

REIMAGINED MOVE2040



APPENDIX 7:

REGIONAL FREIGHT



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Existing Conditions

Role of Freight in Region's Economy

In general, the Kansas economy is more reliant on goods-dependent industries than the overall United States. Goods-dependent industries, which rely on transportation to receive raw supplies and manufacturing goods and to send their refined/finished products to market, represent about 42 percent of gross domestic product by industry in Kansas, compared to 36 percent nationwide (U.S. Bureau of Economic Analysis, 2017).

The WAMPO region contains several industries that rely on the movement of commercial goods to, from, and through the region using a combination of truck, rail, air, and pipeline. Goods-dependent industries in the region have historically been a major source of employment, but these local industries have been declining, leading to slower gross domestic product growth relative to the United States, compounded by slow population growth and an aging population in the region.

Eight freight-reliant industry sectors are important to boosting the WAMPO region's economy: advanced manufacturing, advanced materials, aerospace, agriculture, data services and information technology, healthcare, oil and gas, and transportation and logistics. Of these sectors, aerospace and agriculture are particularly critical to the region.

Freight Network

The freight transportation infrastructure in the WAMPO region includes highways, railroads, airports, pipelines, and broadband. There are no navigable freight waterways in the region. Freight facilities and their location relative to the freight transportation network are shown in Figure 1.

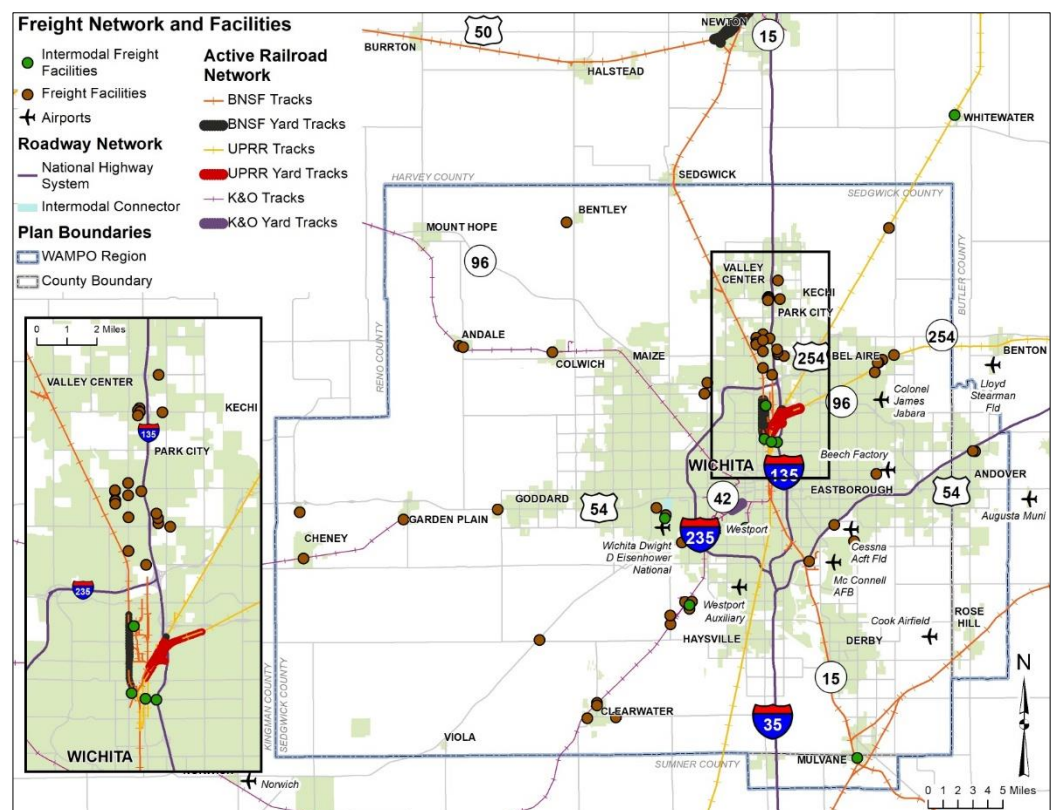


Figure 1: Freight Network and Facilities

Highway

Of the nearly 4,900 miles of roadway in the WAMPO region, approximately 440 miles are located on the WAMPO Multimodal Freight Network. Interstates (I-35, I-135, I-235) provide north-south access and a partial beltway around the City of Wichita. Other key federal or state highway routes (US-54/400, K-96, K-254, K-42, K-15, K-53) provide connections with other urban centers and states outside of the WAMPO region. An estimated 90 percent of freight movements in, out, and through the region are via truck on highways and other roadways.

The WAMPO region has high truck traffic volumes, particularly on the I-35 corridor, with average annual daily truck traffic (AADTT) greater than 3,000 trucks. Rural regions and major highways have the highest percentage of trucks, while increased passenger traffic in cities results in a lower truck percentage in urbanized areas. Average annual daily truck traffic percent on highways is shown in Figure 2. Average annual daily heavy commercial traffic is shown in Figure 3.

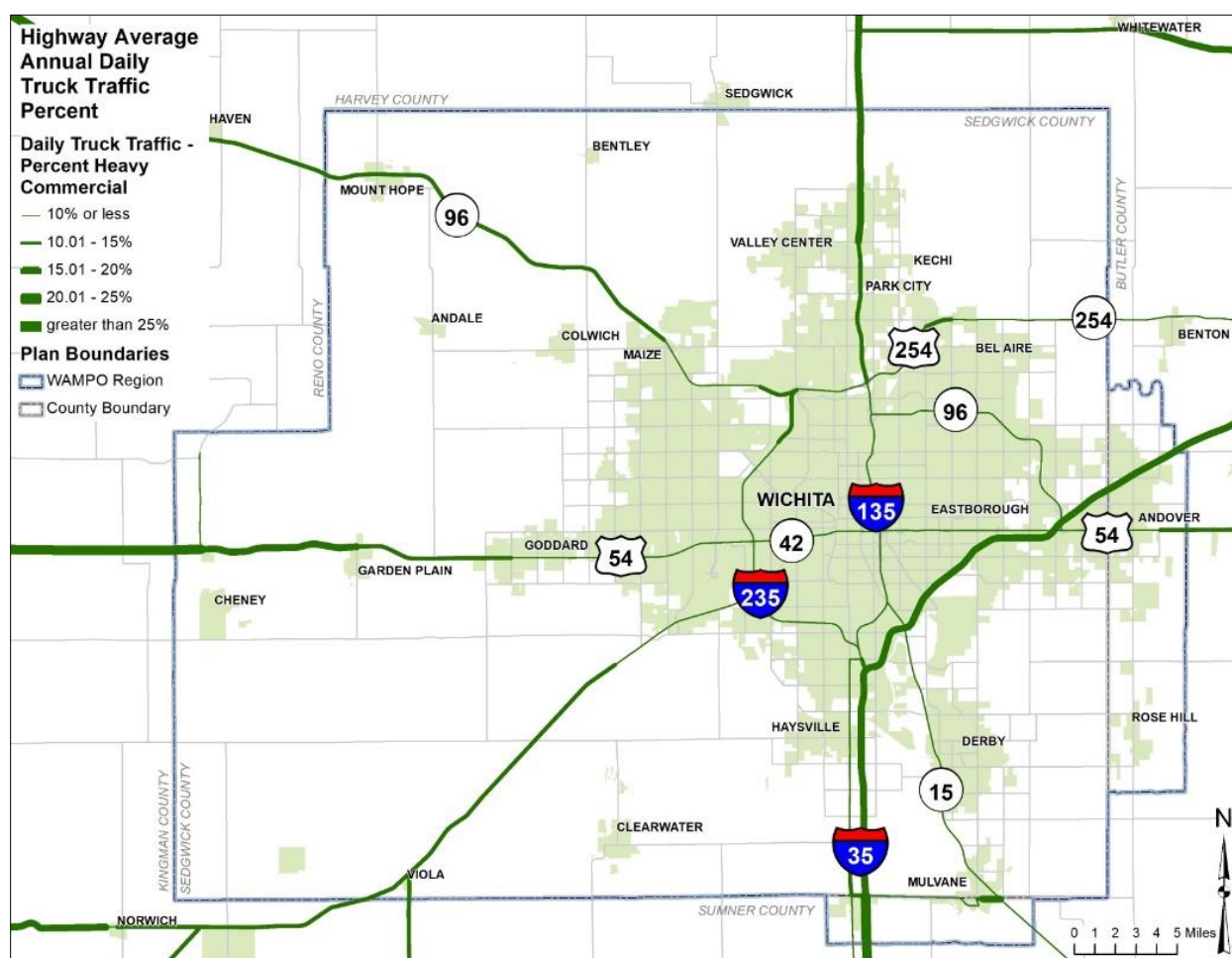


Figure 2: Highway Average Annual Daily Truck Traffic Percent

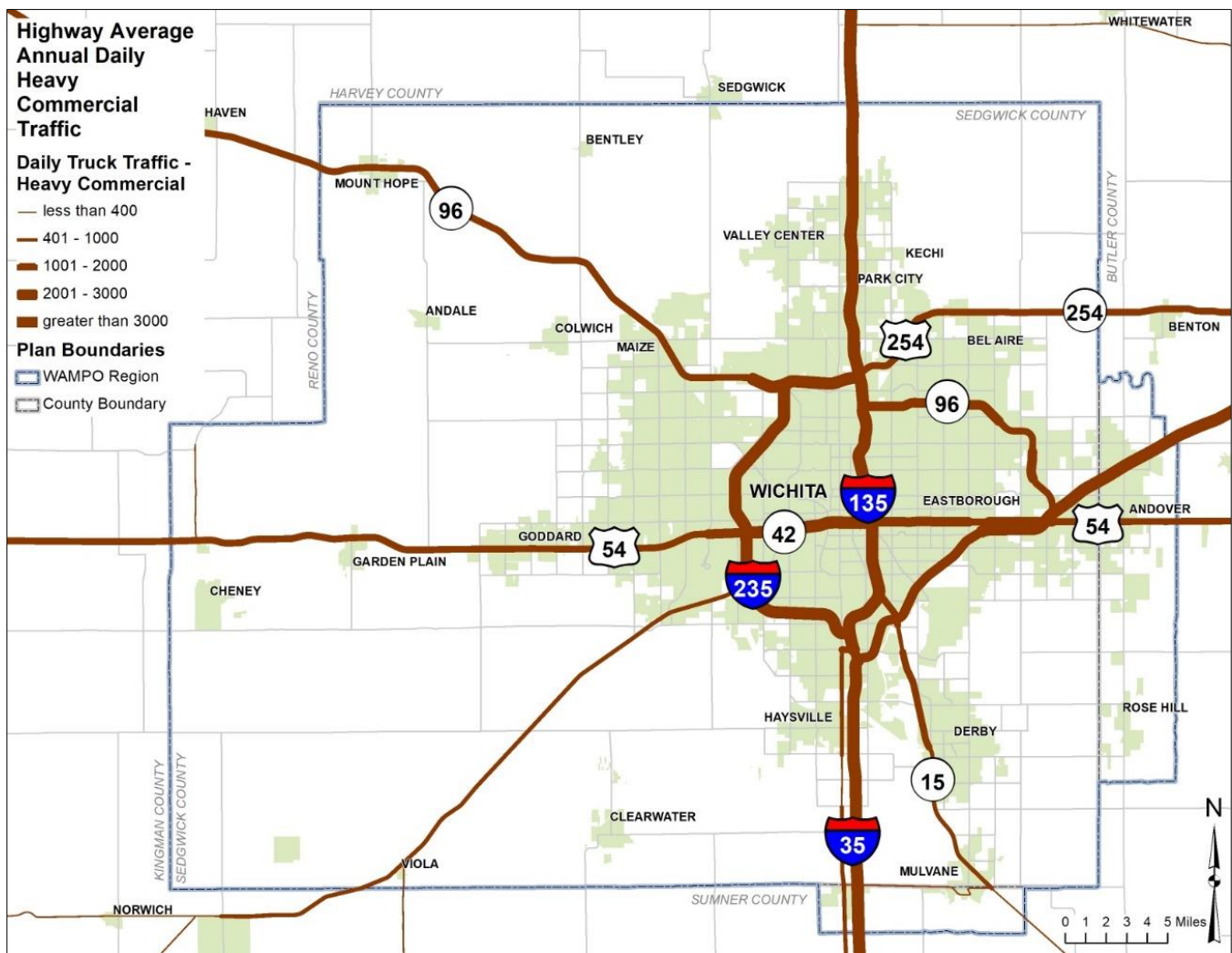


Figure 3: Highway Annual Average Annual Daily Heavy Commercial Traffic

In general, the WAMPO region does not suffer from congestion or delay with an average system delay of less than one minute and the highway system provides reliable truck travel times. The average Travel Time Index for each road category was lower than the target Travel Time Index, indicating there is not an unacceptable level of congestion in the region, even in areas likely identified as bottlenecks. Maximum truck travel time reliability on highways is shown in Figure 4.

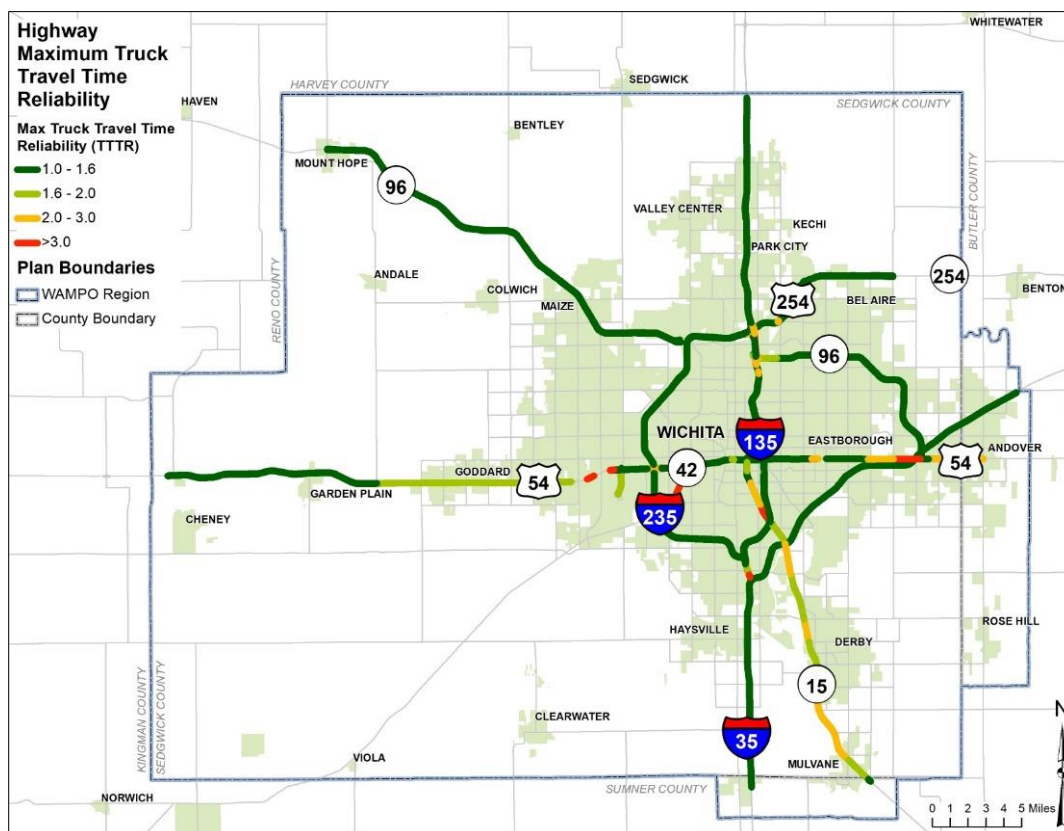


Figure 4: Highway Maximum Truck Travel Time Reliability

National Designated Freight Corridors

The National Highway Freight Network includes the following system of roadways: Primary Highway Freight System, Critical Urban Freight Corridors, and Critical Rural Freight Corridors. See the *WAMPO Freight Plan* for a map of the National Highway Freight Network corridors.

The Primary Highway Freight System (PHFS) includes highways identified as the most critical highway portions of the U.S. freight transportation system. In the WAMPO region, the PHFS includes:

- I-35/Kansas Turnpike
- I-135

Critical Urban Freight Corridors (CUFC) are public roads in urbanized areas providing access to the primary system and interstates with connections to other important ports, public transportation facilities, or other intermodal facilities. Approximately half of the CUFC in Kansas are located in the WAMPO region, highlighting the importance of the roadway network to the movement of freight. In the WAMPO region, CUFC include:

- US-54/400, Kansas Turnpike to 135th Street West (17.5 miles)
- K-15, I-135 to 71st Street South (5.6 miles)
- Broadway Street, I-235 to 13th Street (3.5 miles)
- West Street, K-42 to US-54/400 (1.5 miles)
- Wichita Dwight D. Eisenhower National Airport Connector, US-54/400 to Airport (1.5 miles)
- 61st Street North, I-135 to Floodway Bridge (1.0 miles)
- Hydraulic Street, I-135 to 37th Street North (1.0 miles)
- 21st Street, I-135 to Broadway Street North (1.0 miles)
- 29th Street, I-135 to Broadway Street North (1.0 miles)

Critical Rural Freight Corridors (CRFC) are public roads not in an urbanized area providing access to the primary system and interstates with connections to other important ports, public transportation facilities, or other intermodal freight facilities. There are no CRFC in the WAMPO region.

Railroads

Four railroads operate on approximately 175 miles of track in the WAMPO region. Within the region, Union Pacific Railroad (UP) and BNSF Railway (BNSF) operate as Class I railroads, Kansas & Oklahoma Railroad (K&O) operates as a Class III/shortline railroad, and Wichita Terminal Association (WTA) operates as a switching and terminal railroad.

Union Pacific operates approximately 5 trains per day in the region. The main commodities it transports are automotive, grain, and merchandise. BNSF operates over 30 trains per day in the region. The main commodities it transports are coal, grain, intermodal, and merchandise. Both Class I railroads are capable of maximum loaded car weights of 286,000 pounds or more with no clearance restrictions.

The Kansas & Oklahoma Railroad has trackage radiating north, west, and southwest from its headquarters in Wichita. The main commodities it transports are agricultural and industrial products such as corn, wheat, fertilizers, lumber, cement, sand, and rock. The Wichita Terminal Association is a switching and terminal railroad owned by a partnership between UP and BNSF. It operates nine miles of track on which it primarily moves grain, grain-related products, and scrap steel.

Air

There are 33 airports in the WAMPO region offering commercial passenger service, freight service, military service, and/or general aviation service: 24 private general aviation facilities, eight public civilian airfields, and one military airfield. Select airport locations are shown in Figure 1.

Of the airports in the WAMPO region, only Wichita Dwight D. Eisenhower National Airport (ICT) is equipped to handle substantial freight operations on three runways (6,300 feet, 7,300 feet, 10,300 feet). As one of only two airports in Kansas that supports scheduled air cargo service, it accounts for the majority of air cargo tonnage shipped into and out of Kansas (80% of all air freight and mail in Kansas during a twelve-month period). Eisenhower Airport is not only the air freight hub of Kansas, but it is also the gateway for planes and aerospace products manufactured in the region to depart under their own power.

McConnell Air Force Base, the military airfield, primarily conducts (in air) refueling and airlift operations. The airfield receives approximately 1.6 million gallons of fuel per month via pipeline to complete these activities. McConnell Air Force Base accommodates a workforce of more than 6,500 employees as well as approximately 3,000 family members and 9,000 retirees.

Pipeline

Overall, there are relatively few pipelines in the WAMPO region that offer limited commodity movement. The primary pipeline provides fuel to McConnell Air Force Base to serve refueling operations. In 2017, a pipeline disruption caused a temporary shift to trucking. During this outage, 123 trucks were needed weekly to supply the base with the quantity of fuel normally transported by pipeline daily.

Broadband

Broadband access is an important factor in modern business, enabling transmission of information and access to world markets. This is especially important in the WAMPO region as advanced manufacturing relies on global supply chains and communication. Overall, the WAMPO region has wide broadband coverage with average downstream speed in most areas of at least 20 megabits per second. Broadband coverage by census tract is shown in Figure 5.

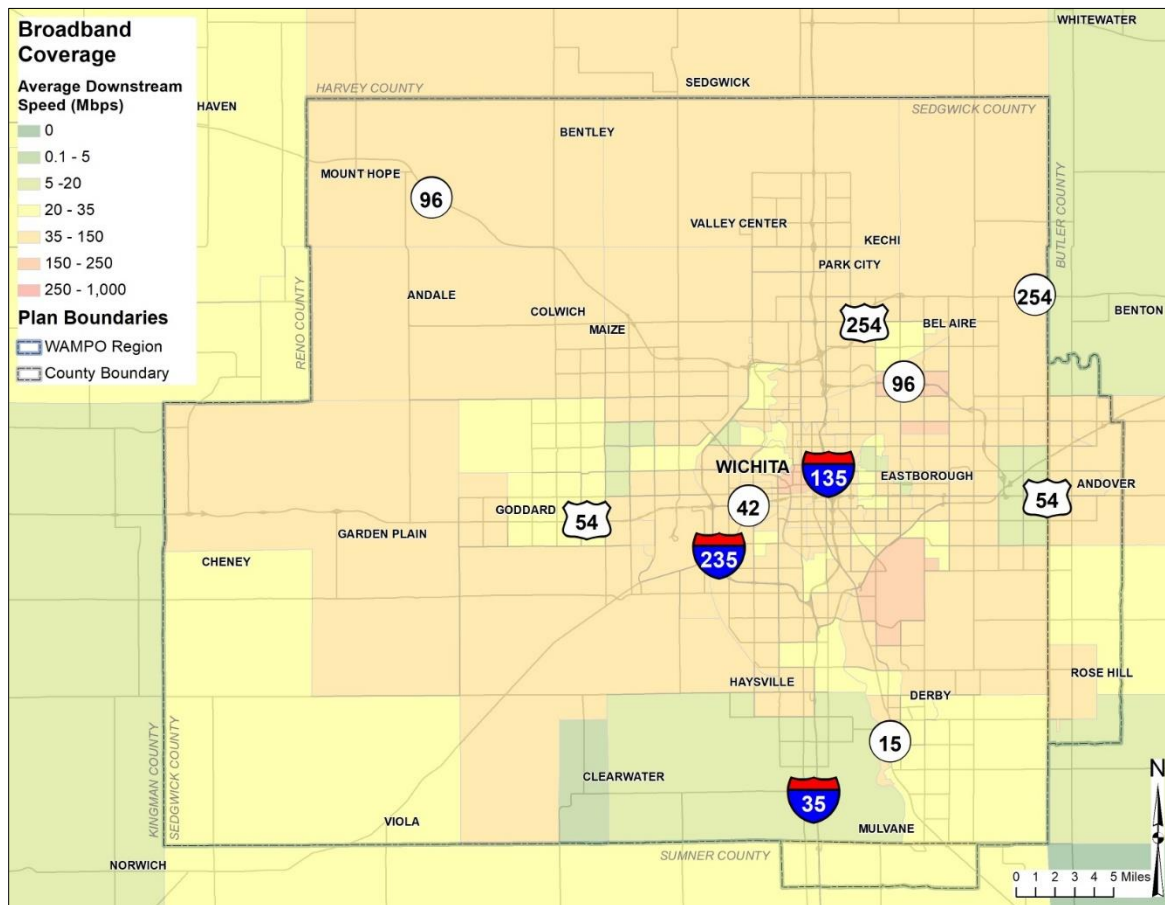


Figure 5: Broadband Coverage

Freight Facilities

Freight movement is most concentrated around facilities that require input or output of goods to market. These freight facilities include distribution centers, bonded warehouses, grain elevators, and more. Freight facilities and their location relative to the freight transportation network are shown in Figure 1.

Existing Documents and Plans

Existing freight-related plans and documents were reviewed to highlight key findings and recommendations. In addition to a summary of the documents, outstanding actions items are identified.

- *Wichita Freight Plan* (WAMPO, 2010)
- *Kansas Statewide Freight Plan* (Kansas Department of Transportation, 2017)
- *Wichita Railroad Master Plan* (City of Wichita, 2013)
- *WAMPO Railroad Crossing Plan* (WAMPO, 2007)
- *Regional Growth Plan* (Greater Wichita Partnership, 2018)

- *Regional Export Plan* (Global Cities Initiative, 2017)

Summary of Major Outstanding Items

The projects in Table 1 were identified in the existing documents and have not yet been completed.

Table 1: Summary of Major Outstanding Freight Projects (Roadway)

Route	Location	Improvement	Action
I-235	Bridge #079 and Bridge #080	Bridge replacement on I-235 in Sedgwick County	Letting anticipated in 2020
I-235	I-235 & Kellogg Interchange	Interchange improvements in Sedgwick County with blue phase, green phase, and yellow phase	Included in Reimagined MOVE 2040 Project List
US-54/400	119th Street to 135th Street	Widen roadway	City of Wichita led design but will be seeking funding assistance; Construction start date to be determined
US-54/400	151st Street to 167th Street	Widen roadway	City of Wichita led design but will be seeking funding assistance; Construction start date to be determined
Meridian Avenue	77th Street North to 69th Street North	Reconstruct and pave Meridian Avenue with new 10-foot path and storm sewer improvements	Design contract anticipated in 2020
61st Street North	Broadway to Wichita-Valley Center Floodway	Construct an urban three-lane roadway and intersection improvements to Broadway and 61st Street with bicycle and pedestrian pathways	Design initiated with construction start date to be determined
159th Street	Bridge on 159th Street East over Kansas Turnpike	Reconstruct bridge and approaches to four-lane width with new 10-foot path to meet current functional and structural requirements	Under construction with completion anticipated in 2020
17th Street	I-135 to Broadway	Reconstruct existing two-lane roadway to three-lane section with curb and gutter, drainage improvements, and bicycle and sidewalk facilities	Under construction with completion anticipated in 2021

Source: Kansas Department of Transportation *Kansas Statewide Freight Plan*, 2017; Wichita Area Metropolitan Planning Organization *MOVE 2040*, 2015

Needs Analysis

Commodity Flow Analysis

The demand to, from, and within the WAMPO region is examined by analyzing the commodities, or goods, moving on the system both today and in the future. The commodity flow analysis from the Federal Highway Administration's (FHWA) Freight Analysis Framework (FAF 4.4) includes existing 2017 and forecasted 2040 data for Sedgwick County.¹ The analysis examines freight modes, commodities, and trade flows and connections to trading partners both within and outside the state. In 2017, 34 million tons of freight moved over Sedgwick County's transportation system, valued at \$52 billion. By 2040, it is projected that Sedgwick County's transportation system will carry 43 million tons of freight annually, valued at \$82 billion, an increase of 29 percent by tonnage and 58 percent by value.

Top Commodities

The WAMPO region is a critical hub for agricultural shipments moving from western Kansas to national and international markets. In 2017, the top commodity moved to, from, and within the region by weight was cereal grains (22 percent). The other top five commodities by weight (57% of total) were non-metallic mineral products (i.e. hydraulic cements, ceramic products, and concrete and stone materials), crude petroleum, mixed freight (i.e. grocery store and convenience store items, supplies/food for restaurants, hardware or plumbing supplies, and office supplies), and coal not elsewhere classified. By value, the top commodity moved was mixed transportation equipment (i.e. rail equipment, aircraft and space craft, and ships/boats/floating structures) followed by mixed freight, machinery, motorized vehicles, and electronics. These five commodity types accounted for \$30 billion, or 57 percent of the total value of good moved.

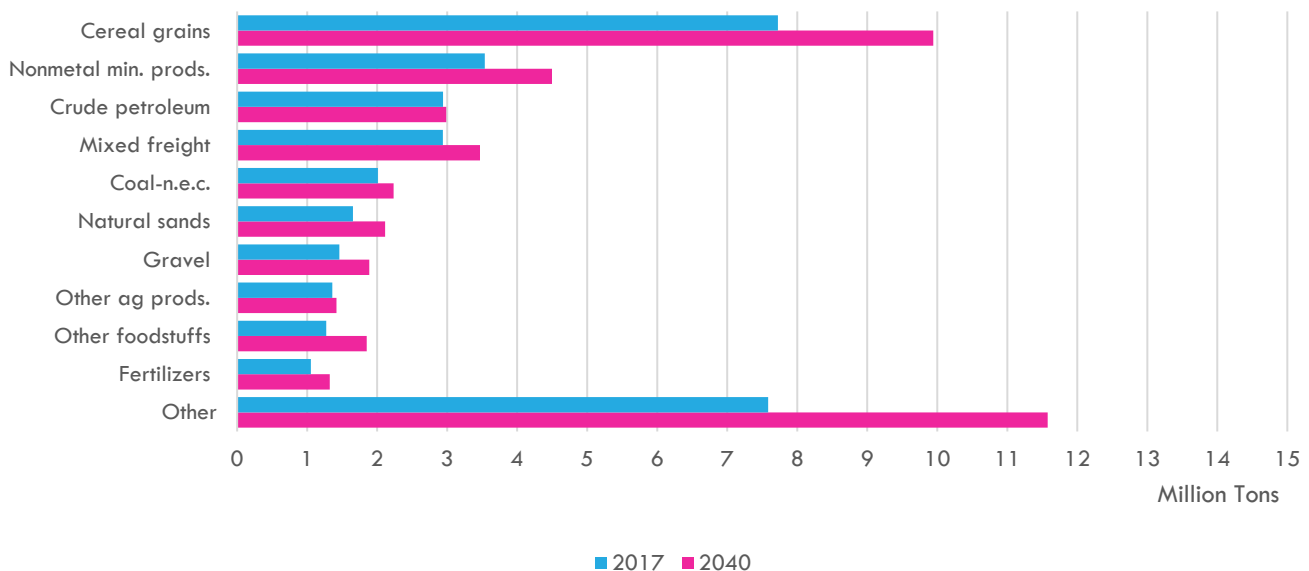


Figure 6: Top Commodities by Weight

¹ Sedgwick County accounts for approximately 97 percent of the total population in the WAMPO region. The WAMPO region also includes portions of Butler County and Sumner County, which are not included in the commodity flow analysis.

By 2040, all of the top commodities moved by weight are projected to be the same as 2017 top commodities, but crude petroleum and mixed freight will switch positions, likely due to the growth in e-commerce. The top five commodities by weight are projected to account for 53 percent of all goods by weight in 2040. The top commodities by value are also projected to remain relatively static through 2040. The top five commodities combined are expected to account for 62 percent, or \$51 billion, of the total value of all goods. Top commodities by weight and value in 2017 and 2040 are shown in Figure 6 and Figure 7, respectively.

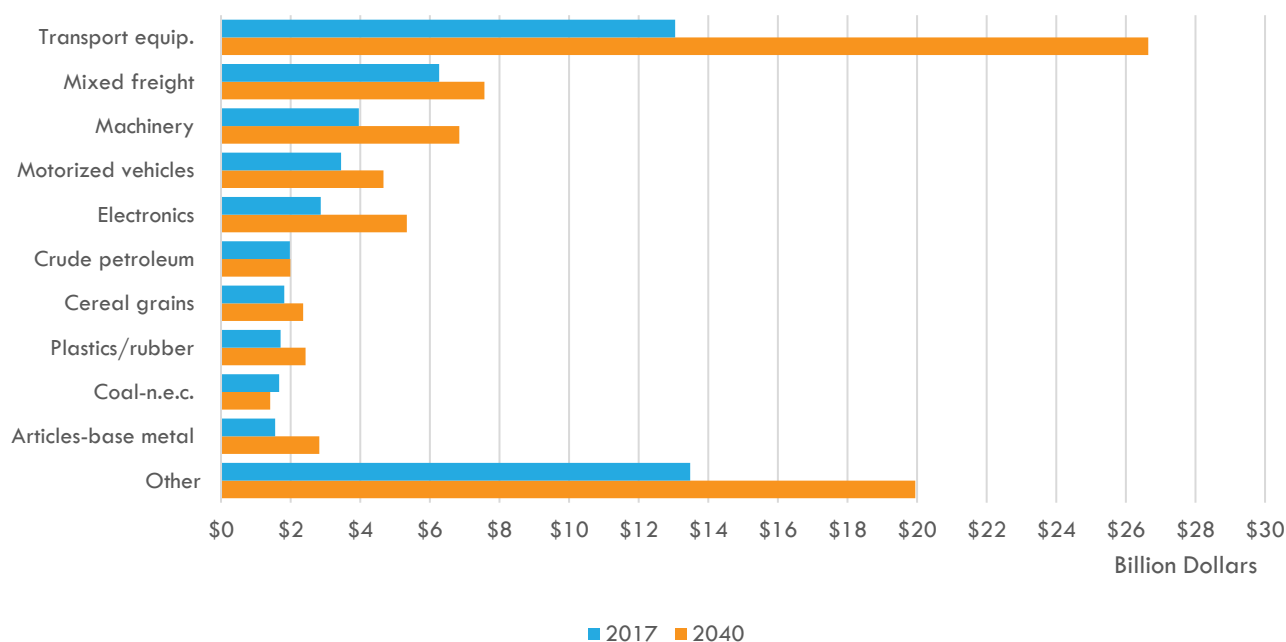


Figure 7: Top Commodities by Value

Modal Split

In 2017, truck was the dominant mode utilized for freight movement, carrying 78 percent of the total weight of goods. Pipeline accounted for the second-highest modal share by weight at 14 percent. Rail had the third-highest modal share by weight at 6 percent. When measuring by value, truck accounted for the transportation of \$33 billion in goods (65 percent). About \$12 billion in goods (22 percent) were transported by multiple modes and mail, which includes package delivery services like the U.S. Postal Service and FedEx, the second-highest mode share. Air had the third-highest modal share by value, accounting for \$3 billion (6 percent) of the total value of freight.

Agricultural, mineral, and food products are estimated to grow substantially by 2040, contributing to the significant increase in volumes. Truck is expected to remain the dominant mode, continuing to account for 78 percent of freight movement by weight and 60 percent by value. The share of freight moved by air and multiple modes and mail is expected to increase and reflects the projected continued growth in e-commerce.

The modal splits by weight and value in 2017 and 2040 are shown in Figure 8 and Figure 9, respectively.

Figure 8: Freight Weight by Mode

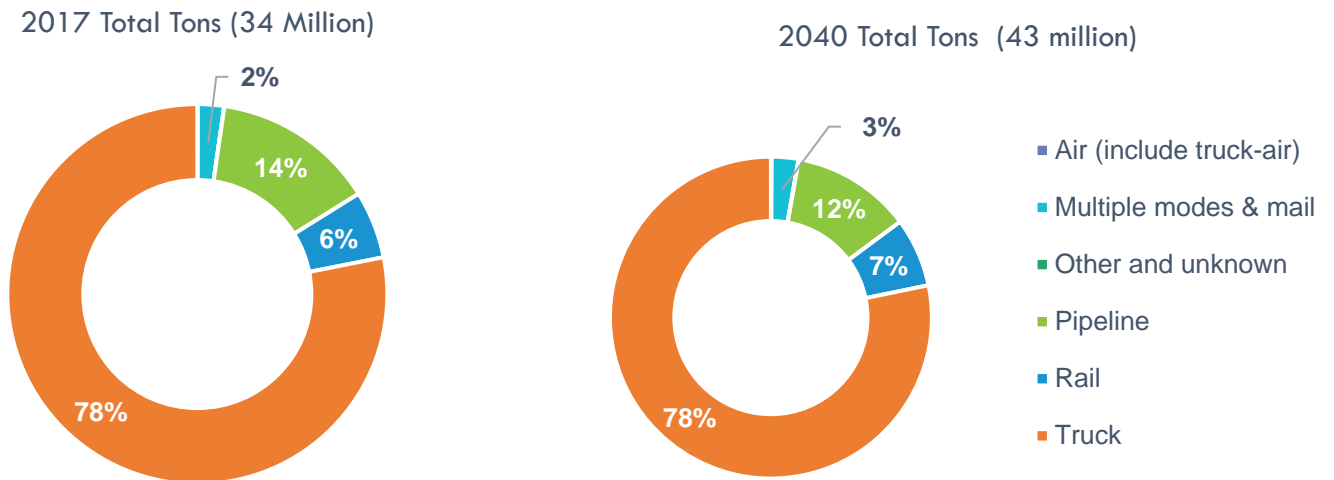
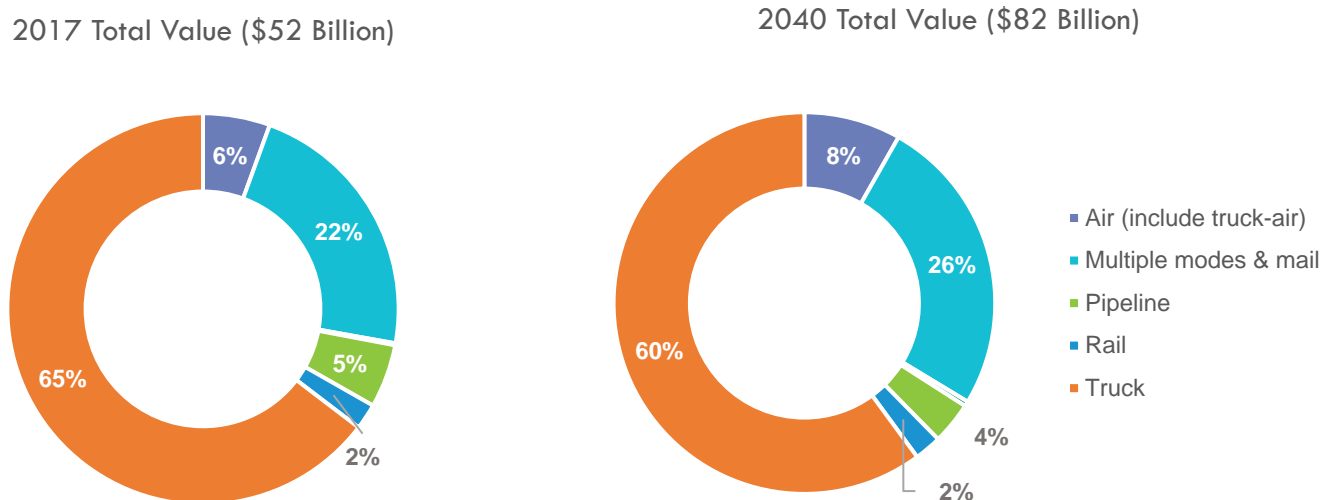


Figure 9: Freight Value by Mode



Directional Split

In 2017, inbound shipments accounted for 60 percent of the 34 million tons moved by weight. Outbound shipments accounted for the next highest direction at 30 percent, and internal movement of goods accounted for 10 percent of the total volume of goods movement. The imbalance between inbound and outbound goods can be explained by the presence of aircraft manufacturers in the region, which account for the delivery of 30 percent of all general aviation aircraft built in the United States. These manufacturers require the input of multiple parts and materials to construct the aircraft, but the final product is then flown out by its own power. When measured in value, the inbound movement of goods accounted for the highest share at 53 percent. Due in part to the high value of the finished aviation products, the outbound share of freight movement by value was 41. Internal goods movement accounted for six percent of the total value of goods moved.

By 2040, projected freight movements remain largely consistent with current trends. Outbound goods are projected to grow the fastest, increasing by 33 percent in terms of volume and 73 percent in terms of value. The volume of goods moving inbound and internally are both projected to increase by 27 percent. In terms of value, inbound goods are projected to increase by 50 percent and internal goods by 33 percent. This indicates the WAMPO region is projected to increase exports faster than imports, with significant growth in high value exports.

The directional splits by weight and value in 2017 and 2040 are shown in Figure 10 and Figure 11, respectively.

Figure 10: Direction of Goods Movement by Weight

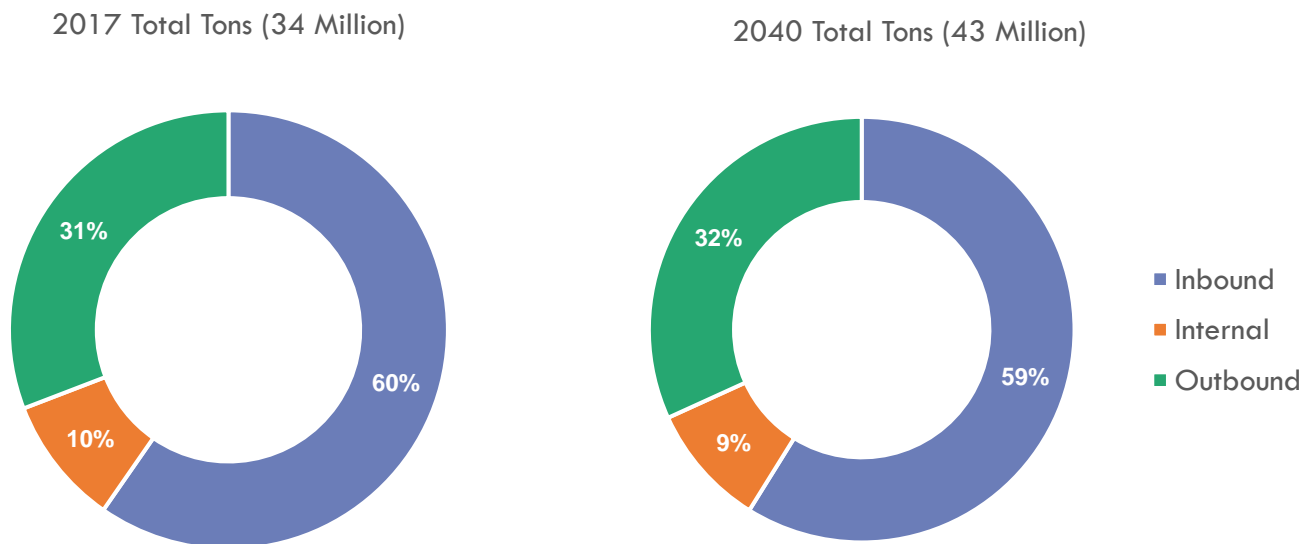
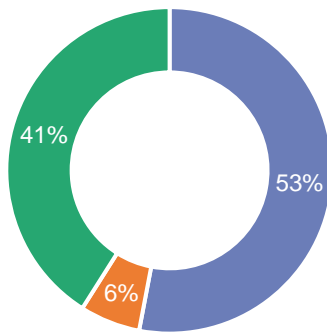
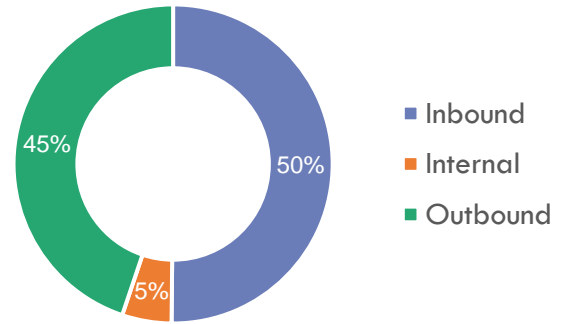


Figure 11: Direction of Goods Movement by Value

2017 Total Value (\$52 Billion)



2040 Total Values (\$82 Billion)



Origin/Destination

Outbound Domestic Trading Partners

Goods shipped from the WAMPO region travel to a wide variety of U.S. destinations. By weight in 2017, the top domestic destinations by weight were other counties in Kansas (58%), followed by Texas (10%), Oklahoma (6%), Alabama (3%), and Arkansas (2%). No change in the top five destinations by weight is projected by 2040.

By value, the top destinations in 2017 were dispersed across the country, indicating that high value goods reach farther markets than high weight goods. The top five destinations by value accounted for \$14 billion (66%) of the total outbound value of goods in 2017. The top domestic destinations by value were Washington (28%), other counties in Kansas (23%), Texas (7%), Missouri (4%), and Oklahoma (4%). Washington is the top destination for goods by value because Spirit AeroSystems ships aircraft components to Boeing's final assembly facility Renton, Washington by truck and rail. By 2040, Washington is expected to remain the top domestic destination by value with an increase in its share from 28 percent to 36 percent. Florida is also expected to replace Oklahoma as the fifth-highest destination by value. The top five destinations are projected to receive approximately \$25 billion of goods in 2040.

Inbound Domestic Trading Partners

The WAMPO region receives goods from trading partners across the country. By weight in 2017, over 20 million tons of goods were shipped to the WAMPO region. The top domestic origins by weight were other counties in Kansas, Oklahoma, Texas, Illinois, and Nebraska. No change in the top five origins by weight is projected by 2040.

By value, the top five destinations accounted for \$18 billion (64%) of the total value of goods shipped to the WAMPO region. The top domestic origins were other counties in Kansas, Texas, Oklahoma, California, and Missouri. These five origins accounted for \$18 billion (64%) of the total value of goods shipped to the WAMPO region.

International Trading Partners

In 2017, international trade accounted for just over 1 million tons of goods shipped to and from the WAMPO region with a total value of nearly \$3 billion. Seventy percent of foreign shipments by weight were imports with the remaining 30% as exports. By 2040, total foreign shipments in the WAMPO region are projected to rise to 2 million tons of goods worth more than \$9 billion.

For exports, the top three destinations in 2017 by weight were Canada, Mexico, and Africa. The top export to Canada was crude petroleum while the top export to Mexico and Africa was cereal grains. These three destinations accounted for 91% of the 300,000 tons of exported goods by weight. By value, Canada is the top international export destination followed by Mexico and Europe. The top export by value to all three destinations was transportation equipment, highlighting the international importance of the aviation industry to the region. These three destinations accounted for 67% of the \$1 billion in goods exported. By 2040, Mexico is projected to become the top export destination by weight followed by Canada and Rest of Americas. In terms of value, Canada is projected to remain the top export destination followed by Europe and Rest of Americas.

For imports, the top three origins in 2017 by weight were Canada, Rest of Americas, and Eastern Asian. The top import from Canada was crude petroleum and fertilizers from Rest of Americas. These three origins accounted for 670,000 tons (93%) of imports by weight. By value, imports totaled just under \$2 billion in 2017. The top three import origins by value were Canada, Eastern Asian, and Europe, accounting for over \$1 billion (75%) of imported goods. The top import by value from Canada was crude petroleum, while the top imports from Eastern Asian and Europe were electronic and machinery, respectively. By 2040, the top origins by weight are projected to remain the same. However, the total value of imports is projected to more than triple to over \$5 billion. While the top importers by value are projected to remain the same, transportation equipment is expected to be the top import by value from all three areas.

Highway Infrastructure Analysis

Congestion

Roadways in the WAMPO region are generally not congested with more than 85 percent of roadways in the region currently operating at uncongested levels during peak times. Nearly all roadways operated uncongested during a typical 24-hour period.

Any delays in the WAMPO region are often caused by bottlenecks, which are narrow or obstructed sections of a highway that lead to an area of traffic congestion. Ten bottlenecks were identified through analysis of NPRMDS data or previous studies. In general, these bottlenecks occur at interchanges between major roadways in the WAMPO region and are shown in Figure 12:

- I-235/US-54
- I-235/K-42
- US-54 near Eisenhower Airport
- I-35/K-96/I-235
- I-135/US-54
- US-54/K-96
- I-135/K-254
- US-54 between I-235 and I-35
- Portions of K-15 south of Wichita
- I-135 from I-35 to I-235

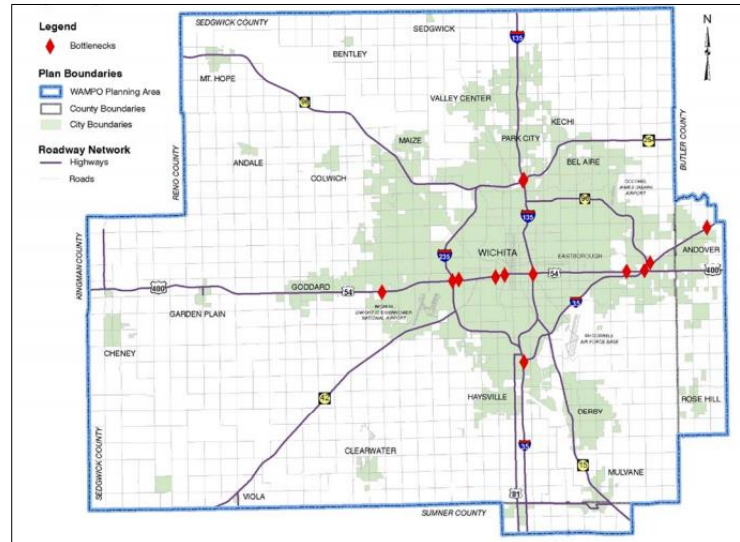


Figure 12: Roadway Bottleneck Locations

Crash Analysis

According to KDOT crash statistics, heavy/large trucks were involved in 5% of all crashes and 18% of all fatal crashes in 2017.

From 2006 to 2017, Sedgwick County commercial vehicles accounted for an average of 17% of all vehicle crashes and 12% of all fatal crashes. However, both total crashes and fatal crashes involving commercial vehicles have been trending down.

Bridge Restrictions

Truck traffic in the region can be impeded by barriers such as low overpass clearances and weight restrictions on bridges. According to the *Kansas Statewide Freight Plan*, there are 75 bridges with a vertical clearance of under 16 feet in Kansas, though there are not currently any in the WAMPO region. There are also 15 weight posted bridges and 63 restricted bridge structures in Kansas. There is currently one weight restricted bridge in the WAMPO region located on the freight network on I-35 about two miles northeast of the Sedgwick county line at N Prairie Creek Road. See the *WAMPO Freight Plan* for a map of bridge restrictions within and near the WAMPO region.

Truck Parking

Adequate truck parking is important with increased truck traffic and the new electronic logging device rule leading to increased accountability in following hours of service rules. These requirements can lead to truck drivers using parking lots, side roads, shoulders, or ramps for parking to stay within the requirements. In 2019, Kansas was one of eight Midwest states to participate in the implementation of the Traffic Parking Information and Management System (TPIMS), which collects and shares truck parking availability information at nearly 130 select lot locations along major freight corridors. The closest TPIMS parking lot to the WAMPO region is located on I-135 at the Harvey County Rest Area (MM 23). Truck parking is also available at the following locations on

I-35/KTA, but these areas are not currently incorporated into TPIMS: El Dorado Toll Plaza (US-254, MM 71) with 25 commercial parking spaces, Towanda Service Area (MM 64) with 40 commercial parking spaces, East Wichita Toll Plaza (US-54/US-400/Kellogg, MM 50) with 25 commercial parking spaces, and Belle Plaine Service Area (MM 26) with 50 commercial parking spaces.

Multimodal Infrastructure Analysis

Railroad

Issues related to the movement of goods by freight railroad include track weight, highway-railroad crossings and rail location. In the WAMPO region, one section on the K&O in the southwest portion of the region has been identified as a track segment that should be upgraded to 268,000 gross vehicle weight capacity in order to accommodate heavier traffic. The WAMPO *Freight Plan* (2010) also identified three locations for possible upgrades to highway-railroad crossing condition, seven locations for upgraded warning devices, six candidate locations for crossing consolidation, and eight candidates for grade separation. Of the seven locations identified for upgraded warning devices, four have been addressed.

Air

There are currently no congestion issues at Wichita Dwight D. Eisenhower National Airport (ICT) that would substantially delay the shipment or delivery of freight in the region. The 2016 *Aviation System Plan* did not identify any airport access issues at the airport, and the goal should be to maintain cargo facilities to continue to be able to support large freight aircraft operations. However, the 2003 *Airport Master Plan* recommended an expansion of air cargo facilities and the air cargo apron and the extension of Runway 01R-19L from 7,300 feet to 8,700 feet, which could facilitate larger aircraft.

Pipeline

While pipelines exist in the WAMPO region, very limited commodities are moved by pipeline. Various commodities, predominately petrochemical and petroleum products, flow from a source to a destination, often a modal transfer point, where it transferred to another freight mode for delivery or transfer to another modal transfer point before reaching its final destination. There were no identified issues related to the movement of commodities by pipeline. A proposed 187-mile Kansas to Kingfisher Bluestem pipeline will pass through agricultural areas in western Sedgwick County, generally north-south near the City of Cheney. The 16-inch line will transport pressurized gas liquids such as propane and butane. Roadways will not be impacted during construction, which is anticipated to be complete by late 2020.

Recommendations

Based on the analysis, Table 2 identifies focus areas and priority actions to advance freight-related strategies and improvements in the Wichita region.

(Final focus areas and priority actions are pending review and finalization by WAMPO Freight Committee in late May 2020.)

Figure 13: Freight Plan Priority Actions

Focus Area	Priority Actions
Roadway and Bridge Infrastructure	<ul style="list-style-type: none"> Maintain and preserve nationally and locally designated freight corridors Improve weight- and clearance-restricted bridges Ensure freight benefits are accounted for in evaluation of projects in the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other planning and funding documents
Congestion and Bottlenecks	<ul style="list-style-type: none"> Improve highway interchanges to reduce bottlenecks Add or extend four-lane corridors with significant truck traffic Develop strategies to reduce peak-hour goods movement Deploy Intelligent Transportation Systems (ITS) measures to facilitate traffic flow
Truck Facilities	<ul style="list-style-type: none"> Develop inventory of local truck parking facilities Expand TPIMS solutions on I-35 and/or other regional highway facilities Consider future operational changes (i.e. truck platooning) in truck facility design
Rail Infrastructure	<ul style="list-style-type: none"> Reduce conflicts at priority highway-rail crossings Improve shortline railroad tracks to 268,000 gross vehicle weight capacity Add transload facilities to accommodate transfers between truck and rail
Air Infrastructure	<ul style="list-style-type: none"> Maintain and expand air cargo facilities Consider runway extensions to facilitate larger aircraft
Land Use	<ul style="list-style-type: none"> Identify non-highway corridors near freight generators for last-mile geometric and safety improvements to facilitate truck traffic Continue to grow established industries while leveraging new opportunities
Partnerships	<ul style="list-style-type: none"> Foster public-private partnerships between the freight transportation industry and governmental entities to address institutional and infrastructure issues
Technology	<ul style="list-style-type: none"> Engage with state on Connected and Autonomous Vehicle (CAV) policy Respond to changes in industrial automation

Implementation

Implementing the priority actions will require continued collaboration between the goods movement industry, Kansas Department of Transportation (KDOT), Kansas Turnpike Authority (KTA), local governments, Wichita Airport Authority, freight support organizations, WAMPO, and private industries. Identifying the planning and policy related actions is a good first step. Below are the planning and policy related implementation items. Additional implementation plans will need to be developed to strategically implement the priority actions.

Policy and Planning

Local Assistance Project: Turning the goals of *REIMAGINED MOVE 2040* into reality will require more than just building discrete transportation projects. It will require new approaches to transportation, land use, and economic development in the WAMPO region. The focus of this project will involve the procurement of consultant services to research and provide WAMPO members with best practices and recommended approaches to help achieve the long-range plan vision.

Collaboration & Training: WAMPO is committed to exploring and making available collaboratory training and education opportunities with entities like the Local Technical Assistance Program (LTAP). These efforts will support efforts to take a “deeper dive” into the most pressing and relevant transportation issues and solutions.

Regional Committee Work: WAMPO is supportive of facilitating regional discussions among designated and ad hoc committees who are focused on the implementation of the goals, strategies and vision of the *REIMAGINED MOVE 2040* plan.

Specific planning and policy related priority actions include:

- Ensure freight benefits are accounted for in evaluation of projects in the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other planning and funding documents
- Develop strategies to reduce peak-hour goods movement
- Develop inventory of local truck parking facilities
- Identify non-highway corridors near freight generators for last-mile geometric and safety improvements to facilitate truck traffic
- Foster public-private partnerships between the freight transportation industry and governmental entities to address institutional and infrastructure issues
- Engage with state on Connected and Autonomous Vehicle (CAV) policy