

# REIMAGINED MOVE 2040

## Metropolitan Transportation Plan

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June 2020



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# WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Led by a 25-member Transportation Policy Body, the Wichita Area Metropolitan Planning Organization (WAMPO) provides a regional forum for transportation coordination and planning among local governments, the state of Kansas, federal agencies, and the general public in the Wichita metropolitan area.

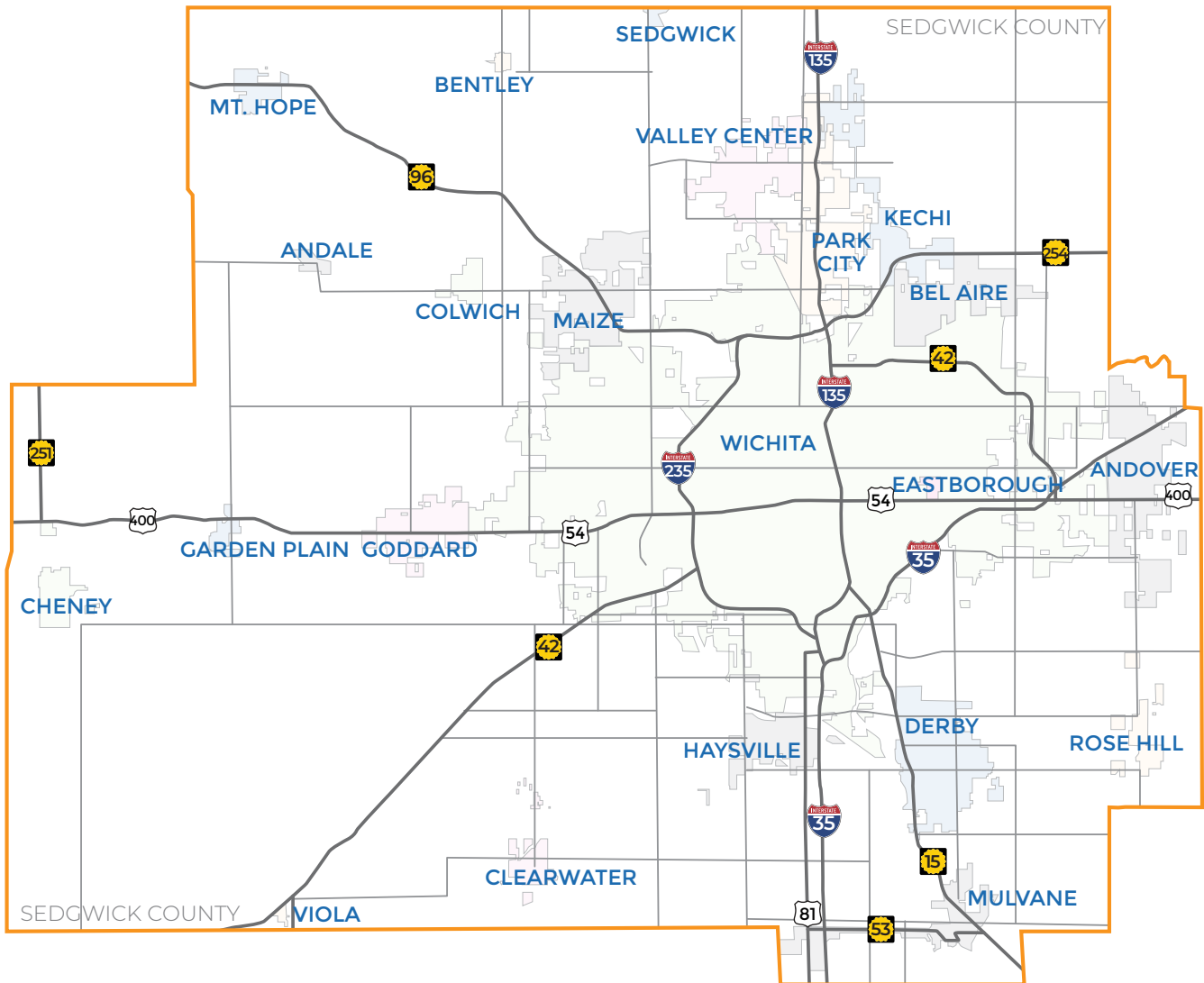
## WAMPO Vision

Develop an integrated regional transportation network to safely and efficiently move people and goods to intended destinations, and align investments to the region's economic and transportation goals.

## WAMPO Mission

Lead independent agency coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities.

By engaging member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.



**Map 1. WAMPO Area**

*The WAMPO area includes 22 cities and 3 counties in south-central Kansas.*



# METROPOLITAN TRANSPORTATION PLAN

The WAMPO long-range Metropolitan Transportation Plan (MTP), also known as the *REIMAGINED MOVE* 2040 plan, sets the vision and strategy for all regional transportation decision-making for the next 20 years. Updated every five years, the plan includes a **multimodal** list of priority transportation projects and strategies that fit within the region's anticipated funding capacity. Discussion of Federal MTP requirements may be found in the **Planning Factors Appendix**.

## Multimodal [*muhl-tee-mohd-l*] adjective

Planning for and integrating all modes of travel within the plan, including bicycles, pedestrians, public transit riders, vehicles, and freight movement.

## Plan Vision

WAMPO's robust public engagement, trend and data analysis, scenario planning, and review of other major regional initiatives laid the groundwork for the plan's vision. Resulting data and information confirmed the *REIMAGINED MOVE* 2040 plan update could serve as a catalyst to support broader societal goals to grow regional economy and improve quality of place and talent retention.

With a focus on the transportation system, an overarching theme of the *REIMAGINED MOVE* 2040 plan update responds to the question, "who are we planning for?" Responding to the challenges of today to best position the region for the future of transportation is at the core of the *REIMAGINED* plan.



To build a safe transportation system that increases quality of place and supports the economy of the Wichita region and south-central Kansas.

In addition to this, WAMPO has factored in ten Federal Planning Factors (23 CFR § 450.306) for consideration and implementation in projects and strategies as highlighted below:



Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency



Increase the **safety** of the transportation system for motorized and non-motorized users



Increase the **security** of the transportation system for motorized and non-motorized users



Increase **accessibility** and **mobility** of people and freight



Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns



Enhance the integration and **connectivity** of the transportation system, **across and between modes**, for people and freight



Promote efficient **system management** and **operation**



Emphasize the **preservation** of the existing transportation system



Improve the **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation



Enhance **travel** and **tourism**

# Public Outreach & Engagement

Throughout the development of the *REIMAGINED MOVE 2040* plan, WAMPO recognized that opportunities for meaningful public participation were key to developing a sense of community and ownership among participants. Implementation of a three-phased engagement strategy focused on activities designed to seek out public input, not just wait for it.

The three major phases of engagement included a community-wide scenario planning initiative, vision and goal setting, and the identification of transportation system perceptions, needs, and wants.

A variety of outreach methods were employed to reach key stakeholders and the general public. These methods included a mixture of in-person meetings, videos, surveys and interactive geographic visualizations. Check out the **Public Engagement Appendix** for more information on the engagement activities and findings.

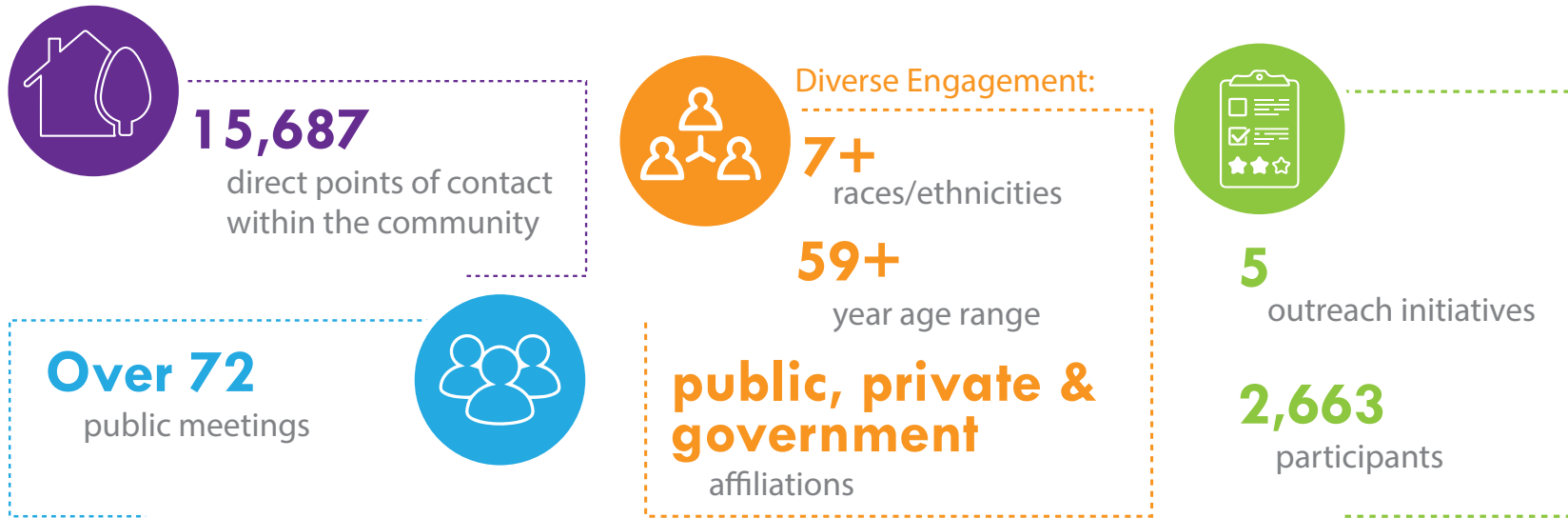


Figure 1. Public Engagement at a Glance

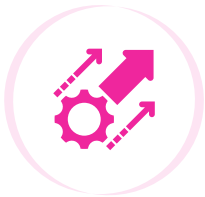




# Performance-Based Planning

Over the past decade Federal transportation authorizations and policy require state Departments of Transportation and MPOs like WAMPO to report a series of transportation system performance measures. Performance measures are implemented to achieve outcome-based approaches for reaching regional, state, and national transportation goals.

**Safety, congestion, and the condition of transportation infrastructure** are key in informing the *REIMAGINED MOVE 2040* plan. The following performance highlights characterize the regional transportation system.



## INFRASTRUCTURE CONDITION

The condition of regional transportation infrastructure is in decline. Of available data, WAMPO has found:

- As of 2018, the Kansas Department of Transportation (KDOT) set pavement condition performance targets lower than current conditions, indicating pavement conditions are anticipated to worsen.
- The City of Wichita implemented an asset management program that incorporates system investment strategies to manage the anticipated decline of pavement conditions within their jurisdiction.
- Accordingly, pavement condition has become an important criteria area used when developing the *REIMAGINED MOVE 2040* funding menu.
- Nearly half of the projects listed on the WAMPO funding menu, detailed later on in this document, are road projects in poor condition or expected to become poor without intervention.
- For more detail on the *REIMAGINED MOVE 2040* projects and/or performance measures, check out the associated appendices at the end of this document.

## CONGESTION

Congestion is not an immense problem in the region. The average afternoon commute trip experiences just 26 seconds of delay! The region has identified a few localized bottlenecks like the North Junction or K96 that impact travel. Aside from addressing these bottlenecks, planning around new capacity has not been prioritized.



## SAFETY

The number of fatalities in the WAMPO region has increased over the past decade, rising from 45 per year (2008 to 2013) to 53 per year (2013 to 2017). This notable increase has led to a greater emphasis on safety in *REIMAGINED MOVE 2040*.

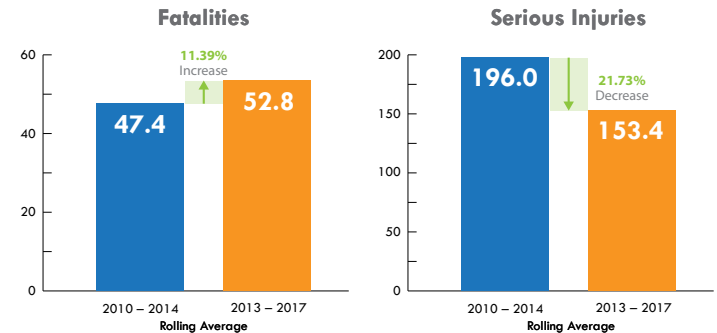


Figure 2. Fatalities and Serious Injuries

Accordingly, pavement condition has become an important criteria area when developing the *REIMAGINED MOVE 2040* funding menu. Nearly half of the projects listed on the [WAMPO Funding Menu](#), referenced on page 22, are road projects in poor condition or expected to become poor without intervention. For more detail on the *REIMAGINED MOVE 2040* projects and/or performance measures check out the associated appendices at the end of this document.

**WAMPO's Funding Menu** lists projects and programs eligible for federal funding in the future through WAMPO's sub-allocated funding program

WAMPO uses a performance-based planning process that measures performance based on goals and data to inform future multi-modal transportation planning. Performance is measured in a variety of areas and ways, some of which are federally mandated while others are developed based on locally defined goals. For more detail on the WAMPO measurements, see the **Performance Measure Appendix** located at the end of this document.

# Plan Focus Areas

Through many months of coordination, outreach, and engagement with stakeholders, partners, and the public, WAMPO identified five key focus areas for the Plan. More information on this is available in the **Public Engagement Appendix**.

Click the play buttons to watch the videos!



Check out the full video series [here](#) to learn more about each of the MTP focus areas!

Plan development, projects and strategies are focused on these focus areas. Each plan focus area supports state and national goals, along with the regional transportation vision. As part of the Plan update, WAMPO developed the *REIMAGINED MOVE 2040* video series highlighting these focus areas. The series illustrates transportation system challenges faced today and challenge the viewer to reimagine the preferred system of the future.



## SAFETY & HEALTH

Addressing increases in roadway fatalities is a major regional focus area. Addressing this trend, paired with increased demand for technology, alternative transportation modes, and demands for improved public health and environment can change the future of transportation.



## MOBILITY & ECONOMY

An efficient, reliable system to transport workers, move goods, visitors, and residents is essential to grow the economy regionally and globally. When woven together, elements of mobility and the economy are powerful mechanisms for a region to achieve broader community goals.



## EQUITY & DIVERSITY

A strong and connected regional transportation system increases accessibility to jobs, medical care, recreation, and other destinations -- regardless of age, race, economic status, or ability.



## THE MULTIMODAL NETWORK

A connected transportation network allows people and goods to travel safely, efficiently, and comfortably by the mode chosen, including on foot, bicycle, or transit. Increasing demands from freight traffic and people who do not or cannot drive may change the landscape of the future transportation system.



## QUALITY OF PLACE & TALENT

The quality of a place can be defined by the physical characteristics of a community, specifically the way it is planned, designed, developed, and maintained. All of these affect the quality of life for people who are living, working, and visiting the community now and in the future.



# REGIONAL SNAPSHOT

The WAMPO region is home to 525,457 people. As the largest metropolitan area entirely within the state of Kansas, the WAMPO region is responsible for 18% of Kansas's Gross Domestic Product (GDP), which is the second-highest GDP by county in the state.

Growth in the WAMPO region is slow, with population growth estimates forecasted to be less than 1% per year. As the largest city in Kansas, the City of Wichita is the regional center of business, education, healthcare, and entertainment.

Home to 70% of the WAMPO regional population, the City of Wichita is situated in the heart of 11 adjacent suburban cities. The remainder of the WAMPO region is comprised of mostly rural areas, including a collection of small towns located in Sedgwick and western Butler counties.

With more than 750,000 people living within 50 miles of Wichita, like most metropolitan areas, Wichita and the surrounding communities have a diverse mix of households.



Over **a third** of the current population live in low-income households

Figure 3. Low-Income Households

The below demographic trends predict a “graying of the region” as more residents are choosing to age in place, rather than relocating to the Sun Belt to retire as the previous generation did.



**15%** are classified as “seniors” over the age 64

Figure 4. Senior Citizen Population



Trends indicate that by 2039 more than **20%** of the population will be seniors

Figure 5. Predicted 2039 Senior Citizen Population

At the other end of the spectrum, local trends are indicating that young and working-age adults, particularly those with college degrees, are leaving the Wichita region in pursuit of better employment and quality of place opportunities.

In 2016, then President of Wichita State University, John Bardo, shared that Wichita's number one export behind aviation is the young educated workforce.

It is predicted that, of those young people who remain, many are choosing to wait longer to marry and have children. The net effect of this is an anticipated increase in single-person and childless households.

## Industry

Known as the “Air Capital” of the world, the Wichita metropolitan area economy relies heavily on the aviation industry.

With an unemployment rate of 4.1%, the top 20 major Wichita employers include aviation companies such as Spirit Aerosystems, Textron Aviation (Beechcraft, Cessna, Hawker), and Bombardier Learjet. Other major industries include education, government, health care, agriculture, and oil and gas.



Source: <https://www.kshs.org/km/items/view/221987>

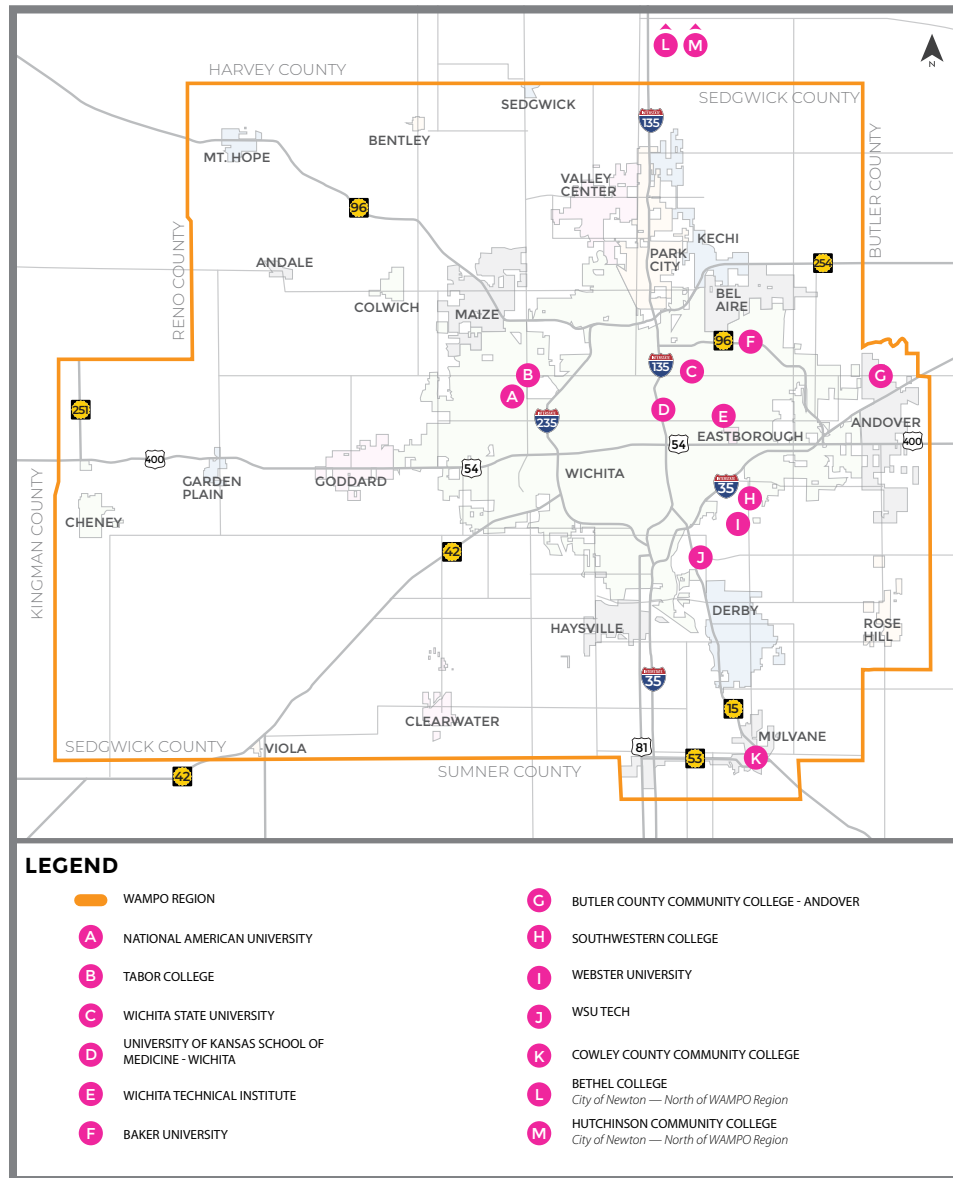
Wichita is noted for its high concentration of advanced manufacturing. According to a (2012) Brookings Institution study of the 100 largest U.S. metropolitan areas, Wichita ranks #1 in manufacturing jobs as a percentage of all jobs, and #3 in percent of manufacturing jobs classified as “very high-technology.” Wichita's high-tech sector includes leading aerospace firms, chemical manufacturers and information technology firms.

*Greater Wichita Partnership*



## Education

The WAMPO region is also home to three four-year universities (Wichita State University, Friends University, and Newman University), as well as six satellite campuses and four community colleges.



Map 2. WAMPO Area Education Campuses

## The Economy, Talent & Quality of Place

A common theme in a variety of regional plans and studies is economic growth lags associated with attraction and retention of an educated, add comma talented workforce. A wide variety of factors are attributed to these lags, but “talent shortfall” is by far the most commonly identified issue.

Referenced by the inability to attract and retain the most educated and productive workers in the region, regional leaders have identified that today’s workforce is highly mobile with a variety of options competing for their interests (i.e. where people choose to live and work).

### Quality of Place

The physical characteristics of a community, specifically the way it is planned, designed, developed and maintained that affect the quality of life of people living and working in it and those visiting it both now and in the future.

### Talent

The available local workforce and public and private organizations’ commitment to recruit, hire, retain, and develop the most talented and superior employees available in the job market.



A significant factor influencing the outcome of this choice (where to live or work) is quality of place, which is heavily influenced by transportation and land-use decisions. In particular, the option to live in denser, walkable areas, supported by pedestrian, bicycle, and transit alternatives has a high level of influence.

## Regional Initiatives & Studies

WAMPO identified many interconnections between transportation, economy, talent and quality of place that can positively and negatively affect the community, depending on the choices we make. Below are a few highlights from regional partners on the subject.



Figure 6. Regional Partner Highlights

### The Chung Report: Human Capital Challenge

In a study commissioned by the Wichita Community Foundation in 2015, researcher James Chung stated, “Wichita is clearly challenged in maintaining the significant amount of human capital that has been built up over time.”

“In Wichita’s collective consciousness, having 10 talented people leave would impact us about the same as 20 talented people moving here.”

### Project Wichita

Based on community input from more than 239 focus groups and nearly 14,000 survey respondents in 2018, the Vision Team (composed of nearly 100 large and small businesses, non-profit organizations and civic and local government groups) developed action plans for five focus areas, which included Talent and Quality of Place.

### Focus Initiatives

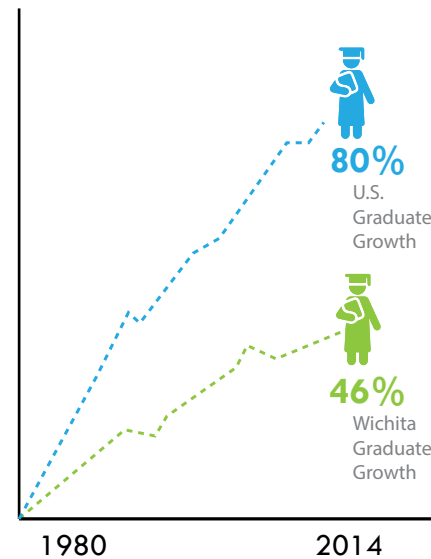
- **Talent Attraction:** focuses on implementing initiatives that attract and grow talent in the greater Wichita region
- **Retention and Advancement:** focuses on creating and promoting opportunities for people to see themselves advance and bridge the gap for mid-career talent

- **Quality of Place Investment:** focuses on investing in creating a vibrant region to retain and attract talent and strengthen our communities
- **Focus Group Input:** focuses on investments in regional expressways, enhancements to public transit, air service and connections, passenger rail, and active transportation (biking and walking)

### Call to Action

Wichita suffers from “brain drain”, which is the loss of trained professionals to other areas that offer greater opportunities and is not attracting or retaining professionals as well as other cities.

### College Graduate Growth



### College Graduate Hiring Rate

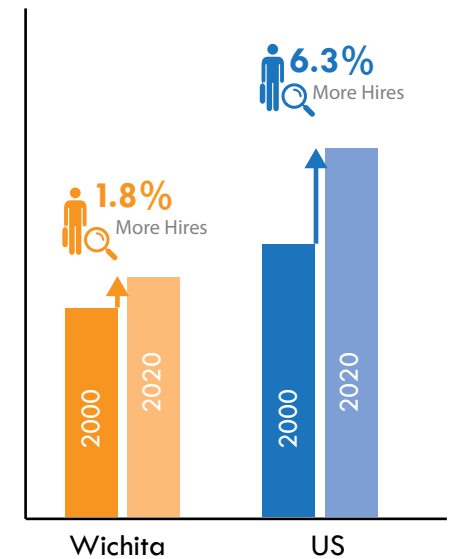


Figure 7. College Graduate Growth and Hiring Rate in the WAMPO Region Compared to the United States

# EXISTING TRANSPORTATION SYSTEM

The transportation system is an important mechanism for the region to achieve broader community goals of a stronger economy, talent attraction and retention, accessibility, and an enhanced quality of place. Many components, including highways and streets, bicycle and pedestrian, public transit, freight and air, characterize the regional transportation system and provide insight into the transportation system performance.

## Highways and Streets

Located on Interstate I-35, the only Midwest interstate corridor in North America connecting Canada, the U.S., and Mexico, the WAMPO region connects with the major east-west interstate I 70 via I-135 to the north and with I-40 to the south.

### Traffic Operations

Supported by a well-developed system of highways and streets, the WAMPO region does not have a significant congestion problem. With an average trip delay (during the afternoon peak period) at just 26 seconds, the forecasted delay is anticipated to rise to just 45 seconds by 2040.

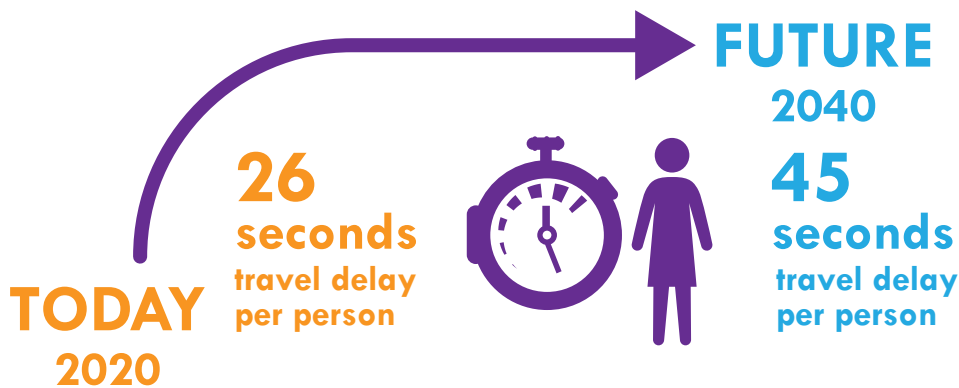


Figure 8. Current and Future Travel Delay

### Key traffic operations insights:

- There are some localized bottlenecks such as the North Junction, most of which are due to outdated design rather than an overall lack of capacity.
- Overall regional level of capacity is sufficient to accommodate current and forecasted future traffic levels. This includes sufficient long-term traffic capacity on major freeways such as U.S. 54/400/Kellogg, I-135 and I-235.
- The region also has a well-developed grid of surface streets, with major roads at half-mile to one-mile intervals.
- Aside from these localized bottlenecks, most congestion in the WAMPO region is attributed to events like weather, collisions, construction, and special events. For instance, a typical 20-minute trip from home to work may occasionally take up to 40 minutes due to accidents, weather, or other circumstances. These unexpectedly long commute days are classified as “unreliable.”

In general, the Wichita Area has a relatively reliable transportation system for commuters and freight (see the **System Performance Appendix**). Implementation of the local WICHway program, described in the following section, has increased reliability through the mitigation of incident-related delays.

## Congestion Management Process

Under federal guidelines, a Congestion Management Process (CMP) is required for metropolitan areas like the Wichita area with populations over 200,000. A CMP is a systematic approach to managing congestion based on regional transportation system performance, and guides the development and selection of appropriate strategies to reduce congestion or mitigate the impacts of congestion. The CMP is intended to provide for safe and effective integrated management and operation of the multimodal transportation system. More information on the Wichita area CMP is provided in the **System Performance Appendix**.

## Safety

The number of roadway fatalities in the WAMPO region has grown in recent years, climbing to an average of 59 per year from 2014-2018. At the same time, the number of serious injuries has declined, reaching a low of 147 per year.

To reduce fatal and serious injury crashes in the WAMPO region, safety has been highlighted as one of five focus areas in the *REIMAGINED MOVE* 2040 plan. Every project evaluated for the WAMPO Funding Menu was assessed using safety project selection criteria. Of those, 29 of the 48 projects selected scored “Good” or “Excellent” under the safety criteria.

In addition to the regional focus on safety in the WAMPO Funding Menu, KDOT provides funds for safety-specific projects in the WAMPO region through its Local Safety Programs. These programs include the Highway Safety Improvement Program, High Risk Rural Roads Program, and the Rail-Highway Grade Crossing program, which are all designed to improve traffic safety by improving roads and grade crossings.

To learn more about regional safety best practices check out the **Safety Appendix**.

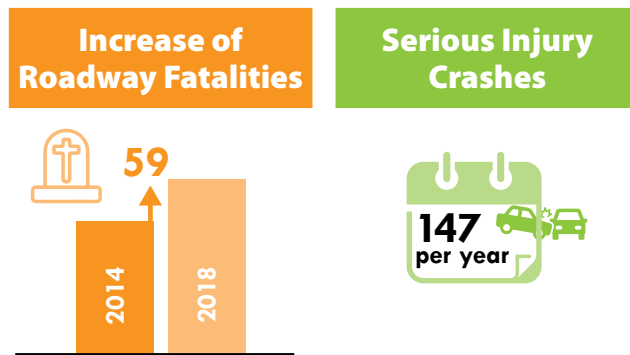


Figure 9. Roadway Fatalities and Serious Injury Crashes

## Travel Reliability

While the region does not have significant daily congestion, it does experience non-recurring congestion due to crashes, weather, and similar incidents that cause system reliability issues. One way the region has addressed this is the WICHway Traffic Management Center. WICHway monitors road conditions and coordinates responses to traffic incidents.

In addition, many first responders in the region have received Traffic Incident Management Training. This training offers first responders techniques for clearing crash scenes more quickly to keep more lanes open during an incident, and to implement safety best practices at crash scenes, benefiting both responders and the general public.

Since WICHway began operations, the average time required to clear incidents decreased by 65% from 150 minutes to 52 minutes.

In addition to faster moving traffic and increased travel time reliability, the WICHway system reduces secondary crashes (where a collision occurs at an incident scene or backup from an incident). Because secondary crashes frequently involve vehicles traveling at highway speeds colliding with stationary ones, secondary crashes are often very severe. The WICHway system reduces these crashes, making highways significantly safer.



## Pavement and Bridge Conditions

KDOT monitors pavement and bridge conditions on the National Highway System (NHS). The NHS covers the most important roads in the WAMPO region including interstates, U.S. Highways, and State Highways. As of 2017, a majority of WAMPO region roads on the NHS were determined to be in good condition (58%). However, this represents a slight decrease from the previous year. KDOT's statewide performance targets indicate that they expect pavement conditions to decline. More detail on system condition may be found in the **System Performance Appendix**.

The WAMPO region has limited consistent data on pavement conditions on non-state roads, which are divided among many different jurisdictions. However, the City of Wichita, which maintains the largest number of lane-miles in the region, has said that current levels of investment are "managing the decline" of road conditions of city streets.

Bridges in the WAMPO region are in relatively good condition, with more than 53% of bridges on the NHS in good condition and less than 1% in poor condition.

### HIGHWAY AND STREET ISSUE AREAS:

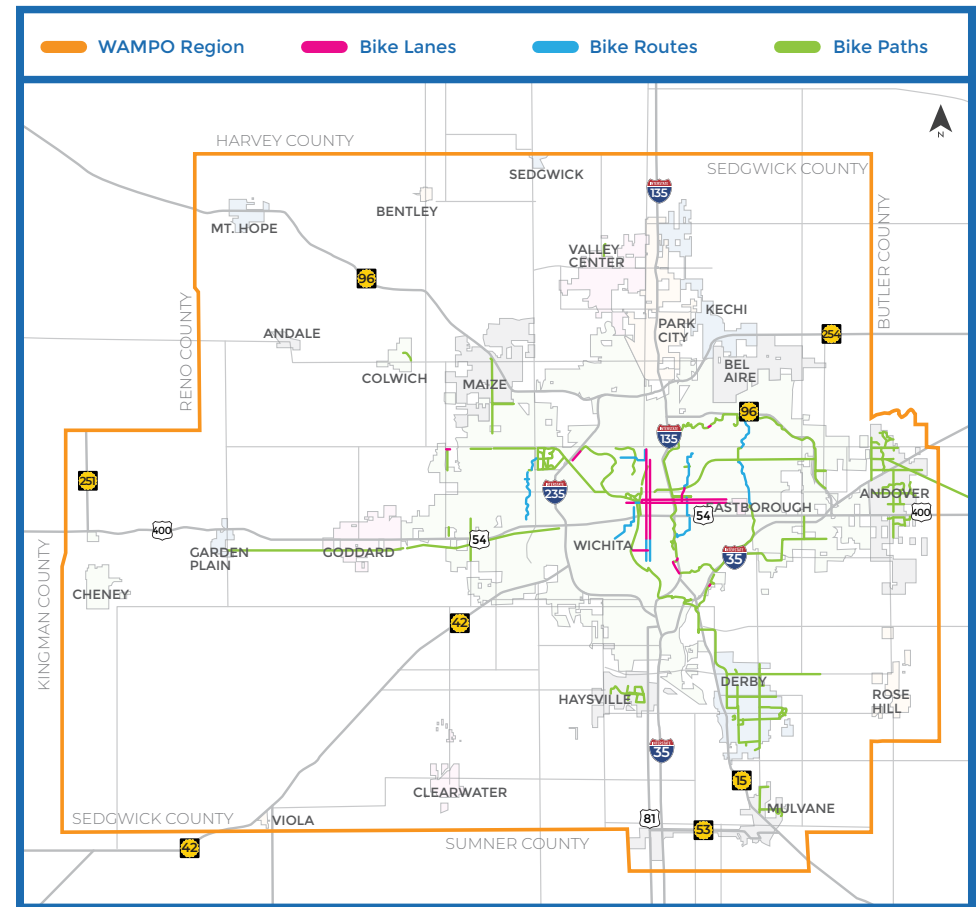
- **Safety:** Increase in incidence of fatalities on regional highways and roads is a critical area of concern for future transportation planning and investment.
- **Deferred Maintenance:** The costs of deferred maintenance on a regional scale is unknown. Understanding the full costs of deferred maintenance is key in building future spending practices and policies.
- **Roadway Upgrading:** Across the region, investment in the local street system is needed to enhance safety and bring the roadway system up to current standards.
- **Technology:** Exploration and investment in technological updates to the regional transportation system can be transformative to the future of transportation.

## Bicycle and Pedestrian

The WAMPO region has made significant investments in a variety of bicycle and pedestrian infrastructure, including standalone facilities and multi-use paths alongside surface streets. For more detailed information, check out the **Bicycle & Pedestrian Appendix**.

### WAMPO Bicycle and Pedestrian Programs

Every year, WAMPO conducts a manual count of bicycle and pedestrian traffic at 35 sites across the region. Data collected from this point-in-time count is used to estimate existing and future bicycle and pedestrian demand and activity. In 2019, around 50% more bicycle and pedestrian activity was documented at identified sites when compared to those same locations in 2012.



Map 3. WAMPO Area Bicycle and Pedestrian Routes

In 2017, WAMPO piloted the Planning Walkable Places (PWP) grant program for current and anticipated needs of walkable place-making in the WAMPO region. The PWP program promoted the vibrancy and economic vitality of our member communities today and over the long term. The PWP grant program for non-construction planning projects included the following 20 regional projects:

 Member/Sponsor	 Project Name
Andover	Wayfinding Policy and Conceptual Plan
Bel Aire	Bicycle/Pedestrian Plan Update
Cheney	Community Pedestrian and Bicycle Transportation Plan
Clearwater	Pedestrian Transportation Plan
Derby	Walkable Development Plan
Garden Plain	Pedestrian and Bicycle Master Plan
Goddard	Pedestrian and Bicycle Master Plan
Haysville	Bicycle and Pedestrian Implementation Plan
Kechi	Arts and Business District Master Plan
Maize	Master Pedestrian and Bicycle Plan
Maize	Academy Arts District
Mulvane	Downtown Wayfinding Signage Plan
Park City	Pedestrian Connectivity Master Plan
Rose Hill	Pedestrian Plan
Valley Center	Pedestrian and Bicycle Facilities Master Plan Update
Wichita	Parking and Multi-Modal Plan
Wichita	Downtown Streets Conceptual Designs
Wichita	Walkable Development Plan (MAPD)
Wichita Transit	Accessibility Study
Wichita Transit	Transit Feasibility Study

Table 1. Members & Sponsors for PWP Grant Program

Last updated in 2011, the WAMPO Regional Pathway System Plan (RPSP) cataloged an inventory of existing bicycle and pedestrian facilities, engaged the community in the planning process, and offered an implementation plan. The plan addressed some of the following regional issues and questions:

- How can we effectively address bicycling and walking needs across the region?
- Do bicycles belong on streets with cars or off the roadways, on sidewalks and trails with pedestrians?
- What about recreation needs?
- What are emerging issues and considerations facing the region?

Check out our RPSP [here](#).

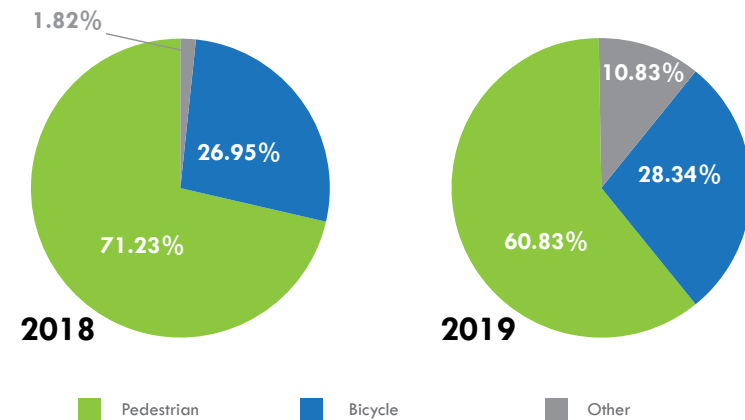


Figure 10. Bicycle & Pedestrian Count Results

### Safety: Bicycle and Pedestrian Travel

Reports show that the number of fatalities/serious injuries has leveled off in recent years. To reduce bicycle and pedestrian injury crashes in the WAMPO region, the MTP includes projects providing improved bicycle and pedestrian connections.

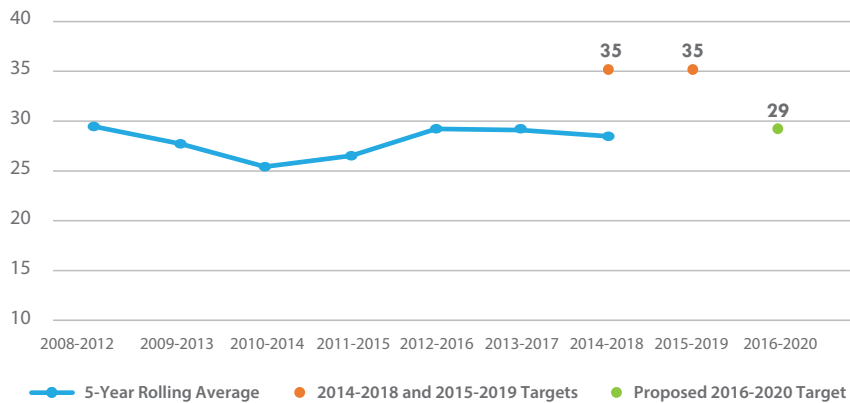


Figure 11. Non-Motorized Fatalities & Serious Injuries

### BICYCLE AND PEDESTRIAN ISSUE AREAS:

- **Safety:** increase in incidence of fatalities and/or serious injuries among bicyclists and pedestrians, shown above in Figure 11, is a critical area of concern for future transportation planning and investment.
- **Network Expansion & Connection:** the need and preference for an expanded and connected bicycle and pedestrian network within and between communities was a frequently-expressed theme during WAMPO public engagement.
- **Place-making Considerations:** effective place-making at both the local and regional levels is critical for creating a quality living environment to support, attract and retain people and jobs. Focusing on place-making will inform future land use and transportation planning.
- **Data:** one of the greatest challenges for bicycle and pedestrian planning is the lack of usage and demand data and documentation. Without accurate and consistent demand and usage information, it is difficult to measure the positive benefits of investments in these modes, especially when compared to other transportation modes such as the private automobile. While current information sourced from the annual point-in-time counts is valuable, enhancing this data with additional ongoing sources is useful for future planning.
- **Regional Pathways Plan Update:** last updated in 2011, the regional pathways plan and associated strategies need updating with partner and community-based stakeholder input. Part of this effort will include identification of missing linkages on regional pathways.

## Public Transit

The vast majority of Wichita commuters travel via personal automobile, with less than 1% of the Wichita area commuter trips made via public transportation.

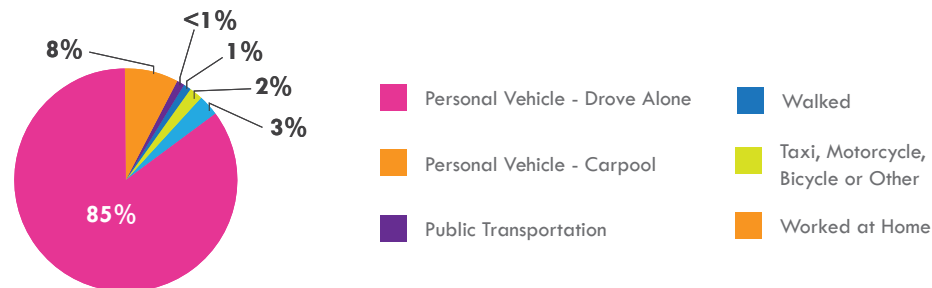
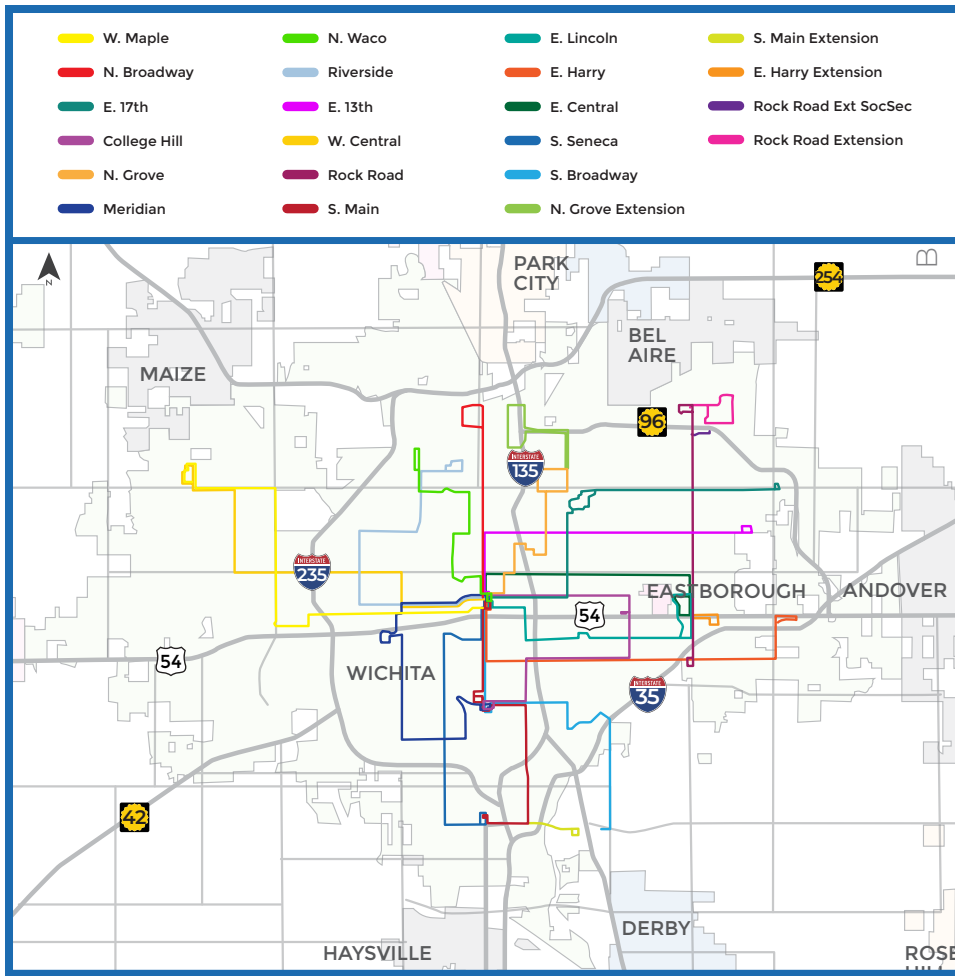


Figure 12. Transportation Commute Mode Share

Greyhound Bus Lines provide intercity bus service to thousands of destinations across the United States, Mexico, and Canada. The Greyhound terminal is located immediately adjacent to the Wichita Transit terminal in downtown Wichita for convenient access. There are currently no intercity passenger rail connections in the WAMPO region. Information related to freight rail connections may be found in the following Freight section.

Wichita Transit, a department of the City of Wichita, is the largest provider of fixed-route transit service in the WAMPO region. Wichita Transit offers service via 18 different fixed routes within one-quarter mile of 90% of all Wichita's residents. Buses run every 45 to 60 minutes from 5:30 AM to 7:30 PM depending on the route and day. Other Wichita Transit services include paratransit and free downtown circulator transportation on the Q-LINE.

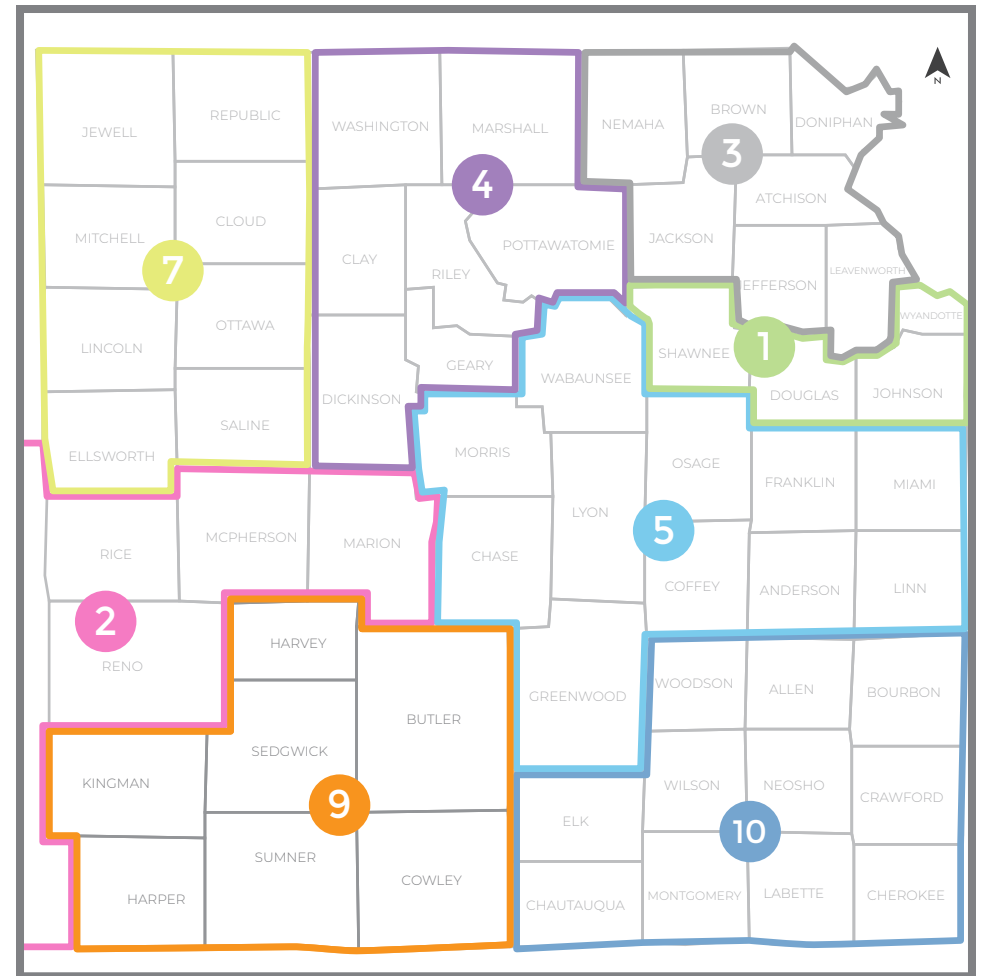
- **Wichita Transit:** with all buses equipped with a wheelchair lift or ramp, free Wi-Fi, and bicycle racks, ridership on the system has declined from 1,882,286 in 2015 to 1,313,214 in 2018.
- **Wichita Q-LINE:** running during the lunch hour and in the evenings with 10-15 minute headways, the circulator's ridership has increased considerably in recent years, rising from 4,212 in 2015 to 96,790 in 2018.



Map 4. Wichita Transit Routes

### Paratransit

Providers of paratransit services offer safe, accessible transportation to various destinations for seniors and people with disabilities. Regional paratransit service providers include: the Butler County Department on Aging, the City of Derby, the City of Haysville, the Sedgwick County Department on Aging, Wichita Transit (ADA), and other community-based providers (both for-profit and non-profit). The table on the next page shows key characteristics of transit-dependent populations, comparing demographics for the U.S., state of Kansas, Coordinated Transit District (CTD) #9, and Wichita Urbanized area.



Map 5. Kansas CTD Boards around WAMPO Area

CTD Boards are Kansas decision-making bodies focused on specialized transportation service coordination across the state. The WAMPO regional CTD #9 area has a boundary including the following seven geographic areas:

- Butler County
- Cowley County
- Harper County
- Harvey County
- Kingman County
- Sedgwick County
- Sumner County

For more information about transit and

paratransit in Wichita, check out the **Transit & Paratransit Appendix**.



Geographic Area	Age 65+	Low Income	Disability	No Vehicle
United States	15%	11%	13%	4%
Kansas	14%	9%	13%	5%
CTD #9 Counties	13%	10%	12%	6%
<b>Wichita Urbanized Area</b>	<b>12%</b>	<b>15%</b>	<b>*12 %</b>	<b>6%</b>

2016 American Community Survey and the \*2010 Census

Table 2. Members & Sponsors for PWP Grant Program

### PUBLIC TRANSIT ISSUE AREAS:

- **Travel Time:** One regional goal is to decrease the large gap in overall trip travel time between transit and car.
- **Coordination:** There are inefficiencies in coordinating trips among transportation service providers, and a need to institute centralized mobility management to streamline coordination efforts among transportations service providers.
- **Accessibility:** There are accessibility barriers for many system users, and a need to remove barriers that make accessing and using public transportation prohibitive for older adults, people with disabilities, and low-income households.

## Freight

Goods-dependent industries in the WAMPO region rely on the movement of commercial goods to, from, and through the region to receive raw supplies and manufacturing goods as well as movement to send their refined/finished products to market. Despite the overall decline associated with these industries in the WAMPO region, the region's economy is still heavily reliant on them, especially when compared to other metropolitan areas.

The WAMPO region remains a critical hub for agricultural shipments moving from western Kansas to national and international markets. Recent data indicates the largest commodities moving to, from, and within the region are cereal grains (by weight) and mixed transportation equipment (by value).

These industries use a combination of truck, rail, air, and pipeline, on highways, railroads, airports, pipelines, and broadband. There are no navigable freight waterways in the region.

## Trucking

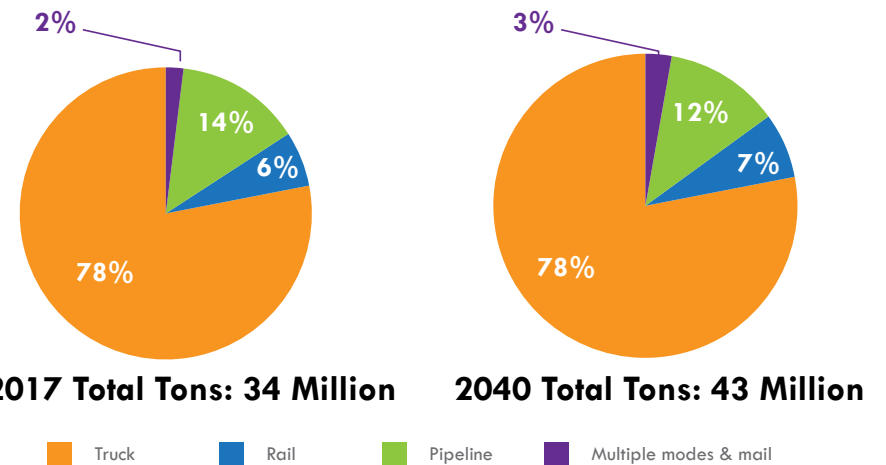
The Wichita area is a major regional trucking hub and regional marketing center with high concentration of manufacturing.

The WAMPO region is home to 16 national and regional interstate common terminal facilities. The WAMPO region proximity to major markets and a multitude of carriers makes transit times and shipping rates very competitive for business.

Based on analysis from the WAMPO Regional Freight Plan (see **Freight Appendix**), there were 34 million tons of freight (worth \$52 billion) moved into, out of, or within the WAMPO region in 2017. Freight movement in the WAMPO region is expected to climb to 43 million tons (valued at \$82 billion) by 2040. The vast majority of this tonnage (75%) is moved by truck, followed by pipeline and rail. In terms of freight value, about 2/3 are moved by truck, with mail and air cargo representing the next most valuable shares.

### TRUCK FREIGHT ISSUE AREAS:

- **Truck Parking:** Truck parking infrastructure is lacking in the WAMPO region.
- **Last Mile Deliveries:** There are issues connecting hubs and warehousing with customer-end "last mile" goods deliveries.



Source: FHWA, Freight Analysis Framework (FAF) 4.4; analysis by Cambridge Systematics, 2019.

Figure 13. Sedgwick County Freight Weight by Mode, 2017 & 2040

## Rail

Rail transit times between the Wichita area and contiguous U.S. destinations range from one to seven days. Given sufficient volume, dedicated trains can be scheduled, potentially saving two days in transit time to either coast. Public truck-rail cross-dock facilities are available in the region, with the nearest truck-rail intermodal service in Kansas City, 200 miles away. The WAMPO region is served by the following four rail carriers:

- Burlington Northern Santa Fe (Class I)
- Union Pacific (Class I)
- Kansas & Oklahoma Railroad (Class III)
- Wichita Terminal Association (Class III)

The WAMPO region has access to the U.S. Inland Waterway System via interstate highway and rail at the following:

- **Port of Kansas City** - Located 200 miles northeast of Wichita, this port provides access to the Mississippi River system via the Missouri River.
- **Tulsa Port of Catoosa** - Located 170 miles southeast of Wichita, this port provides access to the Mississippi River system via the Arkansas River.

There is limited regional support for passenger rail service in the WAMPO region, the City of Wichita's Union Station closed in 1979 when Amtrak discontinued its Lone Star line, and thereby ended passenger rail access to the city. The nearest intercity station is in Newton, Kansas, which is located 25 miles north and is served by the Southwest Chief.

### RAIL ISSUE AREAS:

- **Infrastructure Condition:** Outdated infrastructure (e.g., tracks, bridges, sidings) that is not capable of carrying the weight of modern train cars.
- **Passenger Rail Service:** Continued need for passenger rail service study and feasibility assessment.



## Air

Wichita's Dwight D. Eisenhower National Airport, ranked 4th best small hub airport in the United States, is located in southwest Wichita approximately six miles (12 minutes) from downtown via a four-lane limited-access highway. Easily accessible to the region, Eisenhower National Airport served more than 1.6 million passengers in 2018.

The largest commercial and general aviation complex in Kansas, Eisenhower's 3,500-acre facility has three runways. Industrial areas host companies such as Cessna Aircraft and Bombardier Aerospace Learjet. Customs Service offices and a Postal Service General Mail Facility are also located at the airport. Commercial air service to the Wichita region is provided through Eisenhower Airport by seven airlines with direct flights to 13 destinations (mostly airlines' major hub airports). Immediate proximity to the interstate highway system provides access to suppliers and markets. Air cargo activity at Eisenhower is significant, including UPS, FedEx, and DHL, with more than 27,000 tons of cargo flying in or out in 2018. Airfreight represented more than 6% of the total value of freight shipped in or out of the WAMPO region in 2017.

There are 32 other airfields located within the WAMPO region. Most are small private strips or general aviation airports, including Colonel James Jabara Airport and McConnell Air Force Base.

### AIR ISSUE AREAS:

- **Customs Facility:** A new customs facility is needed to accommodate more international air travel in and out of the region
- **Commercial Air:** There is an identified need to increase the commercial air service (airlines and routes out of Eisenhower airport)
- **Air Service:** Enhance Wichita's passenger and freight air service competitiveness by collaborating with the business community

Over the next 20 years, the transportation system as we know it will change and grow. The *REIMAGINED MOVE 2040* plan aims to have a positive impact on infrastructures like roads and bridges as well as services like public transit and paratransit to name a few.

# FUTURE TRENDS & TRANSPORTATION SYSTEM NEEDS

The WAMPO region is growing slowly, with population and employment rising less than 1% per year and the number of households rising less than 2% per year. Combined with the region's current lack of congestion, the highway and road system is well-positioned to meet regional car and truck future needs. The regional challenge will come not from increases in overall demand, but rather changes in the type and location of transportation services wanted and needed in the region.

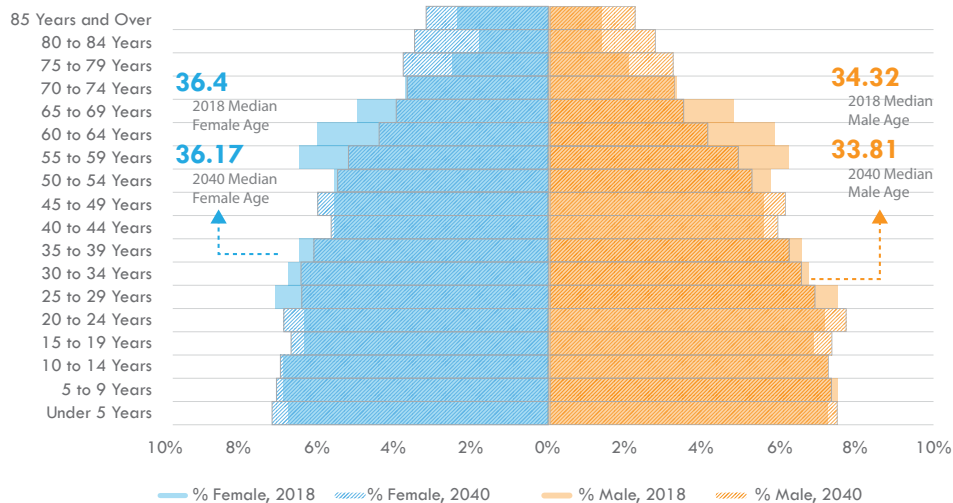


Figure 14. Sedgwick County Population Pyramid

An aging population and increasing share of Millennials and Generation Z are driving an increase in single-person and childless households. In turn, these demographic changes increase the demand for denser urban living, which is anticipated to **increase the need for a transportation system suited for denser development and includes transit, bicycle, and pedestrian facilities.**

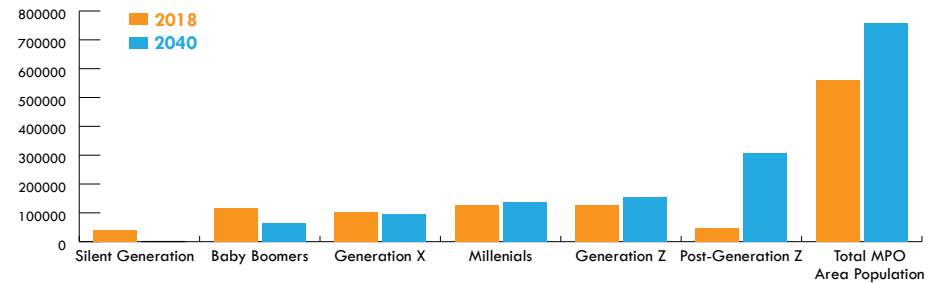


Figure 15. MPO Area Generational Populations, 2018 and 2040

Facilities located in areas where this development is occurring, particularly the urban core and fast-growing suburban communities, will be needed. As a result, many of the projects chosen for the WAMPO Funding Menu address changing trends and needs.

The future needs of the WAMPO regional transportation system are varied and dynamic. The metropolitan area average one-way trip to work is about 19 minutes. This commute time is around 25% shorter than the national average and is not anticipated to significantly increase in the future. While the highway system has enough overall capacity to serve current and future volumes, there are specific locations where outdated geometric designs and abrupt changes in facility types have caused localized bottlenecks and safety issues. Due to this, several of these areas have been identified as Major Regional Priorities and slated to be addressed by larger KDOT projects on the project list.

For more detail about the selection process check out the **Regional Project List Appendix.**

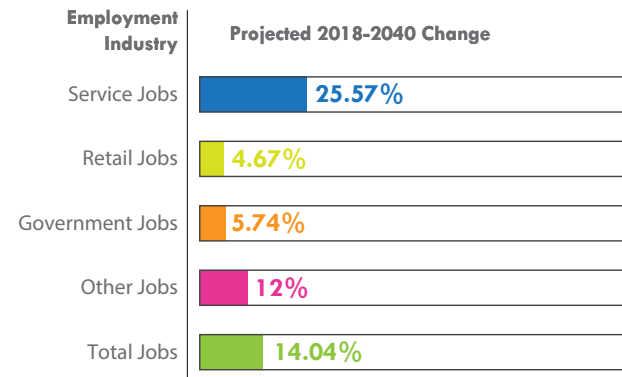


Figure 16. Projected Sedgwick County Employment Sector Changes by Industry, 2018-2040

# TRAVEL CHANGES AND FUTURE TRANSPORTATION SYSTEM PERFORMANCE

WAMPO maintains a travel demand model (TDM), which is a planning tool that simulates the interaction between regional land development patterns and the transportation system, and allows the region to understand the impact transportation investments and land use decisions have on travel. The TDM was used to inform the *REIMAGINED MOVE 2040* plan by looking at transportation system and travel changes associated with anticipated job and household growth. These forecasts of travel helped identify future transportation system needs, and provided a snapshot of future system performance. A comparison of the base year of the TDM (year 2017) to the future year scenario (year 2040) with anticipated housing and employment growth and future transportation projects forecasts some noteworthy travel changes over the planning horizon.



Source: Google Earth

Trips	Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Average Trip Distances	Average Travel Speeds
<b>+ 46% Growth</b>	<b>+ 54% Growth</b>	<b>+ 60% Growth</b>	<b>+ 5% Longer</b>	<b>- 4% Slower</b>
Represents the change in the number of trips made by residents between today and future 2040 conditions. Trip growth is relatively consistent with the number of new households anticipated (+48%) and the number of new jobs anticipated (+32%).	VMT represents the total distance people travel in the Wichita area. VMT is a calculation of the number of study area trips multiplied by each trip's length in distance.	VHT represents the total time spent traveling in vehicles across the Wichita area. VHT is a calculation of the number of study area trips multiplied by each trip's time duration.	Average trip distances are estimated by comparing the number of trips to the VMT. VMT increases at a higher rate than trips, indicating that the average trip will be slightly longer in 2040 than it was in 2017.	Average travel speeds are estimated by comparing VMT (distance traveled) to VHT (time traveled). VHT is forecasted to increase more than VMT, indicating that overall 2040 system speeds will be slightly lower than today.

Table 3. Transportation System Performance Changes by 2040



## PLAN INVESTMENT STRATEGY

WAMPO receives approximately \$12 million of federal transportation funding per year to distribute to planning partners and member jurisdictions. These sub-allocated funds represent around 5% of the total spending in the region. WAMPO adopted an updated investment strategy and associated selection criteria to guide decision-making in the *REIMAGINED MOVE 2040* plan for these funds.

Other sources of funding include:

- **Surface Transportation Block Grant Program (STBGP):** The STBGP, or simply “STBG”, funds are quite flexible and can be used for projects to preserve and improve conditions and performance on any Federal-aid highway, bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG funds can be flexed and used for other functions like transportation planning.
- **STBG funding for Transportation Alternatives (TA):** The STBG-TA, or TA program, provides funding for a range of projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program:** In areas not meeting air quality standards, the CMAQ program fund is used for a transportation project or program that may contribute to attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Because the WAMPO region meets all standards for air quality, CMAQ funding is used on the same type of projects and programs as STBGP.

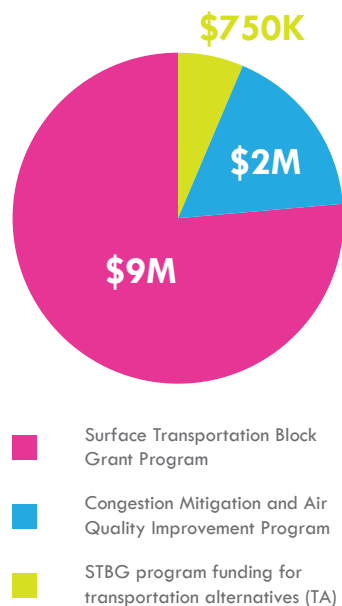


Figure 17. Annual Federal Transportation Funding by Program

The *REIMAGINED MOVE 2040* plan investment strategy emphasizes the importance of balancing the needs of the current system while recognizing traditional local system priorities, small funding streams, and the potential to position member communities at the best advantage for future needs.

### Investment Strategy:

The Wichita region faces a future of changing demographics, economics, technology, and land uses that will require new and different transportation solutions. To meet these challenges WAMPO will balance preserving and maintaining the functionality of existing transportation networks and services with bold investments in multimodal connectivity and technology.

### Selection Criteria:

The WAMPO Funding Menu selection criteria incorporates common themes from the five focus areas, including elements of quality of place, land use-transportation connection, multimodal connectivity, economic development, financial sustainability, regionalism, safety, and technology. Check out the **Regional Project List Appendix** for more information on selection criteria and the project selection process.



Figure 18. Performance-Based Plan Investment Approach

# REGIONAL TRANSPORTATION PRIORITIES AND PROJECTS

The projects included in this document will help the region achieve the *REIMAGINED MOVE 2040* plan vision to build a safe transportation system, increase quality of place, and support the economy. Many other steps are necessary to achieve this vision in addition to the projects and areas of emphasis listed below.

The type of planning perspective needed to successfully move forward is a regional culture that sees the transportation system as holistic, with the opportunity to help people (residents, businesses, communities, and visitors) live their best lives and balance competing demands in a fair way.

Future planning will require a re-evaluation of regional and local decision-making policies and processes that are used to manage, regulate, operate, and fund land development and the transportation system.

## Major Regional Priorities

WAMPO has identified a set of major regional priorities that include concepts, projects, and areas of emphasis most important for the future of the region. These priorities address the most significant bottleneck areas and needs identified in consultation with WAMPO stakeholders.

### The North Junction

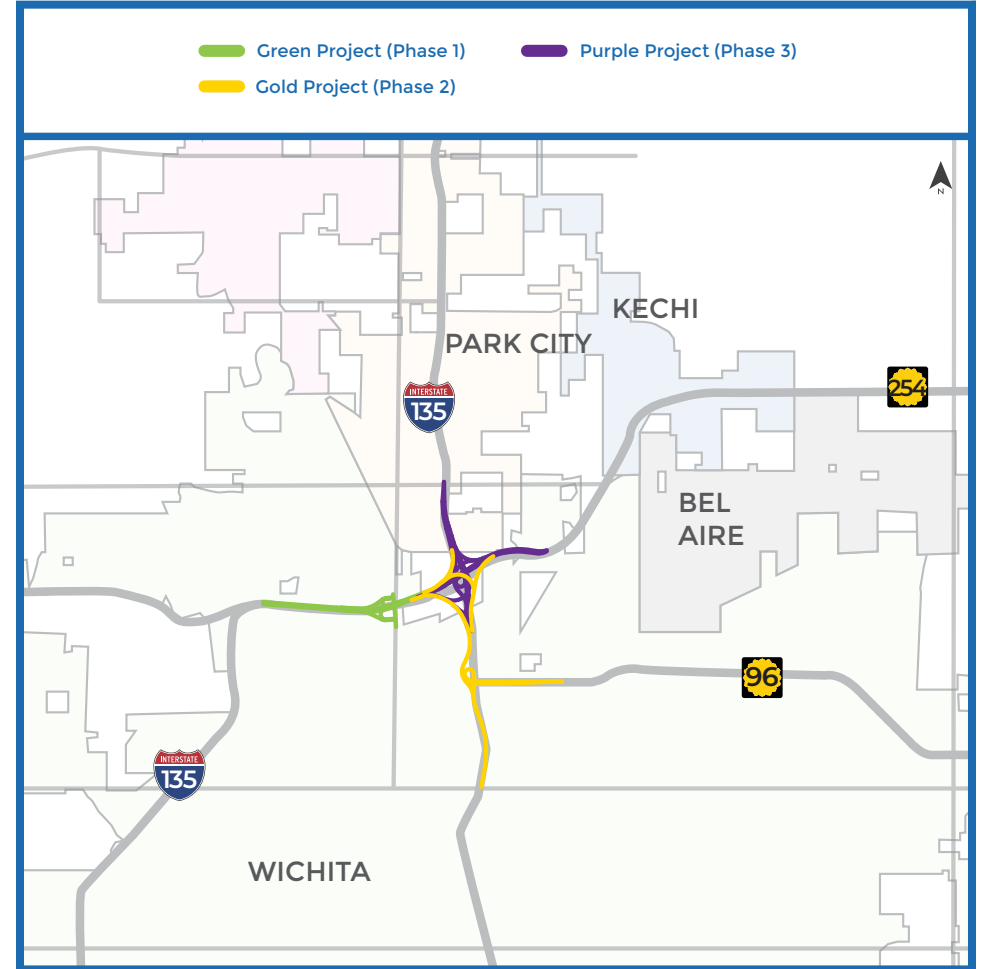
The highest priority in the WAMPO region is the North Junction. The interchanges where I-135, I-235, and K254 come together in northern Wichita, as well as the interchange of I-135 and K96 immediately to the south.

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



Map 6. North Junction Project

## Other Regional Priorities

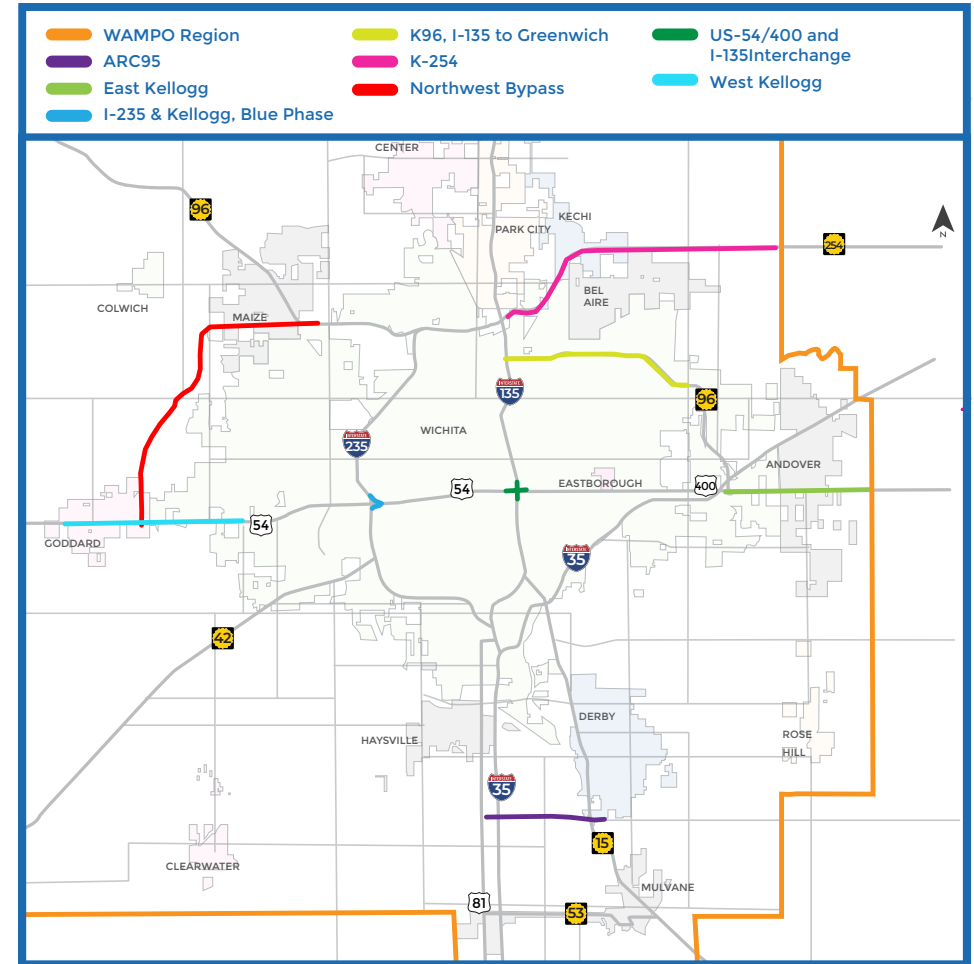
In addition to the North Junction, WAMPO has identified eight other regional priority projects. These projects are categorized into three areas; (3) Interchange projects, (3) Expansion projects, and (2) New Highway projects as listed below:

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	

Table 4. Regional Priority Projects

- **ARC95:** Consists of upgrades to the 95th St S corridor to a 4-lane parkway, including a new crossing of the Arkansas River, a new interchange with I-35, and a grade-separated crossing of the BNSF west of K15.
- **East Kellogg:** Upgrades east Kellogg 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 remaining interchange ramps between I-235 and US54 to improve safety and remove a bottleneck through ramp geometry improvements and reducing weaving.
- **K96 from I-135 to Greenwich:** Increases capacity by adding an additional lane and reconstructing interchanges.
- **K254:** Improvements to intersections along the K254 corridor to increase safety.
- **Northwest Bypass:** Construction of 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:** Upgrades west Kellogg from an arterial surface street to a 6-lane freeway with interchanges at one-mile intervals from 111th St W to 143rd St W.

For more detail about the selection process check out the **Regional Project List Appendix**.



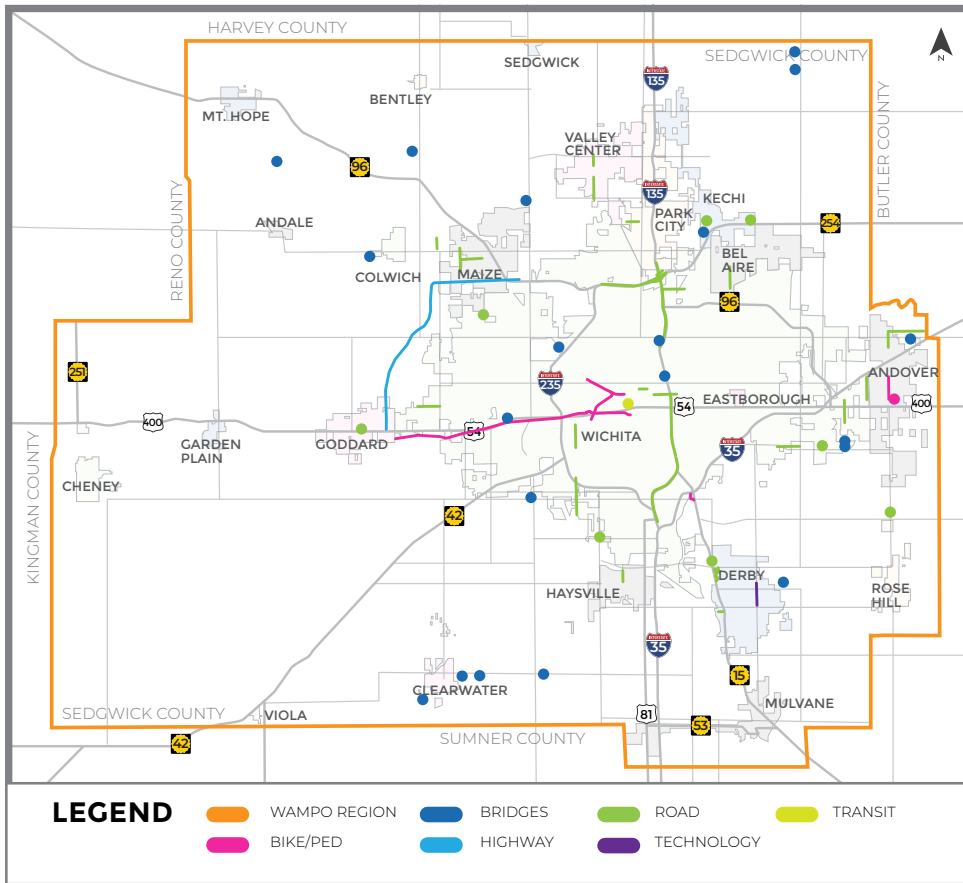
Map 7. Other Regional Priorities

# REIMAGINED MOVE2040 PROJECT LIST

The REIMAGINED project list includes 158 regional transportation projects, representing \$3.27 BILLION in investment in the region’s transportation system. Each of these projects fall into the following three categories:

## 1 2021-2024 TIP Projects

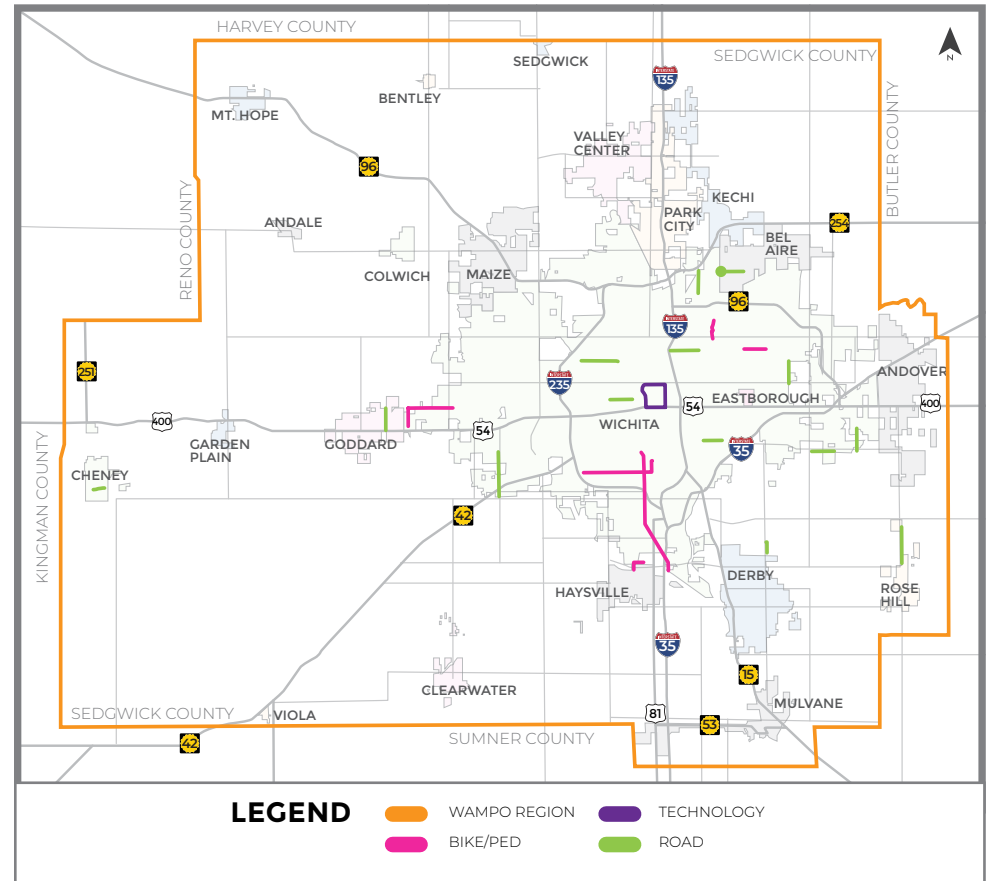
Of the 158 projects, 88 are part of the 2021 – 2024 Transportation Improvement Program (TIP). The TIP is the region’s short-range planning document that programs funds for specific projects, and are shown in Map 8. The projects in this TIP will implement 10% of the costs in the first timeband of the REIMAGINED MTP, which represents 3% of the total MTP. Of the 88 projects, 29 are WAMPO funded, and the other 59 are funded by local governments or by KDOT.



Map 8. 2021-2024 TIP Projects\*

## 2 WAMPO Funding Menu

A total of 45 projects on the project list were selected to be on the “WAMPO Funding Menu,” or eligible for federal funding in the future through WAMPO’s sub-allocated funding program. Those future WAMPO funded projects are shown in Map 9.



Map 9. WAMPO Funding Menu\*

The recommended WAMPO Funding Menu of projects resulted from a rigorous selection process, which evaluated how well the projects fit the REIMAGINED plan vision, objectives, regional significance, and modal and geographic equity. All programming for future WAMPO funded projects in the future TIP will pipeline directly from the WAMPO Funding Menu.

For more details on the selection process please see the **Regional Project List Appendix** at the end of this document.

Selected WAMPO Funding Menu projects add up to just over \$142 million in federal funding. From 2023 to 2028, WAMPO expects to allocate approximately \$72 million (or \$12 million a year) to these projects. The figures below highlight the selected WAMPO Funding Menu projects:

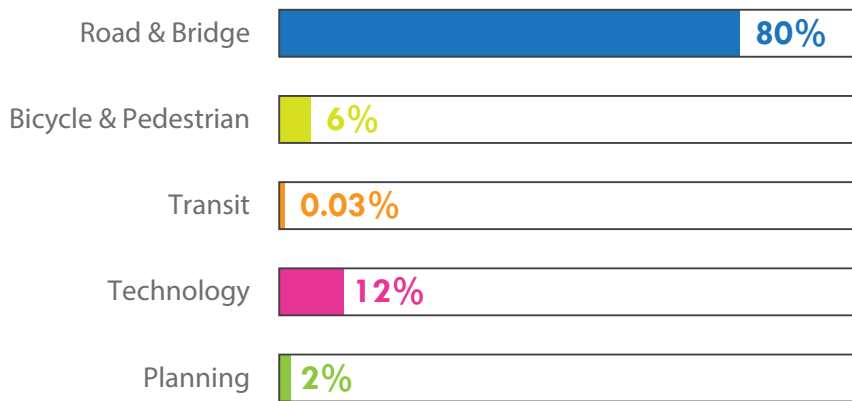


Figure 19. WAMPO Funded Projects by Type

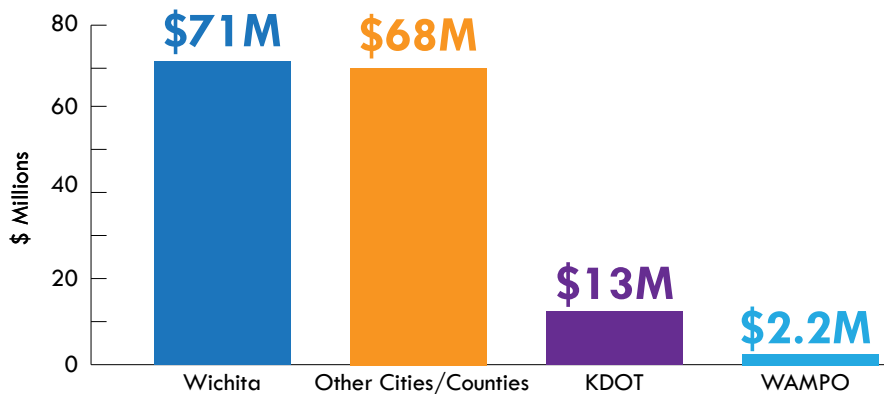
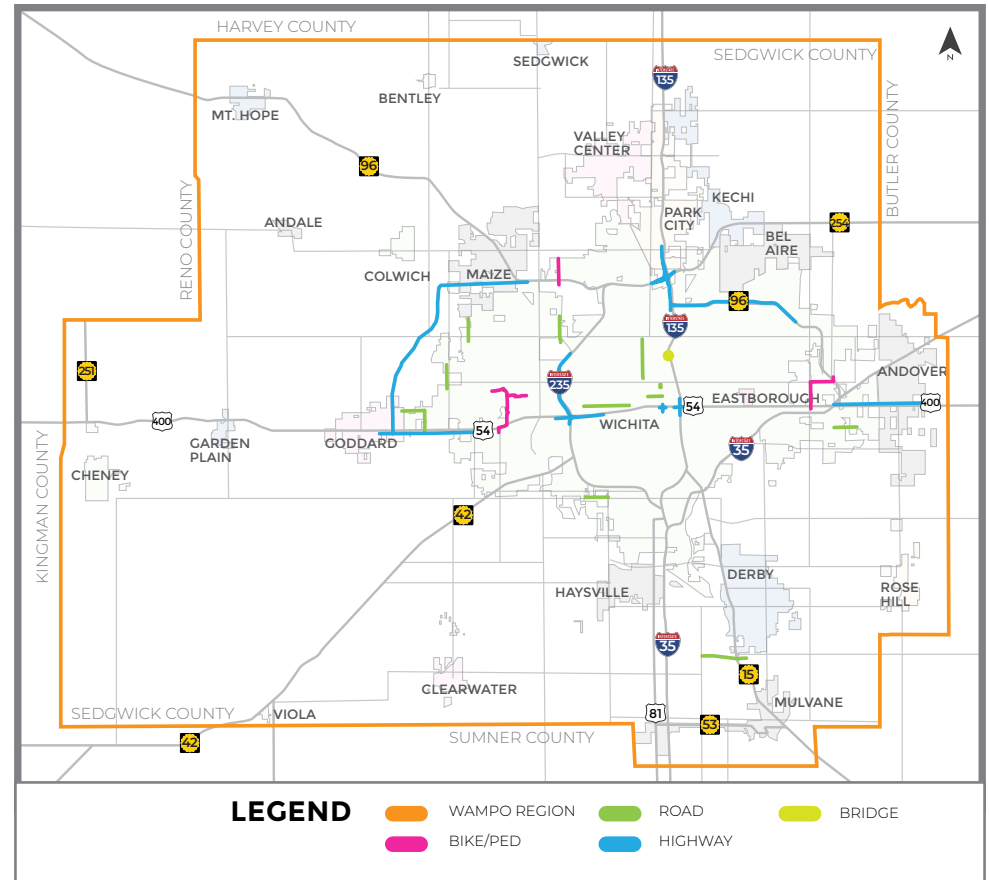


Figure 20. WAMPO Funded Projects by Sponsor

### 3 Local and State Government Projects

The remaining 65 projects on the *REIMAGINED* project list are planned with funding from sources including local, state, and other federal dollars provided by local governments and KDOT.



Map 10. Local and State Government Projects Map\*

\*Note that not all projects are displayed in the maps, as not all of them are location-specific. For more information, visit the **Regional Project List Appendix**.



# TRANSPORTATION FINANCE

Like any plan, it is important to assess the financial implications of decision-making. Because the regional transportation system is currently funded with tax dollars, it is especially important that the *REIMAGINED MOVE* 2040 plan is financially sound. To do this, WAMPO calculated the projected funding and estimated future financing for the system and compared these figures with the anticipated future costs. This comparison serves to provide an illustration of resulting regional balance and associated fiscal considerations.

Highlights of financial analysis are as follows. More details on the financial aspects of this plan may be found in the **Finance Appendix**.

Funding from local governments (cities, counties)	<b>\$2.60 billion</b>
Funding from state of Kansas	<b>\$1.60 billion</b>
Funding from federal government	<b>\$561 million</b>
Debt financing by local governments	<b>\$700 million</b>
Debt financing by state government	<b>\$300 million</b>
<b>TOTAL Projected Funding and Financing</b>	<b>\$5.76 billion</b>

Table 5. Project Funding and Financing (2020 - 2040)

Operations and Maintenance for Current System	<b>\$977 million</b>
Debt Service (at current levels)	<b>\$1.20 million</b>
New Projects (local, state, WAMPO)	<b>\$3.3 billion</b>
<b>TOTAL Anticipated Costs</b>	<b>\$5.47 billion</b>

**Projected Funding/Financing (-) Anticipated Costs = \$0**

Table 6. Anticipated Costs (2020 - 2024)

## MAJOR TAKEAWAYS

- **The Local Share is Increasing:** Cities and counties in the WAMPO region are currently contributing the largest share of dollars and are projected to contribute 1.2 times more when compared to future state and federal funding combined.
- **Purchasing Power** is decreasing by 2.5% per year as project costs are growing faster than transportation budgets.
- **(un) Balanced Investment:** Public input and performance measure data support increasing investment in local road systems, transit, bicycle and pedestrian, and decreasing investment in new highway capacity.
- **Deferred Maintenance** costs are not currently known or accounted for in most budgeting processes. Having a better understanding of the full cost of deferred maintenance will be key in building future spending policies and practices.
- **Operations and Maintenance:** Under current policies, total spending on operations and maintenance is projected to decrease while capital spending is projected to increase. Given the potential impact of deferred maintenance needs, these policies might need revising.

## EMERGING ISSUES

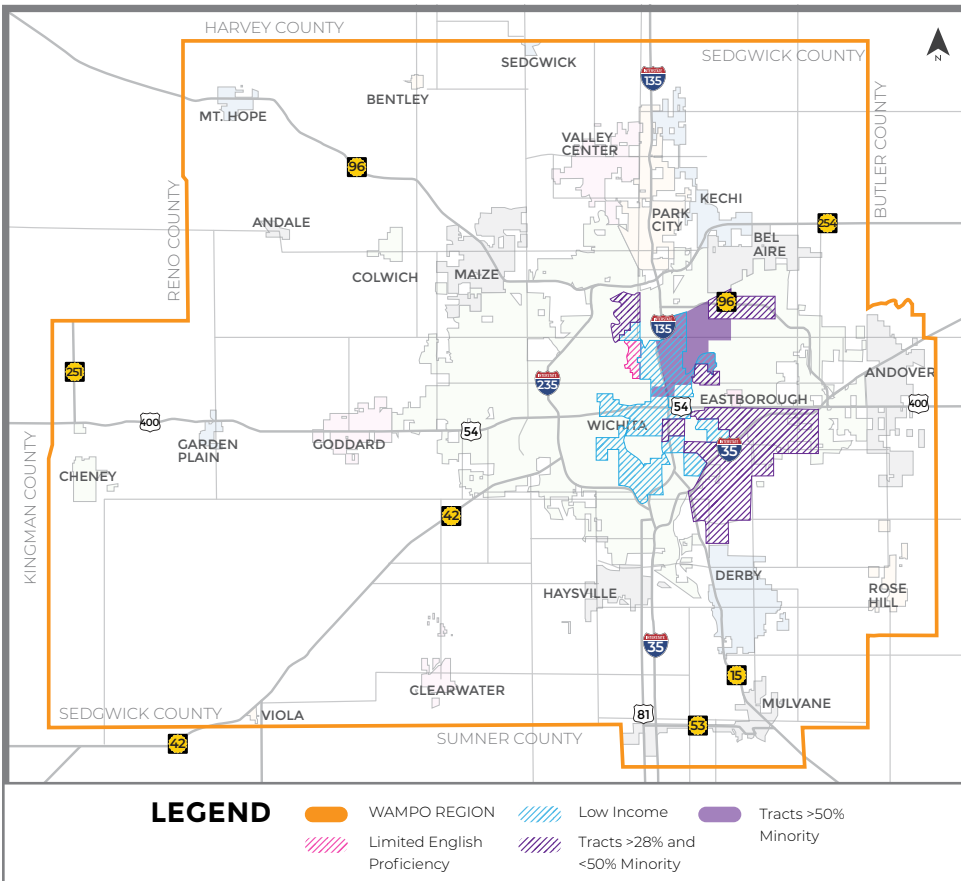
- **Best use of totality of tax dollars.** It is becoming increasingly important that the totality of local and state tax dollars are used in consideration of expected declines in purchasing power and increased reliance on local funding.
- **Financial impacts of residential and commercial land development.** Emerging research suggests that evaluating capital investment and assessing valuation on a per-acre basis is more effective at assessing the financial impact of land development decisions at the local government level. Evaluating this way is more effective because streets, public transit, and other transportation infrastructure costs are dependent on the amount of land covered.
- **Additional funding and financing tools.** Local and state governments will increasingly need additional financing tools to complement the traditional general obligation bond financing to cost-effectively address the deferred maintenance needs.

# Equity Considerations

Equity considerations, specifically the evaluation of regional benefits and burdens, was accomplished through an overall assessment of the slated regional transportation projects. The assessment activities undertaken by WAMPO were key in informing the public engagement strategy, as well as determining the presence of significant disproportionate and/or adverse impacts to the below target populations:

- Minority Residents
- Residents Reporting Low-Incomes
- Residents with Limited-English Proficiency (LEP)

For more information about the engagement strategy, please check out the **Public Engagement Appendix**. For more information about equity, please check out the **Environmental Justice Appendix**.



Map 11. Equity Populations

Population Categories		Percentage
Race/Ethnicity	Minorities	17.9%
	White	82.1%
Low Income	'Persons Below Poverty'	13.6%
Limited English Proficiency	Speaks English Less than "Very Well" (5 Years and Older)	12.3%

Source: ACS 2013-2017 5-Year Estimate

Table 7. Equity Population Totals

Each type of transportation project brings with it both potential benefits and potential burdens to adjacent populations.

## POTENTIAL TRANSPORTATION BENEFITS

Some projects can improve safety or increase access to jobs and services (particularly transit and bicycle / pedestrian improvements).

## POTENTIAL TRANSPORTATION BURDENS

Some projects (like roadway expansion) lead to increased air and noise pollution, physical barriers to community connectivity, and safety issues that accompany construction.

The following provides a summary of the percentage of the metro population for each equity category, and the percentage of REIMAGINED MOVE 2040 projects adjacent to those populations.

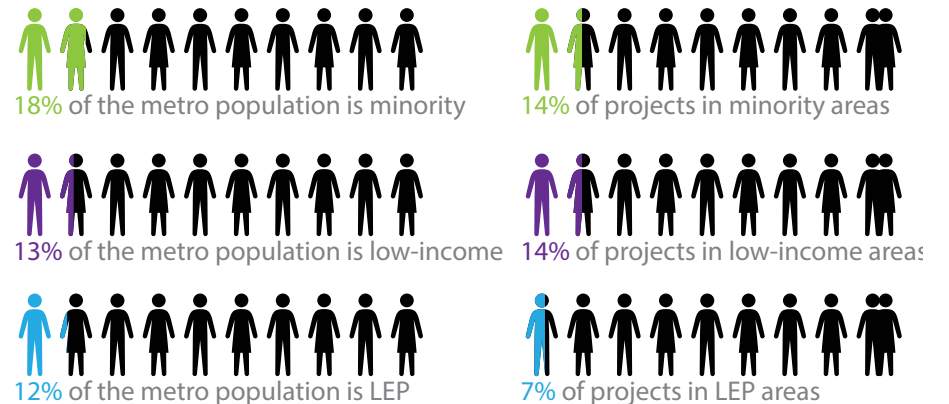


Figure 21. Equity Distributions

## Environmental and System Resiliency Considerations

The WAMPO region is a mid-western, metropolitan area surrounded by rural lands in agricultural production, and faces similar environmental issues as other mid-western metropolitan areas. Suburban and rural land development is predominate in the region, and, as such, the transportation system was built, and is currently maintained, to support those types of development forms. The transportation system contributes to environmental issues in the region, namely ground level ozone, overland flooding, and habitat protection. Many on-gong regulatory processes are in place to monitor and mitigate these issues. As the *REIMAGINED MOVE 2040* projects are implemented, the existing regulatory processes will be in place to ensure appropriate mitigation activities are implemented to ensure compliance with local, federal, and state environmental laws.

The WAMPO region has a long history with tornadoes, hail, strong winds, temperature swings, and other weather phenomena. These varied, and at times unpredictable, weather patterns have shaped an increasingly resilient and prepared system of emergency responders and transportation system resources. Natural disaster resiliency in practice is a combination of mitigation measures that include the region's traffic management center, responder training and preparedness, and a highway and road network with plenty of capacity to absorb additional traffic, should a portion of the system be damaged.

More information on these topics is provided in the **Environment Appendix**.

## Public Engagement Considerations

While transit dominated the regional conversation with widespread support for enhancements and investment, future proofing investments were encouraged. Regional sentiments indicate that before individuals will part with motor vehicles and accept alternative modes of transportation, the impetus for change will need to be momentous and will probably include a convergence of forces. Despite this, the overall support for incremental investments in technological advances like 5G were supported, with other emerging issues that include accessibility, safety, public health, and active transportation. For more information about the expressed perceptions of the region check out the **Public Engagement and Technology Appendices**.

## REIMAGINED MOVE 2040 - Looking Ahead

Over the next 20 years, the WAMPO region will face significant transportation challenges from changing demographics, the need to attract and retain talent, increasing roadway fatalities, and the declining purchasing power of our transportation funding. To meet these challenges, WAMPO is focused on Safety & Health, the Multimodal Network, Mobility & Economy, Equity & Diversity, and Quality of Place & Talent.

WAMPO identified the region's major priorities, chief among them reconstructing the North Junction. Projects were also selected to be eligible for WAMPO's federal transportation funding.



# REIMAGINED MOVE 2040 CONSISTENCY WITH FEDERAL GOALS

Federal regulations require MPOs to “develop long-range transportation plans and TIPs through a performance driven, outcome-based approach to planning for metropolitan areas.” The ten Federal transportation planning factors are considered and reflected in the metropolitan transportation planning process.

Table 7 shows the ten planning factors and how the WAMPO Metropolitan Transportation Plan has incorporated them into the regional planning process.

Federal Planning Factors		Plan Focus Areas					WAMPO Funding Menu Criteria
		Safety & Health	Integrated Multimodal Transportation Network	Economy & Mobility	Equity & Diversity	Quality of Place & Talent	
	Support the <b>economic vitality</b> of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			✓	✓	✓	✓
	Increase the <b>safety</b> of the transportation system for motorized and non-motorized users	✓	✓		✓	✓	✓
	Increase the <b>security</b> of the transportation system for motorized and non-motorized users		✓		✓	✓	✓
	Increase <b>accessibility</b> and <b>mobility</b> of people and freight		✓	✓	✓	✓	✓
	Protect and enhance the <b>environment</b> , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	✓				✓	✓
	Enhance the integration and <b>connectivity</b> of the transportation system, <b>across and between modes</b> , for people and freight		✓	✓	✓	✓	✓
	Promote efficient <b>system management</b> and <b>operation</b>		✓	✓			✓
	Emphasize the <b>preservation</b> of the existing transportation system		✓	✓	✓		✓
	Improve the <b>resiliency</b> and <b>reliability</b> of the transportation system and reduce or mitigate stormwater impacts of surface transportation						✓
	Enhance <b>travel</b> and <b>tourism</b>		✓	✓		✓	✓

Table 8. Focus Areas and Planning Factors Matrix

# THANKS

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## Transportation Policy Body

Dan Woydziak – Butler County (Chair)  
David Dennis – Sedgwick County Commission (Vice-Chair)  
Becky Tuttle – Wichita Council  
Brent Terstriep – Kansas Department of Transportation (KDOT) District Engineer  
Bruce Armstrong – Haysville Mayor  
Bryan Frye – Wichita Council  
Burt Ussery – Clearwater Mayor  
Cindy Claycomb – Wichita Council  
Donna Clasen – Maize Mayor  
Jack Hezlep – Derby Council Member  
James Clendenin – Wichita Council  
Jamie Blubaugh – Goddard Mayor  
Jim Benage – Bel Aire Mayor  
Jim Howell – Sedgwick County Commission  
John Speer – Kechi Mayor  
Kelly Arnold – Sedgwick County Clerk  
Mike Moriarty – KDOT Bureau Chief  
Nancy Farber-Mottola – Mulvane Council  
Pete Meitzner – Sedgwick County Commission  
Phillip Mize – Cheney Mayor  
Steve Huckaby – Rose Hill Mayor  
Terry Somers – Sedgwick Co. Assoc. of Cities  
Tom Jones – Park City Council  
Troy Tabor – Andover Council

## Non-Voting Members

Eva Steinman – Federal Transit Authority Community Planner  
Chad Parasa – WAMPO Director (Secretary)  
Rick Backlund – Federal Highway Administration Division Administrator

## Transportation Advisory Committee

Troy Tabor – Andover Council (Chair)  
Annette Graham – Aging & CTD #9  
Baylee Cunningham – Air Quality  
Dan Squires – Sedgwick Co. Assoc. of Cities  
Jim Weber – Sedgwick Co. Public Works  
Don Snyder – KDOT  
Elizabeth Ablah – Public Health  
Gary Janzen – City of Wichita Engineer  
Glen Scott – Kansas Turnpike Authority (KTA)  
Jack Brown – Regional Pathways  
Jolene Graham – Economic Development  
Laura Rainwater – Regional Economic Area Partnership (REAP)  
Les Mangus – Butler/Sumner County  
Mary Hunt – Urban Planning and Trends  
Mike Armour – City of Wichita Engineer  
Raven Alexander – Wichita Transit  
Rene Hart – KDOT  
Ronald Colbert – Sedgwick Co. Assoc. of Cities  
Shawn Mellies – City of Wichita  
Zach McHatton – Sedgwick Co. Assoc. of Cities  
Chad Parasa – WAMPO Director (Secretary)

## Non-voting Members

Paul Foundoukis – Federal Highway Administration Representative  
Daniel Ngyuen – Federal Transit Authority (FTA) Representative

## Vacant Members

At Large Freight Representative  
Railroad Freight Representative  
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Eva Steinman – Federal Transit  
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John Maddox – KDOT  
Kim Neufeld – Bike Walk Wichita  
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## Project Selection Committee

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Dan Squires – Derby  
Donna Clasen – Maize  
James Wagner – Wichita  
Jim Weber – Sedgwick County  
Troy Tabor – Andover



# THANKS (CONT'D)

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## Member Jurisdictions

City of Andale  
City of Andover  
City of Bel Aire  
City of Bentley  
City of Cheney  
City of Clearwater  
City of Colwich  
City of Derby  
City of Eastborough  
City of Garden Plain  
City of Goddard  
City of Haysville  
City of Kechi  
City of Maize  
City of Mount Hope  
City of Mulvane  
City of Park City  
City of Rose Hill  
City of Sedgwick  
City of Valley Center  
City of Viola  
City of Wichita  
Butler County  
Sedgwick County  
Sumner County

## Planning Partners

Wichita Transit  
Kansas Department of  
Transportation (KDOT)

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# REIMAGINED MOVE2040

## Appendices



## APPENDICES - QUICK LINKS

For the information referenced throughout the document, click the hyperlinks below.

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