What does the project application look like? How was it written? Do good bike/ped projects score well?

The project application form is embedded in a Microsoft Access database that is provided to each applicant. It takes most applicants approximately 10 to 15 minutes per project to complete after they have compiled all the necessary information. WAMPO is currently in the process of finding ways to

create an online application form in the future. This is anticipated to be available for the development of the 2015 TIP.

Historically, bike/ped projects have not been submitted to WAMPO for consideration.

Who rates the applications?

Projects applications are not explicitly rated. Each project's selection criteria score is calculated via a macro in the Microsoft Access database associated with each project application. Input data needed to calculate the score is provided by each applicant. The TIP Policy defines the project selection criteria and possible values for each criterion. The TAC then reviews the PSC scores, meets, and recommends projects for funding.

Who administers the projects?

Projects funded with WAMPO Competitive Funds are administered by the Kansas Department of Transportation Bureau of Local Projects (KDOT BLP) through a project agreement with the awardee.

What is the timeline for project selection? Key dates for application and selection?

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STP Resources:
WAMPO's TIP Policy contains information about all of WAMPO's Competitive Funds and the overall TiP process. It can be found at,
http://www.wampoks.org/Publications/Transportation+Improvement+Program.htm.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion. See out Advocacy Advance report on CMAQ: http://www.advocacyadvance.org/docs/lab_cmaq.pdf
FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds:
http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm

Who sets project selection policy?

The WAMPO governing body, the Transportation Policy Body (TPB) sets all policies related to project selection of WAMPO Competitive Funds, one of which is CMAQ. Projects selected to be programmed with these funds must still meet the eligibility requirements established by Federal Highway Administration (FHWA) – the federal agency providing the funding and the Kansas Department of Transportation (KDOT) – the state agency charged with administering the funds.

What is the project selection process?

Projects are selected for CMAQ funds through the WAMPO TIP process. Any project eligible for CMAQ funds, as defined by FHWA and KDOT guidance, are considered first for programming of these funds, as per WAMPO's CMAQ Policy. As long as the WAMPO region remains in attainment status for air quality, CMAQ funds are flexible, similar to STP funds in their programming ability.

Who makes the project-selection decisions?

The TAC recommends projects to the WAMPO TPB for approval.

When are programming decisions made?

Each June, the WAMPO Competitive funds list is taken for action to the TPB, with formal action on the TIP (including WAMPO Competitive funded projects) occurring each September.

Can good bike/ped projects compete for funds?

Yes.

Funding History

The following table reflects previous year's (2010 to 2013) and 2014 to 2016 projections for total CMAQ funding that was allocated through the WAMPO TIP process. From 2010 to 2013, the vast majority of projects selected for funding were road and intersection projects due to the flexibility of the CMAQ program when the WAMPO region is meeting air quality standards. However, as per WAMPO's CMAQ policy, effective in 2014 and forward, CMAQ eligible projects will be considered first when programming CMAQ funds. This is expected to help increase the amount of CMAQ funds being programmed for projects that CMAQ funds were originally intended to be programmed for.

Federal Fiscal Year (FFY)	Available CMAQ Funds
2010	$2,656,294
2011	$2,656,134
2012	$2,742,709
2013	$2,084,335
2014	$2,084,335 (projected)
2015	$2,084,335 (projected)
2016	$2,084,335 (projected)

CMAQ Resources:

WAMPO's TIP Policy contains information about all of WAMPO's Competitive Funds and the overall TIP process. It can be found at, http://www.wampoks.org/Publications/Transportation+Improvement+Program.htm.

General questions

Who owns the majority of the roads?

The City of Wichita owns the largest portion of roads within the WAMPO region that are federal aid eligible. Other jurisdictions with significant amounts of roadways in the WAMPO region that are federal aid eligible include Sedgwick County and the Kansas Department of Transportation.

How are the non-federal matching funds paid for?

Local matching funds are paid for through a variety of means, which include, but are not limited to: fuel tax, bonds, tax increment financing, local property tax, sales tax, etc.

Documents

Transportation Improvement Program

The Transportation Improvement Program (TIP) and all related documents can be found at, http://www.wampoks.org/Publications/Transportation+Improvement+Program.htm.

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