

REIMAGINED MOVE 2040



APPENDIX 8:

Regional Project List



271 W 3RD STREET, STE. 208, WICHITA, KS 67202

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WAMPO Transportation Policy Body (TPB) Approval History:

Amendment 2 - August 9, 2022

Background

23 CFR § 450.326(i) requires that “Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.” WAMPO implements this requirement by listing individual projects in the MTP.

WAMPO receives approximately \$12 million per year in suballocated federal funding under the Surface Transportation Block Grant, Congestion Mitigation and Air Quality, and Transportation Alternatives programs. A subset of the projects on the project list (WAMPO Funding Menu) are designated as eligible for WAMPO’s suballocated federal funding. These projects have been submitted by project sponsors and undergone additional screening. Being listed as eligible for WAMPO funding is a prerequisite for receiving this suballocated funding; however, it is not a guarantee of funding. When programming projects in the TIP, WAMPO will program suballocated funding for projects which are on the project list in the MTP and identified as being eligible for WAMPO funding (projects must also meet federal eligibility criteria).

Project List

Fiscally Constrained Project List

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
R-19-05	159th St. East, from US-54/400 to Central Ave.	City of Andover	Road	Rehabilitation	\$6,606,750	\$4,485,000	\$4,485,000	2020-2024
40-008	21st Street Improvements, from KTA Toll Booth to Andover Road	City of Andover	Road	Modernization	\$9,075,000			2020-2024
40-561	29th & Maize Intersection	City of Wichita	Road	Rehabilitation	\$1,070,000			2020-2024
R-19-10	2nd St., Main to St. Francis	City of Wichita	Road	Rehabilitation	\$3,875,000			2020-2024
R-19-12	37th St N, Hydraulic to Hillside	City of Wichita	Road	Modernization	\$6,815,501	\$4,456,289		2020-2024
R-19-06	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	City of Park City	Road	Rehabilitation	\$5,375,712	\$3,776,600	\$2,712,160	2020-2024
40-548	Academy Avenue Improvements from Maize Road to 119th Street	City of Maize	Road	Rehabilitation	\$10,283,493	\$7,440,390	\$2,500,000	2020-2024
BP-19-02	Andover Rd. Bicycle/Pedestrian Path, from Central to US-54	City of Andover	Bike/Ped		\$1,028,308	\$588,211	\$588,211	2020-2024
P-18-01	Asset Management Phase 2	WAMPO	Planning		\$275,000	\$220,000	\$220,000	2020-2024
40-563	Aviation Pathway Phase 3	Sedgwick County	Bike/Ped		\$330,000			2020-2024
40-564	B485: Bridge on 151st St West over Ninnescah River	Sedgwick County	Bridge	Rehabilitation	\$4,600,000			2020-2024
40-552	B490: Bridge on 143rd St. E. between Harry and Pawnee	Sedgwick County	Bridge	Rehabilitation	\$650,000			2020-2024
40-565	B492: Bridge on 103rd St. S. between 103rd St. W. and 119th St. W	Sedgwick County	Bridge	Rehabilitation	\$500,000			2020-2024
40-550	B495: Bridge on 247th St. West between 77th St. North and 85th St. No	Sedgwick County	Bridge	Rehabilitation	\$550,000			2020-2024
40-551	B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No	Sedgwick County	Bridge	Rehabilitation	\$1,150,000			2020-2024
40-553	B497: Bridge on Ridge between 39th St. South and 47th St. South	Sedgwick County	Bridge	Rehabilitation	\$650,000			2020-2024
40-567	B498: Bridge on 143rd St. East between Pawnee and 31st St. South	Sedgwick County	Bridge	Rehabilitation	\$650,000			2020-2024
40-554	B500: Bridges on 103rd St. S. between 119th and 135th St. W.	Sedgwick County	Bridge	Rehabilitation	\$550,000			2020-2024
40-566	B501: Bridge on 103rd St. South between Hoover and Ridge	Sedgwick County	Bridge	Rehabilitation	\$500,000			2020-2024
40-555	B502: Bridge on Greenwich between 109th St. North and 117th St. North	Sedgwick County	Bridge	Rehabilitation	\$765,000			2020-2024
40-571	B504: Rehabilitate Bridge on 151st St. West over Arkansas River	Sedgwick County	Bridge	Rehabilitation	\$550,000			2020-2024
40-556	B505: Rehabilitate Bridge on Ridge over Arkansas River	Sedgwick County	Bridge	Rehabilitation	\$330,000			2020-2024
40-568	B507: Bridge on Greenwich between 117th St. North and 125th St. North	Sedgwick County	Bridge	Rehabilitation	\$600,000			2020-2024

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
40-558	B510, B491: Bridge on 71st St. South between Webb and Greenwich	Sedgwick County	Bridge	Rehabilitation	\$1,200,000			2020-2024
BP-19-01	Bikeways and Bike Enhancements	City of Wichita	Bike/Ped		\$4,789,902			2020-2024
B-19-02	Bridge #290 on I-135 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$7,212,400			2020-2024
B-19-01	Bridge #496 & Bridge #497 on US-54 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$910,000			2020-2024
B-19-06	Bridge Rehabilitation/Repair - Wichita	City of Wichita	Bridge	Rehabilitation	\$2,927,162			2020-2024
B-18-01	Bridge Repair (#291) on I-135 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$12,200,000			2020-2024
40-559	Chisholm Trail and Delano Path	City of Wichita	Bike/Ped		\$2,200,000			2020-2024
40-088	Commerce Area Improvements	City of Wichita	Road	Modernization	\$5,100,000			2020-2024
40-099	Comprehensive Way Finding	City of Wichita	Bike/Ped		\$1,750,000			2020-2024
40-570	Delano Transit Center	Wichita Transit	Transit		\$17,500,000			2020-2024
R-19-13	Douglas, Washington to Grove	City of Wichita	Road	Modernization	\$6,700,000			2020-2024
40-515	Federal Transit Administration (FTA) Programs	Wichita Transit	Transit		\$51,766,909			2020-2024
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	Technology		\$100,000	\$80,000	\$80,000	2020-2024
S-19-02	I-135 in Sedgwick County 1R project Guardrail Upgrades: Beginning at the North Edge Wearing Surface Viaduct Bridges thence North to the South End 37th Street Bridges in Sedgwick County	KDOT	Road	Rehabilitation	\$77,001			2020-2024
S-19-03	I-135 in Sedgwick County 1R project Guardrail Upgrades: from the Pawnee Avenue Overpass North to the South End Viaduct Bridges	KDOT	Road	Rehabilitation	\$159,500			2020-2024
S-19-04	I-135 in Sedgwick County 1R project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass	KDOT	Road	Rehabilitation	\$198,000			2020-2024
R-19-19	I-235 in Sedgwick County (1R Project)	KDOT	Road	Rehabilitation	\$1,688,351			2020-2024
B-13-008	I-235/I-135/K-254 Interchange (North Junction) Green Phase	KDOT	Road	Modernization	\$95,244,353			2020-2024
ICH-17-01B	I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities	KDOT	Road	Modernization	\$25,097,040	\$1,667,040	\$1,667,040	2020-2024
INT-17-002	Intersection Improvements at US-54 and Barber Dr.	KDOT	Road	Modernization	\$1,800,000			2020-2024
B-19-10	K-254 Bridges #209 and #210 on K-254 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$810,000			2020-2024
HWY-20-01	K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders	KDOT	Highway	Modernization	\$7,380,000			2020-2024

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
40-507	KDOT Local System programs	KDOT	Road	Rehabilitation	\$12,000,000			2020-2024
40-506	KDOT Modernization Programs	KDOT	Highway	Modernization	\$16,000,000			2020-2024
40-542	KDOT Preservation Programs	KDOT	Highway	Rehabilitation	\$100,000,000			2020-2024
40-533	KDOT Safety Programs	KDOT	Highway	Modernization	\$4,000,000			2020-2024
R-19-15	Maple, 135th Street W to 151st Street W	City of Wichita	Road	Modernization	\$4,500,000			2020-2024
40-549	Market St Reconstruction, from Ark River to K-15	City of Derby	Road	Rehabilitation	\$225,000			2020-2024
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	City of Valley Center	Road	Rehabilitation	\$5,375,300	\$3,960,551	\$2,731,731	2020-2024
R-19-07	Meridian, from Ford (77th St. N.) to Seward (69th St. N.)	City of Valley Center	Road	Rehabilitation	\$6,555,177	\$4,955,716	\$3,418,131	2020-2024
40-541	Nelson Drive Realignment	City of Derby	Road	Rehabilitation	\$10,274,251	\$7,389,338	\$5,039,276	2020-2024
TA-17-01	North Andover Rd. Improvements Redbud Trail to Ira Ct.	City of Andover	Road	Rehabilitation	\$3,348,068	\$2,390,374	\$2,390,374	2020-2024
ICH-19-02	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	KDOT	Road	Modernization	\$49,932,479			2020-2024
R-19-08	North Main Street Reconstruction	City of Haysville	Road	Rehabilitation	\$2,372,480	\$1,743,664	\$1,743,664	2020-2024
INT-19-01	Oliver and Kechi Rd. Intersection	City of Kechi	Road	Modernization	\$4,733,277	\$2,645,127	\$1,524,224	2020-2024
INT-17-01	Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Road	Modernization	\$961,233	\$703,501	\$253,920	2020-2024
INT-19-02	Pawnee & 127th Street intersection	City of Wichita	Road	Modernization	\$1,350,000			2020-2024
R-19-09	Pawnee, Webb to Greenwich	City of Wichita	Road	Modernization	\$5,000,000	\$3,593,000	\$3,593,000	2020-2024
ITS-18-04	Phase 5 Wichita Traffic Management Center Device and Fiber Exp	KDOT	Technology		\$1,550,000			2020-2024
40-012	Prairie Creek Rd bridge over KTA	City of Andover	Bridge	Modernization	\$6,440,009	\$4,549,098		2020-2024
40-560	Prairie Sunset Trail	City of Wichita	Bike/Ped		\$2,300,000			2020-2024
40-569	R348: Pave 135th St. W. North of 53rd St. N. (Half mile)	Sedgwick County	Road	Modernization	\$1,050,000			2020-2024
40-557	R351: Intersection Improvements at 55th St. S. and Meridian	Sedgwick County	Road	Modernization	\$1,100,000			2020-2024
S-17-01	Railroad Safety Crossing Improvements	KDOT	Safety		\$6,000,000			2020-2024
P-17-02	Regional Asset Inventory	WAMPO	Planning		\$225,000	\$180,000	\$180,000	2020-2024
R-15-005	Right of Way Acquisition for Northwest Wichita Bypass	KDOT	Highway	Expansion	\$8,000,000			2020-2024
40-562	Rock Rd Traffic Signal Coordination Phase 2	City of Derby	Technology		\$20,000			2020-2024

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
40-544	Sedgwick County Paratransit Service activities - - Comprehensive Operations and Technology Feasibility Study and Implementation	Sedgwick County	Transit		\$327,792	\$178,252	\$178,252	2020-2024
INT-19-04	Sedgwick: K-254 at Rock Road	KDOT	Road	Modernization	\$709,817			2020-2024
R-17-01	SW Butler Rd/SW 150th St Intersection	Butler County	Road	Rehabilitation	\$7,815,000	\$5,600,000	\$5,600,000	2020-2024
40-513	Training, Best Practices, and Model Policies for Member Jurisdictions	WAMPO	Planning		\$655,336	\$524,269	\$200,000	2020-2024
40-011	US-54/400 Bicycle/Pedestrian Bridge in Andover	City of Andover	Bike/Ped		\$3,635,418	\$2,279,212	\$2,279,212	2020-2024
40-574	Vertical Clearance Improvements	KTA	Bridge	Modernization	\$8,000,000			2020-2024
40-514	WAMPO Travel Demand Model Update	WAMPO	Planning		\$1,703,875	\$1,363,100	\$1,363,100	2020-2024
R-19-11	West 47th-MacArthur	City of Wichita	Road	Modernization	\$4,500,000			2020-2024
R-19-16	West St, Harry to Pawnee	City of Wichita	Road	Modernization	\$19,180,998	\$13,051,299	\$7,864,039	2020-2024
R-19-17	West St, I-235 to MacArthur	City of Wichita	Road	Modernization	\$5,963,562	\$4,194,154	\$4,194,154	2020-2024
40-525	Wichita Bicycle Master Plan Update	Wichita Transit	Planning		\$458,735	\$366,988	\$366,988	2020-2024
40-527	Wichita Pedestrian Corridor Safety Improvements	City of Wichita	Bike/Ped		\$1,410,360			2020-2024
T-19-01	Wichita Transit 5310 Program	Wichita Transit	Transit		\$2,596,351			2020-2024
T-17-05	Wichita Transit 5339 Capital	Wichita Transit	Transit		\$2,537,749			2020-2024
40-509	Wichita Transit Network Redesign Plan	Wichita Transit	Transit		\$327,669	\$262,135	\$262,135	2020-2024
T-19-02	Wichita Transit Operating	Wichita Transit	Transit		\$16,000,000			2020-2024
T-17-02	Wichita Transit Other Capital	Wichita Transit	Transit		\$18,000,000			2020-2024
T-19-05	Wichita Transit Replacement Paratransit Vehicles	Wichita Transit	Transit		\$1,866,840	\$1,493,472	\$1,493,472	2020-2024
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	KDOT	Technology		\$522,500	\$418,000	\$400,000	2020-2024
R-17-02	Woodlawn: 45th St to 37th St. N	City of Bel Aire	Road	Rehabilitation	\$8,490,343	\$5,579,150	\$5,579,150	2020-2024
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	Rehabilitation	\$3,190,050	\$2,468,640	\$1,258,246	2020-2024
R-19-14	143rd Kellogg-Harry	City of Wichita	Road	Modernization	\$6,618,900	\$4,718,423		2020-2024
40-528	Wichita Pedestrian Crossing Enhancements	City of Wichita	Bike/Ped		\$1,818,260			2020-2024, 2025-2030
40-529	Wichita School District Safety Improvements	City of Wichita	Road	Modernization	\$1,081,106			2020-2024, 2025-2030
40-539	Wichita Transit Capital	Wichita Transit	Transit		\$23,275,359		\$5,579,150	2020-2024, 2025-2030

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
40-516	119th Street Improvements from 45th Street to 53th Street	City of Maize	Road	Modernization	\$7,595,351	\$5,420,944		2020-2030
R-21-03	K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane	KDOT	Highway	Expansion	\$261,450,000			2020-2030
40-158	Blue Phase 2 -- I-235/Kellogg	KDOT	Highway	Modernization	\$152,760,290			2021-2024
40-128	North Junction Gold Project- Reconstruction of the I-235, I-135, K-254 & K-96 Interchange	KDOT	Highway	Modernization	\$129,045,055			2021-2024
40-576	I-135 & US 54 NB & SB lanes	KDOT	Highway	Modernization	\$19,228,568			2021-2024
40-572	KDOT 1R Program	KDOT	Road	Rehabilitation	\$21,000,000			2021-2024
40-573	KDOT Bridge Set Aside Program	KDOT	Bridge	Rehabilitation	\$18,000,000			2021-2024
40-577	Overlay in Sedgwick County on K-96	KDOT	Highway	Rehabilitation	\$4,381,163			2021-2024
40-512	119th St W, 21st-29th	City of Wichita	Road	Modernization	\$5,242,693			2025-2030
40-085	135th St W, Central-13th	City of Wichita	Road	Modernization	\$5,308,226			2025-2030
40-082	13th St N, McLean-Zoo Blvd	City of Wichita	Road	Rehabilitation	\$8,781,510	\$6,291,231		2025-2030
40-073	143rd St E., Harry-Pawnee	City of Wichita	Road	Modernization	\$6,029,096	\$4,194,154		2025-2030
40-069	151st St W, Kellogg to Maple	City of Wichita	Road	Modernization	\$5,832,496			2025-2030
40-510	17th St N, I-135 to Hillside	City of Wichita	Road	Modernization	\$3,738,885	\$2,719,189		2025-2030
40-505	183rd Street Corridor Improvements from Maple Street to US-54/400	City of Goddard	Road	Modernization	\$9,242,081	\$6,816,969		2025-2030
40-503	31st Street South Bikeway	City of Wichita	Bike/Ped		\$655,336	\$419,415		2025-2030
40-015	45th St N, N Oliver Ave to N Woodlawn St	City of Bel Aire	Road	Rehabilitation	\$13,814,817	\$10,339,381		2025-2030
40-504	Arkansas River to Haysville Bikeway	City of Wichita	Bike/Ped		\$4,325,222	\$3,145,616		2025-2030
40-518	Canal Crossing at 15th St N	City of Wichita	Bridge	Rehabilitation	\$4,841,679			2025-2030
40-547	Cross-jurisdictional Corridor Management	KDOT	Technology		\$7,208,702	\$4,587,356		2025-2030
40-078	Douglas, Main to Washington	City of Wichita	Road	Modernization	\$7,864,039			2025-2030
40-517	Douglas, Seneca to Meridian	City of Wichita	Road	Modernization	\$6,276,306	\$4,403,862		2020-2030
40-095	Downtown Streetscaping	City of Wichita	Road	Modernization	\$6,553,366			2025-2030
40-515	Federal Transit Administration (FTA) Programs	Wichita Transit	Transit		\$57,607,986			2025-2030
40-500	Fiber Optics Installations	KDOT	Technology		\$13,762,069	\$3,932,020		2025-2030

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
40-158	Green Phase Phase 4 -- I-235/Kellogg	KDOT	Highway	Modernization	\$65,230,685			2025-2030
40-068	Harry, 127th to 143rd Street E.	City of Wichita	Road	Modernization	\$5,242,693			2025-2030
40-079	Hillside, 37th-45th	City of Wichita	Road	Rehabilitation	\$4,587,357	\$3,145,616		2025-2030
40-535	Hoover Road Bikeway, K-96 to Crystal Prairie Lake Park	City of Wichita	Bike/Ped		\$786,404			2025-2030
40-536	Hoover, Zoo to 29th Street North	City of Wichita	Road	Modernization	\$6,684,433			2025-2030
40-534	K-96 Bikeway Connections	City of Wichita	Bike/Ped		\$1,048,539			2025-2030
40-519	MacArthur, West to Meridian	City of Wichita	Road	Modernization	\$4,364,133			2025-2030
40-067	Maize, 31st S to MacArthur	City of Wichita	Road	Modernization	\$5,898,029	\$4,194,154		2025-2030
40-077	Maize, 31st St S. to Pawnee	City of Wichita	Road	Modernization	\$6,356,765	\$4,456,289		2025-2030
40-532	Major Regional Priority Planning	WAMPO	Planning		\$1,310,674	\$1,048,539		2020-2030
40-511	Maple Street Pathway	Sedgwick County	Bike/Ped		\$2,332,767	\$1,559,115		2025-2030
40-063	Maple, 151st St W to 167th St W	City of Wichita	Road	Modernization	\$5,898,029			2025-2030
40-520	Maple, Seneca to West St	City of Wichita	Road	Rehabilitation	\$7,262,518			2025-2030
40-087	Mosley & Rock Island, 3rd St to Central	City of Wichita	Road	Rehabilitation	\$2,293,678			2025-2030
40-521	Mt. Vernon, Southeast Blvd to Oliver	City of Wichita	Road	Modernization	\$4,587,357	\$3,145,616		2025-2030
40-538	Multi-Use Path along Seneca and 63rd Sts	City of Haysville	Bike/Ped		\$1,709,937	\$1,252,610		2020-2030
40-546	Oliver Ave and 45th St N Intersection Improvements	City of Bel Aire	Road	Rehabilitation	\$3,943,741	\$2,549,304		2025-2030
40-066	Pawnee, Greenwich to 127th St E	City of Wichita	Road	Modernization	\$5,242,693	\$3,669,885		2025-2030
40-522	Redbud Path, Woodlawn to Rock Rd	City of Wichita	Bike/Ped		\$2,834,755	\$1,795,345		2025-2030
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	City of Derby	Road	Modernization	\$6,437,256	\$4,620,650		2025-2030
40-502	Santa Fe Street: Main Street to 391st Street West	City of Cheney	Road	Rehabilitation	\$2,883,481	\$1,518,448		2025-2030
40-544	Sedg. Co. Paratransit Service Activities - Replacement Vehicles	Sedgwick County	Transit		\$104,976	\$83,981		2025-2030
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	Road	Rehabilitation	\$14,782,192	\$10,590,154		2025-2030
40-574	Vertical Clearance Improvements	KTA	Bridge	Modernization	\$4,000,000			2025-2030
40-523	Waco, Murdock to 21st St N	City of Wichita	Road	Modernization	\$7,470,837			2025-2030

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40-524	Webb Rd, Central to 13th St N	City of Wichita	Road	Modernization	\$5,635,895	\$4,194,154		2025-2030
40-501	Wichita Bikeways and Bike Enhancements	City of Wichita	Bike/Ped		\$6,553,366			2025-2030
40-543	Wichita Bridge Rehabilitation/Repair	City of Wichita	Bridge	Rehabilitation	\$6,451,886			2025-2030
40-526	Wichita Center Business District Intelligent Transportation System	City of Wichita	Technology		\$3,604,351	\$2,621,346		2025-2030
40-056	Wichita Intelligent Transportation System program	City of Wichita	Technology		\$6,231,475	\$4,758,581		2025-2030
40-530	Wichita State Bikeway Connections	City of Wichita	Bike/Ped		\$917,471	\$576,696		2025-2030
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions	KDOT	Technology		\$36,043,513	\$6,553,366		2025-2030
40-531	Woodchuck to Buffalo Park Bikeway	City of Wichita	Bike/Ped		\$1,310,673			2025-2030
40-158	Yellow Phase 3 -- 1-235/Kellogg	KDOT	Highway	Modernization	\$55,912,015			2025-2030
40-131	95th Street (ARC95) - Hillside to Woodlawn	Sedgwick County	Road	Expansion	\$88,262,888			2025-2040
40-123	Northwest Bypass ROW	KDOT	Highway	Expansion	\$83,834,236			2025-2040
40-575	US-54/400 Expansion - East	KDOT	Highway	Expansion	\$374,926,190			2020-2040
40-125	I-235 Expansion (US-54 to Zoo)	KDOT	Highway	Expansion	\$274,507,499			2031-2040
40-128	Purple Phase -- .North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$274,507,495			2031-2040
40-129	US-54 and Washington St.	KDOT	Highway	Modernization	\$104,514,825			2031-2040
40-127	US-54/400 Expansion - West	KDOT	Highway	Expansion	\$592,557,568			2031-2040
BP-21-00	Bicycle/Pedestrian/Trail/Safety Projects	Any	Bike/Ped		\$10,000,000	\$3,146,607		2020-2040

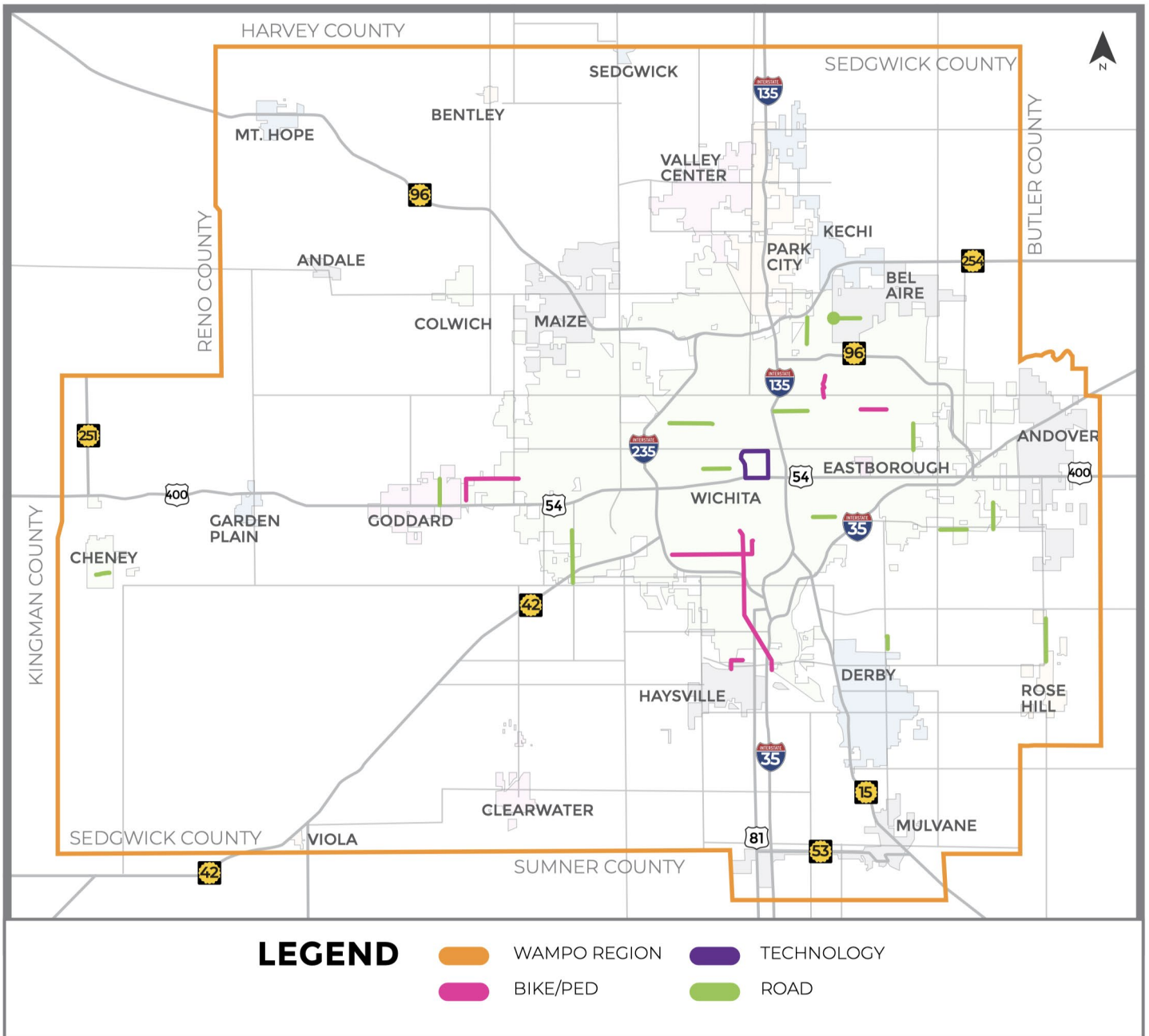
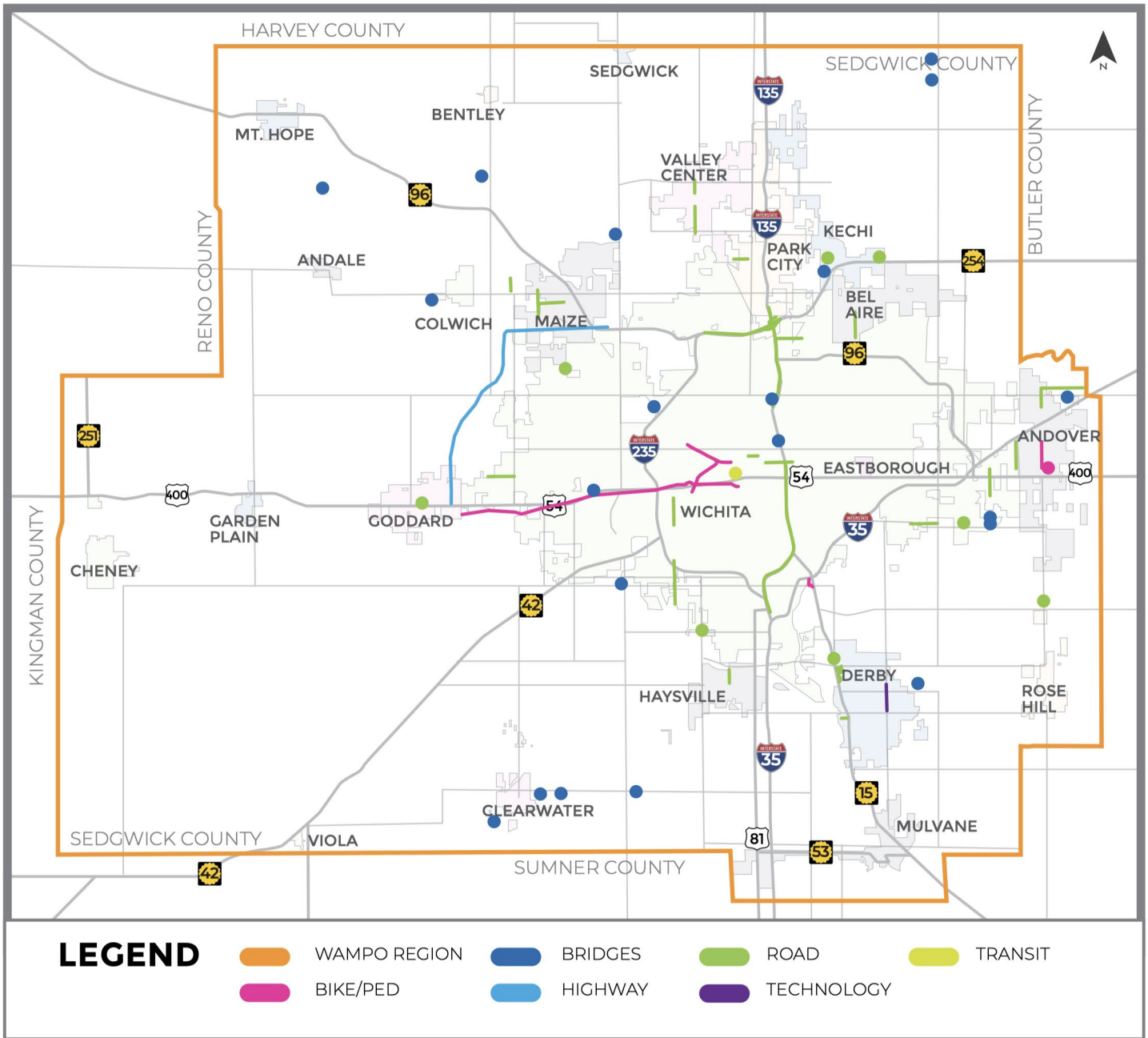


Figure 1. Projects in the 2021-2024 TIP



Map 2. Projects eligible to receive WAMPO suballocated funding in future TIP cycles.

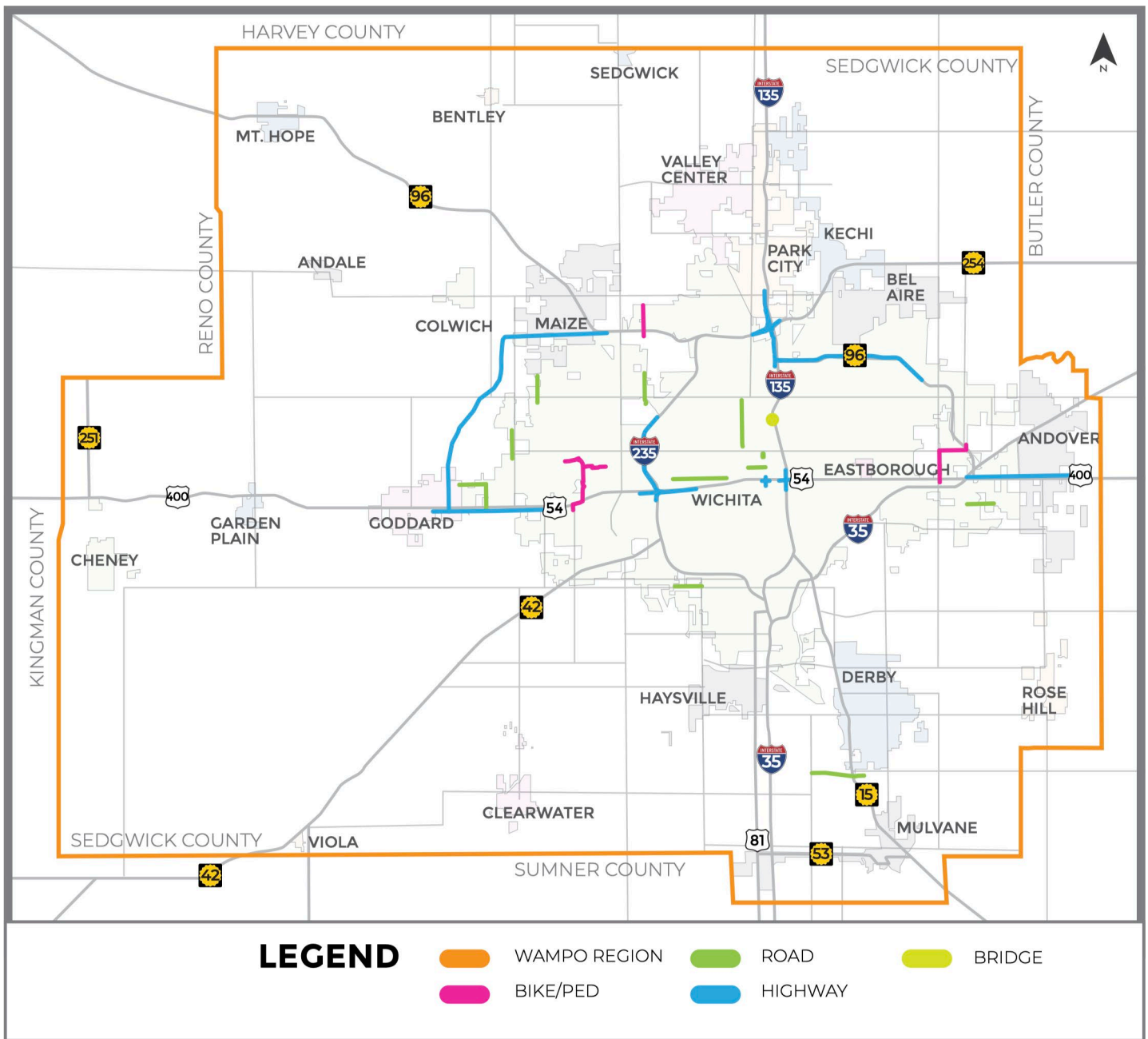


Figure 3. Projects funded by state and local governments.

Illustrative List

PROJECT	TYPE	CATEGORY
Northwest Bypass Utilities Relocation	Highway	Expansion
Northwest Bypass Construction	Highway	Expansion
I-235 Expansion (Zoo to Seneca)	Highway	Expansion
Northwest Bypass PE/Final Design	Highway	Expansion
K254	Highway	Modernization

Creating the Project List

Projects on the MOVE 2040 Reimagined project list come from three separate sources: the 2019-2022 Transportation Improvement Program (TIP), a project selection process to select projects eligible for WAMPO's suballocated funding, and a cooperative process with our member jurisdictions and planning partners for projects funded from other sources.

2019-2022 TIP

The TIP is the region's short-range planning document that programs funds for specific projects. WAMPO adopted a TIP covering fiscal years 2019 to 2022 in October 2018. Projects in the last three fiscal years of the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list. See the [2019 TIP document](#) for detail on these projects and how they were selected.

Project Selection Process for Projects Eligible for WAMPO Funding (WAMPO Funding Menu)

WAMPO undertook a rigorous project selection process to designate which projects would be included on the project list as eligible for suballocated federal funding.

Size of the Project List

The first step in this process was to decide how large the list of eligible projects should be. The size of the project list is ultimately limited by the federal requirement that it be fiscally constrained (see the Fiscal Appendix for more detail). However, WAMPO has chosen to limit the list of eligible projects to a total of \$119 million in federal funding. This choice was intended to strike a balance between certainty for project sponsors (a project on the list has a good chance of ultimately getting funded in the TIP) and flexibility (there will be plenty of eligible projects to choose from when programming the TIP). In addition to the \$119 million of projects listed here, WAMPO has reserved \$12 million to allow projects to be added to the eligible project list in 2022 and 2024 (\$6 million each). This will allow us to expand the project list to accommodate new needs or changes to existing projects that develop in the interim.

Project Selection Criteria

Based on the public input gathered during our initial public engagement phase, WAMPO adopted a vision and outcomes for the MOVE 2040 Reimagined (see the Public Engagement Appendix and Vision and Outcomes Appendix for more detail on this process). Based on the vision and outcomes, WAMPO adopted eight Project Selection Criteria: Quality of Place, Land Use-Transportation Connection, Multimodal Connectivity, Economic Development, Financial Sustainability, Regionalism, Safety, and Technology.

Each criteria was rated on a scale of Excellent, Good, Acceptable, and Not Applicable. Because of the many different types of projects, there are multiple ways to earn a rating on each criteria. For example, a project could earn an Excellent rating on the Economic Development criteria by serving a major freight facility, by increasing access to a large employment hub via transit, or by increasing travel time reliability. This helps accommodate the variety of projects and the variety of communities that we serve and allows us to compare projects across different modes and project types.

If a project qualifies for a rating in multiple ways, the final rating was generally whatever the highest rating the project is eligible for in that criteria (see Land Use-Transportation Connection and Quality of Place for exceptions).

Quality of Place

Quality of place is the way a community is planned, designed, developed, and maintained that affect quality of life. Projects supporting quality of place play a key role in drawing and retaining the highly-skilled knowledge economy workers in the region, contributing to economic growth. The Quality of Place criteria looks at access to destinations like schools, recreation, and healthcare, walkability, and placemaking.

Land Use-Transportation Connection

Projects supporting the connection between Land Use and Transportation help attract talent to the region by providing a greater diversity of living options and increase the fiscal sustainability of local governments by providing more development with less outlay on infrastructure. The Land Use-Transportation Connection criteria considers density, infill development, transit-oriented development, mixed-use development, and town centers, and historic downtowns.

Multimodal Connectivity

Projects supporting multimodal connectivity help attract talent to the region and enhance equity by providing new or expanded transportation options to all residents. The Multimodal Connectivity criteria examines contributions to the extent and connectivity of the bicycle/pedestrian network, enhancements to transit service including new routes, reduced headways, and increased operating hours, bringing transit and bike/ped to low income, minority, and elderly communities, and increased transit and bike/ped access to destinations like schools, recreation, and healthcare.

Economic Development

Projects support Economic Development by providing quicker, more reliable goods movement and providing better access to jobs. The Economic Development criteria looks at projects that serve major freight facilities, improve access to jobs, especially via transit, and increases travel time reliability.

Financial Sustainability

Projects support Financial Sustainability by preserving existing infrastructure, right-sizing existing facilities, and providing sustainable revenue sources for transportation. The Financial Sustainability criteria considers preservation and maintenance of existing facilities, downsizing facilities where appropriate, replacing worn-out transit vehicles, and new, innovative, and regional funding sources.

Regionalism

Projects support Regionalism by their impact on the transportation in the WAMPO region and beyond and by bringing multiple jurisdictions together to accomplish a project. The Regionalism criteria looks at regional significance, projects that involve multiple jurisdictions, and connections with the larger South Central Kansas region.

Safety

Projects support Safety by addressing locations with many accidents and keeping our most vulnerable road users safe. The Safety criteria considers accident history, eliminating bike/ped conflicts with cars, and adding roundabouts.

Technology

Projects support Technology by incorporating cutting edge technology and laying the foundation for future technological development. The Technology criteria examines a project's inclusion of connected/autonomous vehicle technology, fiber optics, upgraded signal controllers and signal coordination, dynamic message signs, and cameras, particularly along corridors that have been designated as a high priority for the inclusion of technology by the WAMPO Transportation Systems Management and Operations Task Force, as well as coordinating operations and technology among multiple jurisdictions and incorporating smart work zones during the construction phase.

Project Planning Assistance for Member Jurisdictions

WAMPO's member jurisdictions span a wide range of sizes, from under 1000 people to almost 400,000. With this range of sizes comes a range of resources and staff capabilities. In particular, many of the smaller jurisdictions depend heavily on consultants for engineering services. The need to procure and pay for consultant assistance poses a problem, given the relatively short window during which the call for projects would be open. In order to increase the quality of project applications and ensure every jurisdiction had the opportunity to submit projects, WAMPO hired two consultants (PEC and TranSystems) to provide assistance to our member jurisdictions and planning partners in identifying potential projects and preparing project applications. This assistance was well received by our member jurisdictions and did increase the technical quality of the applications we received.

Call for Projects

The Call for Projects opened on June 13, 2019, and closed on August 16. Project sponsors were required to submit an application and map for each project, as well as a cover letter including a ranked priority list of the projects they applied for. WAMPO received 114 applications from 16 sponsors (Andover, Bel Aire, Butler County, Cheney, Derby, Goddard, Haysville, KDOT, Kechi, Maize, Park City, Rose Hill, Sedgwick County, Valley Center, WAMPO, and Wichita).

Staff Screening and Preliminary Project Selection Criteria Ratings

WAMPO staff went through the submitted applications to identify any inconsistencies or missing information and worked with project sponsors to resolve any issues.

Once any outstanding issues were resolved, staff assigned preliminary ratings on the project selection criteria to every project.

Public Input

WAMPO used an online tool to gather public input on the submitted projects. The opportunity to provide input was publicized through WAMPO's own channels and by encouraging member jurisdictions, planning partners, and other stakeholders to get the word out. We received 10,096 survey responses and 736 comments from 1,315 participants. While not a scientific survey, this input was provided to the project selection committee to be considered in their decisions.

Project Selection Committee

The chair of the WAMPO Transportation Policy Body appointed a six-member Project Selection Committee composed of three members of the TPB and three members of the Transportation Advisory Committee. The group met seven times from October to December of 2019.

The selection committee heard presentations from all of the project sponsors about their projects. Following the presentations, the selection committee reviewed the preliminary ratings on the selection criteria, either confirming the staff rating or making adjustments. The committee changed 31 ratings across 23 different projects. At the selection committee's request, the staff sought additional information from certain project sponsors, primarily related to dividing specific large projects up into smaller, more easily fundable phases.

Selection Criteria Ratings

Finally, the committee selected a list of projects to recommend to the Transportation Policy Body for WAMPO funding. In addition to the project selection criteria ratings, the committee also considered member jurisdictions' priorities, public input, geographic and modal equity, and regional significance.

NAME	PROJECT SPONSOR	MODE	QUALITY OF PLACE	LAND-USE TRANSPORTATION CONNECTION	MULTIMODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	FINANCIAL SUSTAINABILITY	REGIONALISM	SAFETY	TECHNOLOGY	FUNDS REQUESTED
Andover Road from Redbud Trail to Ira Court	Andover	Road	Excellent	Acceptable	Excellent	Good	Excellent	Acceptable	Excellent	Acceptable	\$1,775,206
US-54/400 Bicycle Pedestrian Bridge in Andover	Andover	Bike/Ped	Excellent	Good	Good	Good	N/A	Acceptable	Excellent	N/A	\$1,738,963
Prairie Creek Road bridge over KTA	Andover	Bridge	Good	N/A	Acceptable	N/A	Good	Good	Acceptable	N/A	\$3,470,810
East Kellogg Planning Study	Andover	Planning	Excellent	Good	N/A	N/A	N/A	Excellent	N/A	Good	\$480,000
Andover Road Bike/Ped Improvements from Redbud Trail to 13th St	Andover	Bike/Ped	Excellent	N/A	Excellent	Good	N/A	Acceptable	Acceptable	N/A	\$1,106,058
Andover Road and Douglas Avenue Intersection	Andover	Road	Excellent	N/A	N/A	Good	N/A	Acceptable	N/A	N/A	\$2,282,100
21st St Improvements from KTA Toll Booth to Andover Rd	Andover	Road	Excellent	Acceptable	Excellent	Good	N/A	Acceptable	Excellent	N/A	\$6,380,000
Andover Road from 123rd St to 135th St	Andover	Road	N/A	N/A	Acceptable	N/A	N/A	Good	Good	N/A	\$6,511,897
Andover Road from 21st St to Half Mile North of 21st St	Andover	Road	Excellent	Acceptable	Excellent	Good	N/A	Acceptable	Excellent	N/A	\$2,021,918
Woodlawn: 45th St to 37th St N	Bel Aire	Road	Good	Excellent	Good	Good	Excellent	Acceptable	Excellent	N/A	\$1,359,230
Rock Road: Union Pacific Railroad to 53rd St N	Bel Aire	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Acceptable	Good	N/A	\$6,568,800
Oliver Ave and 45th St N Intersection Improvements	Bel Aire	Road	Excellent	N/A	Excellent	Acceptable	Good	Acceptable	Good	N/A	\$1,262,400
Oliver St: 37th St N to 45th St N	Bel Aire	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	\$4,716,800
Northern Intercity Biking and Walking Route	Bel Aire	Bike/Ped	Excellent	Acceptable	Excellent	Good	N/A	Excellent	Acceptable	N/A	\$5,148,000
Woodlawn St: E 45th St N to 53rd St N, & Int. At 53rd St N and N Woodlawn St.	Bel Aire	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A	\$5,868,600
E 45th St N: N Oliver Ave to N Woodlawn St	Bel Aire	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A	\$5,120,000
N Oliver St: E 45th St N to 53rd St N	Bel Aire	Road	Excellent	Good	Excellent	Acceptable	N/A	Acceptable	Good	N/A	\$4,790,400
53rd St N: Oliver St to Woodlawn Blvd	Bel Aire	Road	Excellent	Acceptable	Excellent	N/A	Good	Acceptable	Good	N/A	\$4,626,400
55th St N and Lycee St Pedestrian Crossing	Bel Aire	Bike/Ped	Excellent	Acceptable	Excellent	N/A	N/A	Acceptable	Good	N/A	\$247,200
45th St N: Woodlawn St to Rock Rd	Bel Aire	Road	Excellent	Acceptable	Excellent	Good	Excellent	Acceptable	Good	N/A	\$5,735,200
SW Butler Road Improvements from SW 155th St to SW 170th St	Butler County	Road	N/A	N/A	Good	Good	Excellent	Good	Excellent	N/A	\$7,840,000
SW Butler Road Improvements from SW 135th St to SW 145th St	Butler County	Road	N/A	N/A	Acceptable	N/A	Excellent	Good	Good	N/A	\$5,920,000
SW 150th St Improvements from SW Meadowlark Rd to SW Butler Rd	Butler County	Road	N/A	N/A	N/A	Acceptable	Excellent	Acceptable	Excellent	N/A	\$2,840,000
SW 190th St Improvements from SW Butler Rd to County Line	Butler County	Road	Excellent	N/A	N/A	Acceptable	Acceptable	Acceptable	Good	N/A	\$4,489,600
Harry Street Bridge at Fourmile Creek	Butler County	Bridge	N/A	N/A	N/A	N/A	Acceptable	Acceptable	Acceptable	N/A	\$960,000

NAME	PROJECT SPONSOR	MODE	QUALITY OF PLACE	LAND-USE TRANSPORTATION CONNECTION	MULTIMODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	FINANCIAL SUSTAINABILITY	REGIONALISM	SAFETY	TECHNOLOGY	FUNDS REQUESTED
Santa Fe St: Main St to 391st St West	Cheney	Road	Excellent	Good	N/A	Good	Good	Acceptable	Good	N/A	\$1,158,525
Cheney Bicycle and Pedestrian Enhancements	Cheney	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Acceptable	N/A	\$205,400
Nelson Drive Realignment	Derby	Road	Good	Excellent	Good	Excellent	Excellent	Excellent	Excellent	Acceptable	\$3,844,800
Rock Road Corridor Improvements from 55th St to Freedom St	Derby	Road	Excellent	N/A	Excellent	Acceptable	N/A	Good	Good	N/A	\$3,382,400
US-54/400 Bicycle/Pedestrian Bridge between 183rd St and 199th St	Goddard	Bike/Ped	Excellent	Acceptable	Good	Acceptable	N/A	Acceptable	Excellent	N/A	\$2,233,095
183rd St Corridor Improvements from Maple St to US-54/400	Goddard	Road	Good	N/A	Good	Good	N/A	Acceptable	Excellent	N/A	\$5,201,120
Multi-Use Path along Seneca and 63rd Sts	Haysville	Bike/Ped	Excellent	N/A	Good	Good	N/A	Acceptable	Acceptable	N/A	\$955,700
Grand Ave/71st St Multi-Use Path	Haysville	Bike/Ped	Excellent	N/A	Good	N/A	N/A	Acceptable	Good	N/A	\$722,000
Fiber Optics Installations	KDOT	Technology	N/A	N/A	N/A	Excellent	N/A	Excellent	N/A	Excellent	\$4,000,000
WICHway Traffic Management Center	KDOT	Technology	N/A	N/A	N/A	Excellent	N/A	Excellent	Acceptable	Excellent	\$7,000,000
Cross Jurisdictional Corridor Management	KDOT	Technology	Excellent	N/A	N/A	Excellent	N/A	Excellent	Acceptable	Excellent	\$4,000,000
Kechi Rd: Oliver St to West City Limits	Kechi	Road	Good	Good	Good	N/A	N/A	Acceptable	Acceptable	N/A	\$2,092,800
Oliver St: Kechi Rd to North City Limits	Kechi	Road	Good	Acceptable	Good	N/A	N/A	Acceptable	Acceptable	N/A	\$3,692,000
Kechi Rd: Oliver St to Woodlawn Blvd	Kechi	Road	Good	Acceptable	Good	Acceptable	N/A	Acceptable	Acceptable	N/A	\$4,681,600
Woodlawn Blvd: K254 to 53rd St N	Kechi	Road	Good	N/A	Good	Acceptable	N/A	Acceptable	Acceptable	N/A	\$5,108,000
Oliver St: K254 to 53rd St N	Kechi	Road	Good	N/A	Good	N/A	N/A	Acceptable	Good	N/A	\$3,990,400
45th St Improvements from Maize Rd to 135th St	Maize	Road	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Excellent	N/A	\$8,768,518
Academy Ave Improvements from Maize Rd to 119th St	Maize	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A	\$5,676,770
119th St Improvements from 29th St to 53rd St	Maize	Road	Excellent	Acceptable	Excellent	Good	Acceptable	Acceptable	Excellent	N/A	\$13,598,080
53rd St Improvements from Maize Rd to 1/2 Mile West of 119th St	Maize	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Good	Good	N/A	\$11,875,360
37th St Improvements from Maize Rd to 119th St	Maize	Road	Excellent	Acceptable	Excellent	Acceptable	N/A	Acceptable	Excellent	N/A	\$6,890,080
135th St Improvements from K96 to K&O Railroad	Maize	Road	N/A	N/A	N/A	Acceptable	N/A	Acceptable	Acceptable	N/A	\$4,662,966
61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Park City	Road	Good	N/A	Good	Excellent	Excellent	Acceptable	Excellent	N/A	\$469,200
Air Cap Dr: 53rd St N to 61st St N	Park City	Road	Good	Acceptable	Good	Good	N/A	Acceptable	Acceptable	N/A	\$2,271,640
77th St N Bridge over West Fork Chisholm Creek	Park City	Road	N/A	N/A	N/A	N/A	N/A	Acceptable	Acceptable	N/A	\$198,000
Park City Place Plan	Park City	Planning	N/A	N/A	N/A	N/A	N/A	Acceptable	N/A	N/A	\$80,000

NAME	PROJECT SPONSOR	MODE	QUALITY OF PLACE	LAND-USE TRANSPORTATION CONNECTION	MULTIMODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	FINANCIAL SUSTAINABILITY	REGIONALISM	SAFETY	TECHNOLOGY	FUNDS REQUESTED
61st St N: Air Cap Dr to Hydraulic Ave	Park City	Road	Good	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A	\$7,367,200
Rose Hill Road: Rosewood St to School St	Rose Hill	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A	\$8,249,600
Rosewood St Pathway: Rose Hill Rd to County Line Rd	Rose Hill	Bike/Ped	Excellent	Acceptable	Good	Acceptable	N/A	Acceptable	Acceptable	N/A	\$712,800
Rehabilitation of Bridge on Zoo Blvd over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	N/A	N/A	N/A	N/A	Excellent	Good	N/A	N/A	\$960,000
10' Path on Maple St from S 135th St W to 183rd St W and 167th south to Eisenhower High School	Sedgwick County	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Acceptable	N/A	\$2,022,316
Comprehensive Operations and Technology Feasibility Study and Implementation	Sedgwick County	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Good	N/A	Acceptable	\$136,000
Sedgwick County Replacement Vehicles	Sedgwick County	Transit	N/A	N/A	Acceptable	N/A	Excellent	Good	N/A	N/A	\$64,075
Arkansas River Crossing - 95th St - Hillside to Woodlawn	Sedgwick County	Road	Good	N/A	Acceptable	Good	N/A	Excellent	Good	N/A	\$43,361,452
Meridian Ave: Main St to 5th St N	Valley Center	Road	Excellent	Excellent	N/A	Good	Good	Acceptable	Excellent	N/A	\$2,084,220
Ford St: Bridge over Wichita-Valley Center Floodway to Broadway Ave	Valley Center	Road	Good	Acceptable	Good	Excellent	Good	Acceptable	Excellent	N/A	\$3,866,308
Main St: Redbud to Meridian Ave	Valley Center	Road	Good	Acceptable	N/A	Good	Excellent	Acceptable	Good	N/A	\$2,140,708
Main St: Meridian Ave to Emporia Ave	Valley Center	Road	Good	Excellent	N/A	Good	Excellent	Acceptable	Good	N/A	\$1,451,800
69th St N: Bridge over Wichita-Valley Center Floodway	Valley Center	Bridge	N/A	N/A	N/A	N/A	Excellent	Acceptable	Acceptable	N/A	\$554,400
Meridian Ave: 5th St N to North City Limits	Valley Center	Road	Excellent	Acceptable	N/A	Good	Excellent	Good	Excellent	N/A	\$3,431,360
Seneca St: Ford St to 5th St N	Valley Center	Road	Good	N/A	Good	N/A	Good	Acceptable	Acceptable	N/A	\$1,999,364
Travel Demand Model Update	WAMPO	Planning									\$1,040,000
Air Quality Conformity Contingency	WAMPO	Planning									\$400,000
Asset Condition Analysis	WAMPO	Planning									\$400,000
Training, Best Practices, and Model Policies for Member Jurisdictions	WAMPO	Planning									\$200,000
Major Regional Priority Planning	WAMPO	Planning									\$800,000
Wichita Transit Network Redesign	Wichita Transit	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Excellent	N/A	N/A	\$41,760,000
Intelligent Transportation System - Central Business District	Wichita	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent	\$2,000,000
2nd St N, Main to St Francis	Wichita	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A	\$2,860,000
Wichita Transit Microtransit	Wichita Transit	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Good	N/A	N/A	\$3,820,000
Intelligent Transportation System	Wichita	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent	\$1,600,000

NAME	PROJECT SPONSOR	MODE	QUALITY OF PLACE	LAND-USE TRANSPORTATION CONNECTION	MULTIMODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	FINANCIAL SUSTAINABILITY	REGIONALISM	SAFETY	TECHNOLOGY	FUNDS REQUESTED
Douglas, Seneca to Meridian	Wichita	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	\$3,360,000
Douglas, Main to Washington	Wichita	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	\$4,080,000
Douglas, Washington to Grove	Wichita	Road	Excellent	Excellent	Excellent	Excellent	Excellent	Acceptable	Excellent	N/A	\$4,800,000
Wichita Transit Commuter Service	Wichita Transit	Transit	Good	Excellent	Good	Excellent	N/A	Good	N/A	N/A	\$20,580,000
Commerce & St. Francis, Kellogg to Waterman	Wichita	Road	Excellent	Excellent	N/A	Good	Good	Acceptable	Good	N/A	\$4,080,000
West St, Harry to Pawnee	Wichita	Road	Excellent	Excellent	Acceptable	Excellent	Acceptable	Good	Excellent	Acceptable	\$5,080,000
West St, I-235 to MacArthur	Wichita	Road	Good	Excellent	N/A	Excellent	Acceptable	Acceptable	Excellent	N/A	\$3,200,000
Redbud Path, Woodlawn to Rock	Wichita	Bike/Ped	Excellent	Excellent	Good	Acceptable	N/A	Good	Acceptable	N/A	\$4,000,000
Hoover Rd, K96 to Crystal Prairie Lake Park	Wichita	Bike/Ped	Good	Excellent	Good	N/A	N/A	Acceptable	Acceptable	N/A	\$4,000,000
Bicycle Master Plan Update	Wichita Transit	Planning	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A	\$280,000
West St, 47th St S to MacArthur	Wichita	Road	Good	Acceptable	N/A	Good	Acceptable	Acceptable	Excellent	N/A	\$3,200,000
135th St W, 13th St N to Central	Wichita	Road	Good	Acceptable	Good	Acceptable	Acceptable	Excellent	Excellent	N/A	\$2,800,000
13th St N, McLean to Zoo Blvd	Wichita	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	\$4,800,000
17th St N, I-135 to Hillside	Wichita	Road	Excellent	Excellent	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A	\$1,200,000
K96 Bikeway Connections	Wichita	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Acceptable	Acceptable	N/A	\$520,000
Wichita State Bikeway Connections	Wichita	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Acceptable	N/A	\$440,000
Maple, Seneca to West St	Wichita	Road	Excellent	Excellent	N/A	Good	Excellent	Acceptable	Excellent	N/A	\$3,200,000
Mt Vernon, SE Blvd to Oliver	Wichita	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A	\$2,400,000
Waco, Murdock to 21st St N	Wichita	Road	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Excellent	N/A	\$4,320,000
143rd St E, Kellogg to Harry	Wichita	Road	Good	Acceptable	Good	Acceptable	Acceptable	Excellent	Excellent	N/A	\$3,600,000
Woodchuck to Buffalo Park Bikeway	Wichita	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Acceptable	N/A	\$640,000
Arkansas River to Haysville Bikeway	Wichita	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A	\$2,400,000
37th St N, Hydraulic to Hillside	Wichita	Road	Good	Acceptable	Good	Excellent	Acceptable	Good	Good	N/A	\$3,400,000
Harry, 127th to 143rd	Wichita	Road	Good	Good	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A	\$2,800,000
Hillside, 37th to 45th	Wichita	Road	N/A	Good	N/A	Good	Excellent	Acceptable	Excellent	N/A	\$2,400,000
Maize, 31st St to MacArthur	Wichita	Road	Good	Acceptable	Good	Excellent	Acceptable	Acceptable	Excellent	N/A	\$4,550,000

NAME	PROJECT SPONSOR	MODE	QUALITY OF PLACE	LAND-USE TRANSPORTATION CONNECTION	MULTIMODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	FINANCIAL SUSTAINABILITY	REGIONALISM	SAFETY	TECHNOLOGY	FUNDS REQUESTED
Maize, 31st St S to Pawnee	Wichita	Road	Good	Acceptable	Good	Excellent	Acceptable	Excellent	Good	N/A	\$3,400,000
31st St S Bikeway	Wichita	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A	\$320,000
Maple, 135th St W to 151st St W	Wichita	Road	Good	Acceptable	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A	\$3,200,000
Pawnee, Greenwich to 127th St E	Wichita	Road	Excellent	Acceptable	Excellent	Acceptable	Acceptable	Excellent	Good	N/A	\$2,800,000
Hoover, Zoo to 29th St N	Wichita	Road	Good	Excellent	Good	Acceptable	Acceptable	Acceptable	Good	N/A	\$3,600,000
119th St W, 21st to 29th St N	Wichita	Road	Good	Acceptable	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A	\$2,800,000
143rd St E, Harry to Pawnee	Wichita	Road	Excellent	Excellent	Excellent	Acceptable	Acceptable	Acceptable	Excellent	N/A	\$3,200,000
MacArthur, West to Meridian	Wichita	Road	Good	Excellent	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A	\$2,800,000
Webb Rd, Central to 13th St N	Wichita	Road	Excellent	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A	\$3,200,000
151st St W, Kellogg to Maple	Wichita	Road	Good	Excellent	N/A	N/A	Acceptable	Acceptable	Good	N/A	\$2,800,000
Maple, 151st St W to 167th St W	Wichita	Road	Excellent	Good	Excellent	N/A	Acceptable	Acceptable	Excellent	N/A	\$3,200,000
Seneca Bridge, South of 55th St S	Wichita	Bridge	Good	Excellent	N/A	N/A	Acceptable	Acceptable	Acceptable	N/A	\$400,000

Projects Funded by Other Sources

WAMPO staff worked with our member jurisdictions and planning partners to compile a list of planned projects that will rely on funding sources other than WAMPO's suballocated funds. These funding sources include projects paid for with purely local funds, state funds, and other federal funding sources such as FTA funds, Surface Transportation Block Grant funds controlled by KDOT, and the National Highway Performance Program.

For WAMPO member jurisdictions, the projects identified are generally those listed in their Capital Improvement Programs (CIPs). Most member jurisdictions have 5-year CIPs, though the City of Wichita has a 10-year CIP.

KDOT provided WAMPO with a list of major capital projects for inclusion in MOVE 2040 Reimagined. These projects were either part of MOVE 2040, our previous MTP, were recommended by the locals during KDOT's Local Consult meetings, or were identified as a major Regional Priority by WAMPO (see below for more information on the Major Regional Priorities). Not all projects could be accommodated within WAMPO's fiscal constraint requirement (for more detail about fiscal constraint, see the Finance Appendix). WAMPO and KDOT staff worked together to prioritize these projects. As a result of this process, KDOT requested that some projects be included on an illustrative list instead.

In addition, WAMPO and KDOT staff worked together to represent ongoing KDOT programs, such as their modernization, preservation, and safety programs, in the project list as larger buckets.

Transportation Policy Body Approval

Based on a recommendation from the Transportation Advisory Committee, the WAMPO Transportation Policy Body approved the project list at their March 2020 meeting. They approved the addition of the illustrative list and added several KDOT projects to the fiscally constrained list at their April meeting.

Major Regional Priorities

WAMPO has identified a set of major regional priorities that include concepts, projects, and areas of emphasis that are most important for the future of our region.

North Junction

The highest regional priority in the WAMPO region is the North Junction. This is the interchange where I-135, I-235, and K254 come together in northern Wichita, as well as the interchange of I-135 and K96 immediately to the south.

The North Junction suffers from a variety of geometric design issues that make the interchanges a bottleneck during the morning and afternoon peak periods. The close spacing of the two interchanges leads to lots of weaving as vehicles change lanes.

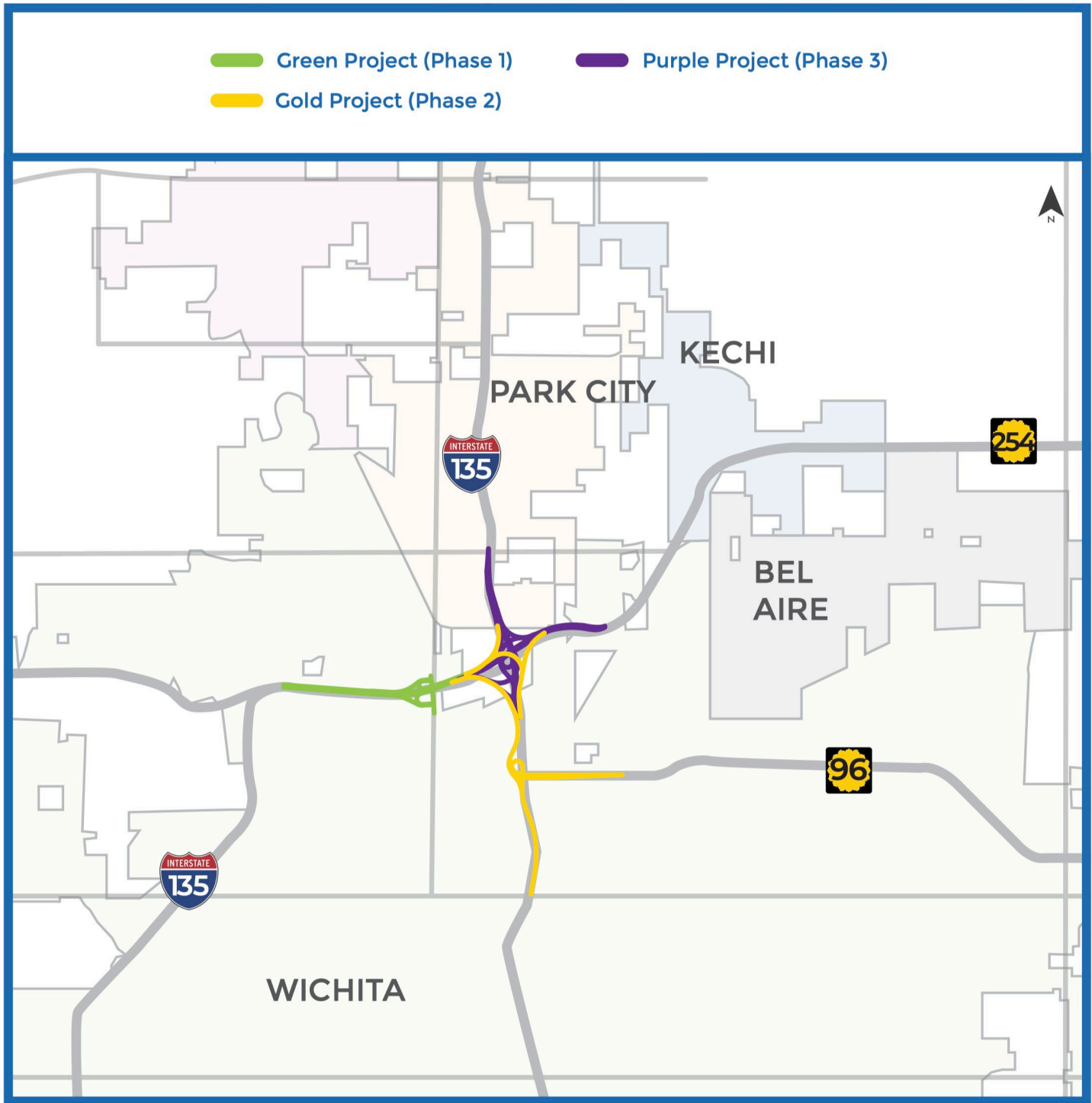


Figure 4. The North Junction project

The North Junction project is divided into 3 sub-projects. The Green Project reconstructs several bridges along I-235 to prepare the way for later work at the north junction itself. The Gold Project reconstructs ramps from northbound I-135 to southbound I-235, from southbound I-135 to southbound I-235, from northbound I-235 to

eastbound K96, from northbound I-235 to southbound I-135, westbound K-96 to northbound I-135, and westbound K96 to southbound I-135. The Purple Project reconstructs the remaining movements, from westbound K254 to north and southbound I-135, from southbound I-135 to eastbound K254, from northbound I-135 to eastbound K-254, and from northbound I-235 to northbound I-135.

The City of Wichita, Sedgwick County, WAMPO, and KDOT have all committed funds to acquiring right of way for the Gold Project. KDOT has also recently committed to accelerating construction of part of the Gold Project (the ramps from northbound and southbound I-135 to southbound I-235) through their local cost share program with local contributions from the City of Wichita and Sedgwick County.

Other Major Regional Priorities

In addition to the North Junction, WAMPO has identified eight other projects in three categories as major regional priorities. These include three Interchange projects, three Expansion projects, and two New Highway projects.

Interchanges	Expansion	New Highways
I-235 & Kellogg	East Kellogg	ARC95
K254	K96 from I-135 to Greenwich	Northwest Bypass
US-54/400 & I-135	West Kellogg	

- **ARC95** – Upgrade the 95th St S corridor to a 4-lane parkway, including a new crossing of the Arkansas River, a new interchange with I-35, a grade-separated crossing of the BNSF west of K15.
- **East Kellogg** – Upgrade from an arterial surface street to a 6-lane freeway with interchanges at one-mile intervals from K96 to Prairie Creek Rd.
- **I-235 & Kellogg Phase 2** – Reconstruction of the remaining ramps of the interchange between I-235 and US54 to improve safety and remove a bottleneck by improving ramp geometry and reducing weaving.
- **K96 from I-135 to Greenwich** – Increase capacity by adding an additional lane in each direction and reconstructing interchanges.
- **K254** – Improvements to intersections along the K254 corridor to increase safety.
- **Northwest Bypass** – Construct a new freeway from K96 and Tyler west and then south to US-54 and 167th St W.
- **US-54/400 & I-135** – Reconfigure ramps to eastbound and westbound US-54/400 to mitigate weaving and interference with adjacent interchanges at Washington and Grove streets.
- **West Kellogg** – Upgrade from an arterial surface street to a 6-lane freeway with interchanges at one-mile intervals from 111th St W to 143rd St W.

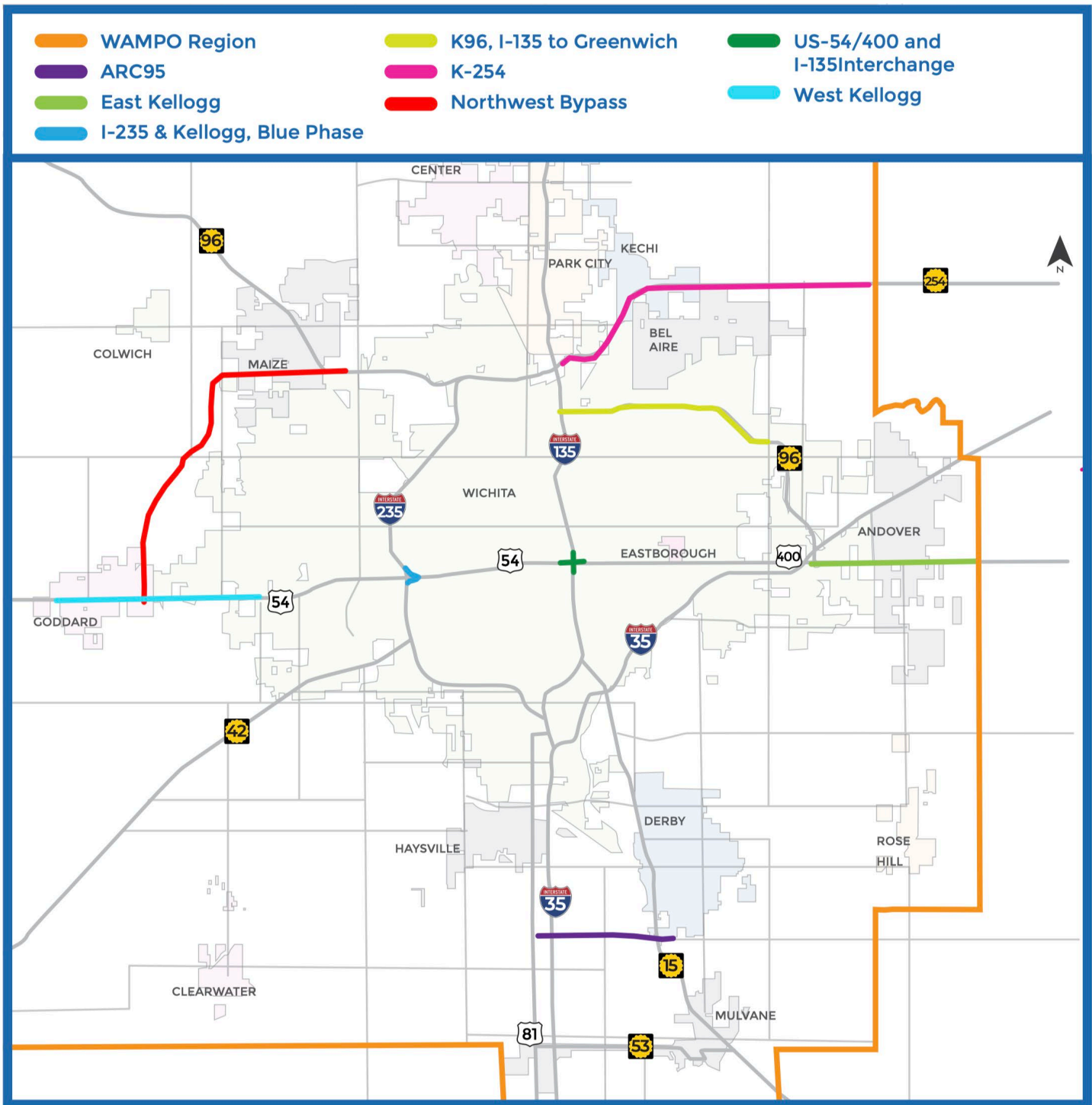


Figure 5. Other major regional priorities

Identifying the Major Regional Priorities

To identify a list of potential candidates for our Major Regional Priorities, WAMPO staff canvassed the Plan Advisory Committee, Transportation Advisory Committee (TAC), and the Transportation Policy Body (TPB). Drawing from this list, the TPB identified an initial list of Major Regional Priorities.

At the request of the TPB, the TAC established a committee to examine this initial list. The committee winnowed the list down, concentrating on large highway projects. They also added one additional project to the list (US-54/400 & I-135). WAMPO staff helped the committee sort the projects into the three categories (Interchanges, Expansion, and New Highways) and modified a project rating system used at other MPOs to score the projects for comparison purposes. The TAC recommended the list the committee produced to the TPB.

The TPB adopted the current list of Major Regional Priorities in February 2020.