



## Transportation Advisory Committee (TAC) meeting notice

Monday, February 24, 2020 at 10:00 am

271 W. 3<sup>rd</sup> Street, Suite 203, Wichita, KS 67202-1212

Please call us at 316.779.1313 at least 48 hours in advance if you require special accommodations to participate in this meeting. We make every effort to meet reasonable requests.

### Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

#### 1. Welcome

#### 2. Regular Business

- A. Approval of February 24, 2020 Agenda
- B. [Approval of January 27, 2019 Minutes](#)
- C. Director's Report
  - i. Metropolitan Transportation Plan (MTP) Update
  - ii. [Transportation Improvement Program \(TIP\) Update](#)
  - iii. [APBP Webinar Wednesday, March 18<sup>th</sup> at 2:00 PM](#)  
*Topic: Bike Network Connectivity*

#### 3. Public Comments

#### 4. New Business

- A. [ACTION: Metropolitan Transportation Plan \(MTP\) Project List](#)  
Chris Upchurch, Principal Planner, WAMPO

#### 5. Committee Reports/Updates

#### 6. Other Business

#### 7. Adjournment

Chad Parasa, TAC Secretary  
February 17, 2020



## Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary

Monday, January 27, 2020

271 W. 3<sup>rd</sup> St., Wichita, KS 67202 – 2<sup>nd</sup> Floor MAPD Conference Rm.

**Meeting Duration:** 30 minutes

### Members in Attendance:

Tom Jones, TAC Chair  
Jolene Graham, Economist  
Laura Rainwater, REAP  
Les Mangus, Butler/Summer  
Shawn Mellies, Wichita  
Jim Weber, Sedgwick County  
Mary Hunt, Land Use

Dan Squires, SCAC  
Raven Alexander, Transit  
Rene Hart, KDOT (10:03)  
Annette Graham, CTD #9  
Alejandro Arias-Esparza, Air Quality  
Zach McHatton, SCAC  
Elizabeth Ablah, Public Health

Paul Foundoukis, FHWA  
Jack Brown, Regional Pathways  
Gary Janzen, Wichita  
Don Snyder, KDOT  
Mike Armour, Wichita (10:07)  
Chad Parasa, WAMPO

### Other Attendees:

Becky Read, WAMO  
Kristen Zimmerman, WAMPO  
Tricia Thomas, WAMPO

Chris Upchurch, WAMPO  
Greg Allison, MKEC  
Lonny Wright, Public

Kent Rowe, WSU Sustainability  
Jane Byrnes, League of Women Voters

### 1. Mr. Jones called the meeting to order at 10:00 AM

### 2. Regular Business

#### A. Approval of January 27, 2020 Agenda

Discussion: None

Action: Moved to approve agenda with amendments to add two additional items under the Director's Report.

Motion passed (17-0).

Motion: E. Ablah

Second: A. Graham

#### B. Approval of November 25, 2019 Minutes

Discussion: None

Action: Moved to approve minutes as presented. Motion passed (17-0).

Motion: T. Jones

Second: L. Mangus

#### C. Director's Report

- i. Metropolitan Transportation Plan (MTP) Update – C. Parasa informed the board that WAMPO is making significant progress with the MTP. Some of the ongoing projects include: fiscal constraint analysis, EJ analysis, and document production. A draft of the core document will be available in February, with another round of public engagement in March/May, and a final approval in June.
- ii. Transportation Improvement Program (TIP) Update – C. Parasa let the board know that the development of the new TIP (2021-2024) is moving along on schedule. March/April 2020: the WAMPO Funding Cycle Project Selection will take place, followed by a final document, public comment period, and board action in June 2020.
- iii. Planning Walkable Places (PWP) Update – C. Parasa reminded the board that WAMPO provided an update of current PWP in January's packet.
- iv. APBP Webinar – C. Parasa invited everyone to our last APBP Webinar of the year: *Street Typologies – An Organizing Framework for More Walkable, Bikeable Streets* on Wednesday, February 19<sup>th</sup> at 2:00 PM.
- v. 2019 Bicycle & Pedestrian Count Results – T. Thomas provided the board information regarding the results of the 2019 Bike/Ped Count. A few notable statistics: 1) from 2012 to 2019, there has been a 50% increase in

pedestrian traffic, 2) counting volunteers were down by 38% 3) over 100 Android users used our WAMPO Mobile App (iPhone numbers still pending), and 4) the dates for 2020 are September 24<sup>th</sup> (5-7PM) and September 26<sup>th</sup> (10-noon).

- vi. The Future of Transportation – WSU Public Policy Management Center (PPMC) informed the TAC on their study of The Future of Transportation Investment. Their goal is to engage WAMPO stakeholders in conversation about the future of transportation, to aid in strategic investment decision-making. They plan to do this through literature review, media event, focus groups, and an online survey. The final report will be due to WAMPO in May 2020.
- vii. Freight Committee – C. Parasa is hoping to revitalize the Freight Committee for 2020, and he asked for volunteers.

**3. Public Comment Opportunity** – Jane Byrnes ([urbanjane@cox.net](mailto:urbanjane@cox.net)), spoke to the group today about local safety on behalf of the 1/3 of Kansas who do not drive. After citing several instances of poor pedestrian conditions (including the recent death of Jimmy, a 90-year-old retired attorney), she pleaded with the board to divert “a few crumbs” from highway/road projects to help create safer bikeability/walkability for students, low income, elderly, handicapped, tourists, and young talent.

Kent Rowe with WSU Sustainability Society of Alternative Resources talked about invited the board to attend presentations at WSU on April 22 (Earth Day) to help plan in the new community garden, and learn about sustainability initiatives on campus.

#### 4. New Business Items

**A. Action: 2019-2022 Transportation Improvement Program (TIP) Amendment #5, Kristen Zimmerman, Senior Planner, WAMPO**

**Discussion:** K. Zimmerman presented to the board regarding requested project changes to the 2019-2022 TIP. She reminded the board that regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes, are processed by staff. Amendment #5 requests for changes were accepted for 11 projects.

**Formal Action Required**

- New Projects: (1) K-254 at Rock Road and (2) I-235 in Sedgwick County (1R Project)
- Significant Modifications: (1) Bridge #012 on I-135 in Sedgwick County, (2) Patriot Ave/WB Right Turn Late to K15 NB, and (3) Phase 5 Wichita Traffic Management Center Device and Fiber

**Administrative Changes (do not require formal action)**

- Completed Projects: (1) Bridge Replacements on I-235, (2) Pawnee/Hydraulic to I-135, and (3) 37th St./Oliver to Woodlawn
- Removed Projects: (1) Delano @ Westlink Bridge
- Administrative Changes: (1) Andover Rd Bicycle/Pedestrian Path, from Central to US-54 and (2) 45th Street Multiuse Path

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary projects changes. WAMPO conducted an open Call for Changes to project sponsors, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects.

During the 30-day public comment period, WAMPO received two: Both comments supported the bicycle, pedestrian, and multi-modal projects in the TIP, while noting few of these types of projects are included in the current proposed Amendment.

**Motion:** J. Weber

**Second:** G. Janzen

**Action:** Moved to approve TIP Amendment #5 as presented. Motion Passes (19-0).

#### **B. Update: Metropolitan Transportation Plan (MTP) Project List, Chris Upchurch, Principal Planner, WAMPO**

**Discussion:** C. Upchurch presented the MTP Project List to the board. 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 are designated as eligible for WAMPO's suballocated federal funding. These projects have been submitted by project sponsors and undergone additional screening. 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).

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 to be eligible for WAMPO's suballocated funding, and a cooperative process with our member jurisdictions and planning partners to compile a list of projects funded from other sources.

The project list includes 146 projects, representing \$964 million in investment in the region's transportation system. 62 of these projects are in WAMPO's existing 2019-2022 Transportation Improvement Program (TIP) and 60 projects on the list are eligible for federal funding through WAMPO. Of these, 16 were grandfathered in from the existing TIP. 44 new projects were selected to receive WAMPO funding as part of the MOVE 2040 Reimagined development process, and three existing TIP projects were selected to receive additional funding. When WAMPO develops our next TIP, we will select eligible projects from this list to receive WAMPO's suballocated federal funds.

The project selection process selected projects totaling just over \$154 million in federal funding (in year of expenditure dollars). From 2023-2028, WAMPO expects to allocate approximately \$72 million to projects (\$12 million per year).

#### **C. Action: Major Regional Priorities, Chris Upchurch, Principal Planner, WAMPO**

**Discussion:** The Major Regional Priorities list represents the potential transportation investments that WAMPO has decided are most important to the future of the region. The list allows WAMPO to speak with one voice when competing for funding at the state and federal level and lends a regional seal of approval to grand applications. The list sends a message to potential partners and funding agencies that these projects truly are the most important to the WAMPO region and function as a persuasive tool to help unlock the much larger funding opportunities that will be required to construct projects on this scale.

The group began with the list of 15 major regional priorities adopted by the TPB in August, and the list prepared by the Wichita Chamber of Commerce in preparation for the KDOT local consult meeting. After some discussion, the group a shorter, more targeted list by concentrating on the highway projects in the WAMPO region. WAMPO staff then validated the projects on this list against a set of evaluation criteria, that were recently developed at another MPO in Pennsylvania, consistent with federal guidelines and requirements of regional transportation projects.

E. Ablah asked if the list should be changed to Major Road Priorities, as it appeared all of the projects consisted of highway/bridge/road projects. T. Jones commented that although all of them are road/bridge/highway projects, some had bike/pedestrian components. J. Brown was on the Major Regional Priorities sub-committee and he concurred with T. Jones comment that some of the projects listed had a bike/pedestrian component.

**Highest Regional Priority:** North Junction

<b>Modernization</b>	<b>Expansion</b>	<b>New Roadways</b>
I-235 & Kellogg, Blue Phase K254 US-54/400 and I-135 Interchange	East Kellogg K96 from I-135 to Greenwich West Kellogg	ARC95 Northwest Bypass

**Motion:** M. Armour

**Second:** J. Weber

**Action:** Moved to approve Major Regional Priorities as presented. Motion Passes (19-0).

**5. Committee and Partnership Status Reports and Updates** – None.

**6. Other Business** – None.

**7. Meeting was adjourned at 11:20 AM**

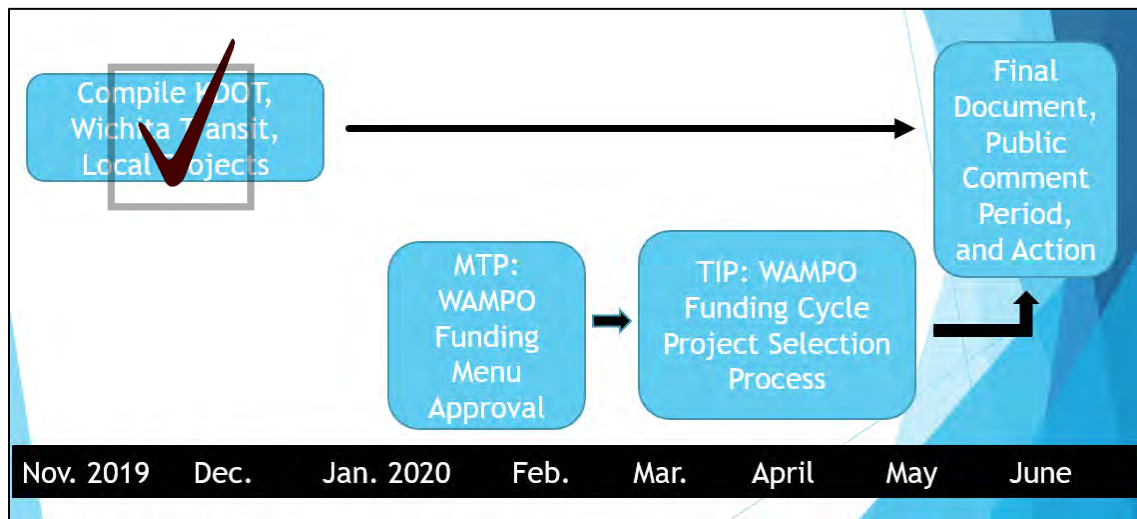
**Next Meeting will be held February 24, 2020 at 10:00 AM.**



## Current TIP: 2019 – 2022 TIP

- Staff developed an updated TIP Amendment written summary in response to public comments. It is included as attachment on item 2Dii.

## New TIP: 2021 - 2024 TIP



- Maps, Tables, Charts, and Analysis will be out in March
- The TAC and TPB are tentatively scheduled for an update on the final document at their April and May meetings, respectively. The TAC and TPB are tentatively scheduled for action on the final document at their May and June meetings, respectively.

### **WAMPO Funding Cycle for 2023/2024 Funding Awards (\$29 million)**

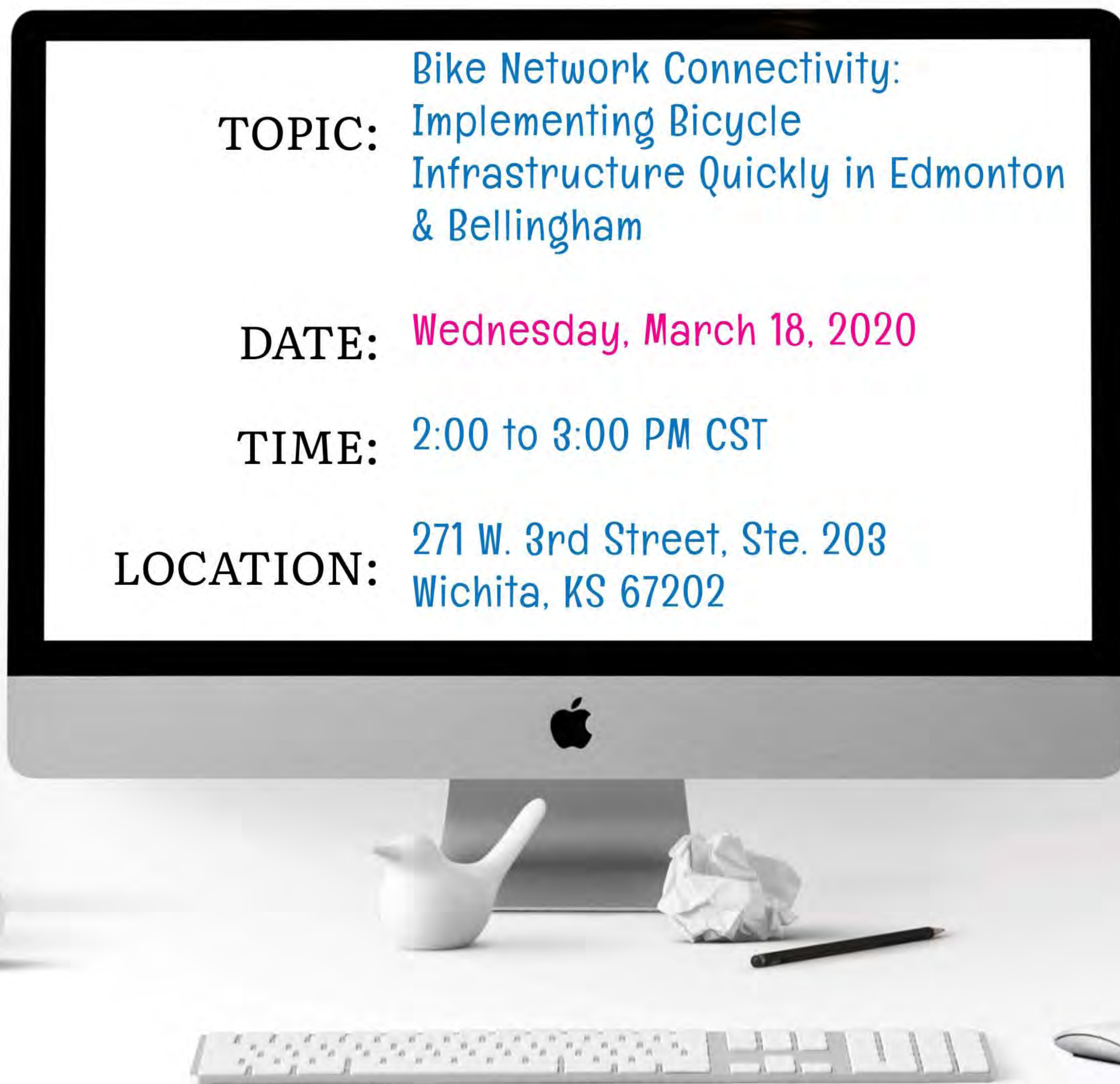
- WAMPO MTP Funding Menu Project Selection Committee is scheduled to meet on March 5 to screen candidate projects on urgency, readiness, and MTP Best Score to develop a recommended list of projects for WAMPO Funding for 2023/2024.
- The TAC is tentatively scheduled to vote on the Committee's recommendation for WAMPO Funding Awards 2023/2024 at its March meeting, and the TPB is tentatively scheduled to vote on the recommendation at its April meeting.

## WAMPO Funding End of (Federal Fiscal) Year Balance

- KDOT recently introduced some flexibility in this issue, and WAMPO is now able to carry up to \$1 million of its sub allocated funding into the next year. This will allow WAMPO to manage its funding programs in a much more stable and predictable manner.
- For this year, any projected balance will be rolled into the WAMPO Funding Cycle.



# Association of Pedestrian & Bicycle Professionals (APBP) 2020 WEBINAR SERIES



WAMPO is hosting a professional development webinar series that is **FREE** and open to the public covering topics related to planning, design, construction, maintenance, and policy for bicycle and pedestrian oriented programs.

Free accessible parking is available in the lot east of the building, with additional *paid* spaces found in the metered lot to the north. Bicycles may be locked in the rack in front of the building.

Continuing Education Certificates will be sent to all attendees following their attendance.

## Upcoming Webinar Topics...

- **April 15 - Infrastructure for Micromobility**
- **May 20 - 2020 Vision: Through the Lens of Equity**
- **June 17 - Measuring the Pedestrian Environment**
- **July 15 - Victim Blaming in Crash Reporting**
- **August 19 - Transit Station Connectivity**

All webinars will be held from 2:00 - 3:00 PM CST in the large conference room on the 2nd floor of the Ronald Reagan Building - 271 W 3rd Street, Ste. 203, Wichita, KS 67202.

To RSVP Click [HERE](#) or Email [Bethany.Phelps@wampo.org](mailto:Bethany.Phelps@wampo.org)



## MTP Project List

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 are designated as eligible for WAMPO's suballocated federal funding. These projects have been submitted by project sponsors and undergone additional screening. 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).

## 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 to be eligible for WAMPO's suballocated funding, and a cooperative process with our member jurisdictions and planning partners to compile a list of 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 details on these projects and how they were selected.

### Project Selection Process for Projects Eligible for WAMPO Funding

WAMPO undertook a rigorous project selection process to designate which projects would be included on the project list as eligible for suballocated federal funding. The TPB set the size of the WAMPO-funded project list at \$119 million in 2019 dollars and adopted a set of project selection criteria. The criteria are based on the vision and outcomes of the MTP and include: Quality of Place, Land Use-Transportation Connection, Multimodal Connectivity, Economic Development, Financial Sustainability, Regionalism, Safety, and Technology. In order to increase the quality of project applications and ensure every jurisdiction had the opportunity to submit projects, WAMPO hired two consultants to assist our member jurisdictions and planning partners in identifying potential projects and preparing project applications.

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. WAMPO received 114 applications from 16 sponsors. WAMPO used an online tool to gather public input on the submitted projects, resulting in 10,096 survey responses and 736 comments from 1,315 participants.

The six-member Project Selection Committee included three members from the TPB and three members from the TAC. The selection committee heard presentations from all of the project sponsors about their projects. Staff assigned preliminary ratings on the project selection criteria, which the selection committee reviewed, either confirming the staff rating or making adjustments. Based on the project selection criteria ratings, member jurisdictions' priorities, public input, geographic and modal equity, and regional significance, the committee selected a list of projects to recommend to the Transportation Policy Body for WAMPO funding.

For more detail on the selection process, see the MTP Project Selection Process attachment.





### 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. For WAMPO member jurisdictions, the projects identified are generally those listed in their Capital Improvement Programs (CIPs).

KDOT has provided WAMPO with a list of projects to be included in the MTP. WAMPO staff are working with KDOT to resolve some issues with project costs. For the moment, those projects are not included in the attached list. Once these issues are resolved, we will distribute a list of the KDOT projects to the TAC.

### Summary of the Project List

The project list includes 146 projects, representing \$964 million in investment in the region's transportation system.

### Existing TIP Projects

62 of these projects are in WAMPO's existing 2019-2022 Transportation Improvement Program (TIP). The TIP is the region's short-range planning document that programs funds for specific projects. Projects in the 2019-2022 TIP were grandfathered directly into the MOVE 2040 Reimagined project list.

### Projects Eligible for WAMPO Funding

60 projects on the list are eligible for federal funding through WAMPO. Of these, 16 were grandfathered in from the existing TIP. 44 new projects were selected to receive WAMPO funding as part of the MOVE 2040 Reimagined development process, and three existing TIP projects were selected to receive additional funding. When WAMPO develops our next TIP, we will select eligible projects from this list to receive WAMPO's suballocated federal funds.

The project selection process selected projects totaling just over \$154 million in federal funding (in year of expenditure dollars). From 2023-2028, WAMPO expects to allocate approximately \$72 million to projects (\$12 million per year).

- \$123 million in road and bridge projects (80%)
  - \$73 million in road and bridge modernization projects (47%). These are things like going from open ditch to curb and gutter, adding bike lanes, adding center left turn lanes, etc.
  - \$51 million in road and bridge rehabilitation projects (33%) of which \$50 million have both modernization and rehabilitation elements (32%).
- \$9.5 million in bike/ped projects (6.2%)
  - \$94 million in road and bridge projects with significant bike/ped elements (multi-use path or bike lanes) (61%)
- \$0.5 million in transit projects (0.3%)
- \$18 million in technology projects (12%)
- \$3.3 million in planning projects (2.1%)
- \$71 million in City of Wichita projects (46%)
- \$68 million in projects for other cities and counties (44%)



- \$13 million in KDOT projects (8.5%)
- \$2.2 million in WAMPO projects (1.9%)

### Non-WAMPO Funded Projects

The remaining 90 projects are funded from other sources, including local governments, state funding, and other sources of federal funding.

### Attachments

- [MTP Project List](#)
- [MTP Project Scopes \(attachment 1\)](#)
- [MTP Project Selection Process \(attachment 2\)](#)
- [MTP Project Selection Criteria Scoring \(attachment 3\)](#)

## MTP Project List

Project	Sponsor	Type	RoadBridgeType	Total Cost	Eligible for WAMPO Funding	WAMPO Funding Amount	Time Band
SW Butler Road Improvements from SW 155th Street to SW 170th	Butler County	Road	Rehabilitation	\$14,299,445	Yes	\$ 10,275,678	2020-2024 or 2025-2030
SW Butler Rd/SW 150th St Intersection	Butler County	Road	Rehabilitation	\$7,815,000	Yes	\$ 5,600,000	2020-2024
21st Street Improvements, from KTA Toll Booth to Andover Road	City of Andover	Road	Modernization	\$9,075,000			2020-2024
US-54/400 Bicycle/Pedestrian Bridge in Andover	City of Andover	Bike/Ped		\$3,635,418	Yes	\$ 2,279,212	2020-2024 or 2025-2030
Prairie Creek Rd bridge over KTA	City of Andover	Bridge	Modernization	\$6,440,009	Yes	\$ 4,549,098	2020-2024 or 2025-2030
Andover Rd. Bicycle/Pedestrian Path, from Central to US-54	City of Andover	Bike/Ped		\$1,028,308	Yes	\$ 588,211	2020-2024
159th St. East, from US-54/400 to Central Ave.	City of Andover	Road	Rehabilitation	\$6,606,750	Yes	\$ 4,485,000	2020-2024
North Andover Rd. Improvements Redbud Trail to Ira Ct.	City of Andover	Road	Rehabilitation	\$3,348,068	Yes	\$ 2,390,374	2020-2024
45th St N, N Oliver Ave to N Woodlawn St	City of Bel Aire	Road	Rehabilitation	\$9,265,149	Yes	\$ 6,710,647	2020-2024 or 2025-2030
Oliver Ave and 45th St N Intersection Improvements	City of Bel Aire	Road	Rehabilitation	\$2,644,939	Yes	\$ 1,654,594	2020-2024 or 2025-2030
Woodlawn: 45th St to 37th St. N	City of Bel Aire	Road	Rehabilitation	\$8,490,343	Yes	\$ 5,579,150	2020-2024
Santa Fe Street: Main Street to 391st Street West	City of Cheney	Road	Rehabilitation	\$2,883,481	Yes	\$ 1,518,448	2025-2030
Rock Road Corridor Improvements from 55th Street to Freedom	City of Derby	Road	Modernization	\$6,262,396	Yes	\$ 4,433,221	2020-2024 or 2025-2030
Nelson Drive Realignment	City of Derby	Road	Rehabilitation	\$7,183,799	Yes	\$ 5,039,276	2020-2024 or 2025-2030
Market St Reconstruction, from Ark River to K-15	City of Derby	Road	Rehabilitation	\$225,000			2020-2024
Rock Rd Traffic Signal Coordination Phase 2	City of Derby	Technology		\$20,000			2020-2024
Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Road	Modernization	\$739,950	Yes	\$ 253,920	2020-2024
183rd Street Corridor Improvements from Maple Street to US-	City of Goddard	Road	Modernization	\$9,242,081	Yes	\$ 6,816,969	2020-2024 or 2025-2030
Multi-Use Path along Seneca and 63rd Sts	City of Haysville	Bike/Ped		\$1,709,937	Yes	\$ 1,252,610	2020-2024 or 2025-2030
North Main Street Reconstruction	City of Haysville	Road	Rehabilitation	\$2,372,480	Yes	\$ 1,743,664	2020-2024
Oliver and Kechi Rd. Intersection	City of Kechi	Road	Modernization	\$2,353,360	Yes	\$ 1,524,224	2020-2024
119th Street Improvements from 45th Street to 53th Street	City of Maize	Road	Modernization	\$7,595,351	Yes	\$ 5,420,944	2020-2024 or 2025-2030
Academy Avenue Improvements from Maize Road to 119th Street	City of Maize	Road	Rehabilitation	\$10,283,493	Yes	\$ 7,440,390	2020-2024 or 2025-2030
61st Street North, Broadway to the Wichita Valley Center Floodway	City of Park City	Road	Rehabilitation	\$3,153,700	Yes	\$ 2,712,160	2020-2024
Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	City of Valley Center	Road	Rehabilitation	\$3,849,283	Yes	\$ 2,731,731	2020-2024 or 2025-2030
Meridian, from Ford (77th St. N.) to Seward (69th St. N.)	City of Valley Center	Road	Rehabilitation	\$4,694,200	Yes	\$ 3,418,131	2020-2024
Wichita Intelligent Transportation System program	City of Wichita	Technology		\$2,883,481	Yes	\$ 2,097,077	2020-2024 or 2025-2030
Maple, 151st St W to 167th St W	City of Wichita	Road	Modernization	\$5,898,029			2025-2030
Pawnee, Greenwich to 127th St E	City of Wichita	Road	Modernization	\$5,242,693	Yes	\$ 3,669,885	2020-2024 or 2025-2030
Maize, 31st S to MacArthur	City of Wichita	Road	Modernization	\$5,898,029	Yes	\$ 4,194,154	2025-2030
Harry, 127th to 143rd Street E.	City of Wichita	Road	Modernization	\$5,242,693			2025-2030
151st St W, Kellogg to Maple	City of Wichita	Road	Modernization	\$5,832,496			2025-2030
143rd St E., Harry-Pawnee	City of Wichita	Road	Modernization	\$6,029,096	Yes	\$ 4,194,154	2020-2024 or 2025-2030
Maize, 31st St S. to Pawnee	City of Wichita	Road	Modernization	\$6,356,765	Yes	\$ 4,456,289	2020-2024 or 2025-2030
Douglas, Main to Washington	City of Wichita	Road	Modernization	\$7,864,039			2025-2030
Hillside, 37th-45th	City of Wichita	Road	Rehabilitation	\$4,587,357	Yes	\$ 3,145,616	2020-2024 or 2025-2030
13th St N, McLean-Zoo Blvd	City of Wichita	Road	Rehabilitation	\$8,781,510	Yes	\$ 6,291,231	2020-2024 or 2025-2030
135th St W, Central-13th	City of Wichita	Road	Modernization	\$5,308,226			2025-2030
Mosley & Rock Island, 3rd St to Central	City of Wichita	Road	Rehabilitation	\$2,293,678			2025-2030
Commerce Area Improvements	City of Wichita	Road	Modernization	\$5,100,000			2020-2024
Downtown Streetscaping	City of Wichita	Road	Modernization	\$6,553,366			2025-2030
Comprehensive Way Finding	City of Wichita	Bike/Ped		\$1,750,000			2020-2024

## MTP Project List

Project	Sponsor	Type	RoadBridgeType	Total Cost	Eligible for WAMPO Funding	WAMPO Funding Amount	Time Band
Wichita Bikeways and Bike Enhancements	City of Wichita	Bike/Ped		\$6,553,366			2025-2030
31st Street South Bikeway	City of Wichita	Bike/Ped		\$655,336	Yes	\$ 419,415	2020-2024 or 2025-2030
Arkansas River to Haysville Bikeway	City of Wichita	Bike/Ped		\$4,325,222	Yes	\$ 3,145,616	2020-2024 or 2025-2030
17th St N, I-135 to Hillside	City of Wichita	Road	Modernization	\$2,162,611	Yes	\$ 1,572,808	2020-2024 or 2025-2030
119th St W, 21st-29th	City of Wichita	Road	Modernization	\$5,242,693			2025-2030
Douglas, Seneca to Meridian	City of Wichita	Road	Modernization	\$6,160,164	Yes	\$ 4,403,862	2020-2024 or 2025-2030
Canal Crossing at 15th St N	City of Wichita	Bridge	Rehabilitation	\$4,841,679			2025-2030
MacArthur, West to Meridian	City of Wichita	Road	Modernization	\$4,364,133			2025-2030
Maple, Seneca to West St	City of Wichita	Road	Rehabilitation	\$7,262,518			2025-2030
Mt. Vernon, Southeast Blvd to Oliver	City of Wichita	Road	Modernization	\$4,587,357	Yes	\$ 3,145,616	2020-2024 or 2025-2030
Redbud Path, Woodlawn to Rock Rd	City of Wichita	Bike/Ped		\$786,404	Yes	\$ 524,269	2020-2024 or 2025-2030
Waco, Murdock to 21st St N	City of Wichita	Road	Modernization	\$7,470,837			2025-2030
Webb Rd, Central to 13th St N	City of Wichita	Road	Modernization	\$5,635,895	Yes	\$ 4,194,154	2020-2024 or 2025-2030
Wichita Center Business District Intelligent Transportation System	City of Wichita	Technology		\$3,604,351	Yes	\$ 2,621,346	2020-2024 or 2025-2030
Wichita Pedestrian Corridor Safety Improvements	City of Wichita	Bike/Ped		\$1,410,360			2020-2024
Wichita Pedestrian Crossing Enhancements	City of Wichita	Bike/Ped		\$1,818,260			2020-2024, 2025-2030
Wichita School District Safety Improvements	City of Wichita	Modernizati		\$1,081,106			2020-2024, 2025-2030
Wichita State Bikeway Connections	City of Wichita	Bike/Ped		\$917,471	Yes	\$ 576,696	2025-2030
Woodchuck to Buffalo Park Bikeway	City of Wichita	Bike/Ped		\$1,310,673			2025-2030
K-96 Bikeway Connections	City of Wichita	Bike/Ped		\$1,048,539			2025-2030
Hoover Road Bikeway, K-96 to Crystal Prairie Lake Park	City of Wichita	Bike/Ped		\$786,404			2025-2030
Hoover, Zoo to 29th Street North	City of Wichita	Road	Modernization	\$6,684,433			2025-2030
Wichita Bridge Rehabilitation/Repair	City of Wichita	Bridge	Rehabilitation	\$6,451,886			2025-2030
Chisholm Trail and Delano Path	City of Wichita	Bike/Ped		\$2,200,000			2020-2024
Prairie Sunset Trail	City of Wichita	Bike/Ped		\$2,300,000			2020-2024
29th & Maize Intersection	City of Wichita	Road	Rehabilitation	\$1,070,000			2020-2024
Bridge Rehabilitation/Repair - Wichita	City of Wichita	Bridge	Rehabilitation	\$2,927,162			2020-2024
Bikeways and Bike Enhancements	City of Wichita	Bike/Ped		\$4,789,902			2020-2024
Pawnee & 127th Street intersection	City of Wichita	Road	Modernization	\$1,350,000			2020-2024
Pawnee, Webb to Greenwich	City of Wichita	Road	Modernization	\$5,000,000	Yes	\$ 3,593,000	2020-2024
2nd St., Main to St. Francis	City of Wichita	Road	Rehabilitation	\$3,875,000			2020-2024
West 47th-MacArthur	City of Wichita	Road	Modernization	\$4,500,000			2020-2024
37th St N, Hydraulic to Hillside	City of Wichita	Road	Modernization	\$6,815,501	Yes	\$ 4,456,289	2020-2024 or 2025-2030
Douglas, Washington to Grove	City of Wichita	Road	Modernization	\$6,700,000			2020-2024
143rd Kellogg-Harry	City of Wichita	Road	Modernization	\$6,618,900	Yes	\$ 4,718,423	2020-2024 or 2025-2030
Maple, 135th Street W to 151st Street W	City of Wichita	Road	Modernization	\$4,500,000			2020-2024
West St, Harry to Pawnee	City of Wichita	Road	Modernization	\$17,431,953	Yes	\$ 7,864,039	2020-2024 or 2025-2030
West St, I-235 to MacArthur	City of Wichita	Road	Modernization	\$5,963,562	Yes	\$ 4,194,154	2020-2024 or 2025-2030
Fiber Optics Installations	KDOT	Technology		\$13,762,069	Yes	\$ 3,932,020	2025-2030
KDOT Modernization Programs	KDOT	Road	Modernization	\$16,000,000			2020-2024
KDOT Local System programs	KDOT	Road	Rehabilitation	\$12,000,000			2020-2024
KDOT Safety Programs	KDOT	Road	Modernization	\$4,000,000			2020-2024

## MTP Project List

Project	Sponsor	Type	RoadBridgeType	Total Cost	Eligible for WAMPO Funding	WAMPO Funding Amount	Time Band
KDOT Preservation Programs	KDOT	Road	Rehabilitation	\$100,000,000			2020-2024
WICHway Traffic Management Center Deployments, Upgrades and Expansions	KDOT	Technology		\$36,043,513	Yes	\$ 6,553,366	2025-2030
Cross-jurisdictional Corridor Management	KDOT	Technology		\$7,208,702	Yes	\$ 4,587,356	2025-2030
KDOT 1R Program	KDOT	Road	Rehabilitation	\$28,000,000			2020-2024
KDOT Bridge Set Aside Program	KDOT	Bridge		\$24,000,000			2020-2024
I-235/I-135/K-254 Interchange (North Junction) Green Phase	KDOT	Road	Modernization	\$95,244,353			2020-2024
Bridge Repair (#291) on I-135 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$12,200,000			2020-2024
Bridge #496 & Bridge #497 on US-54 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$910,000			2020-2024
Bridge #290 on I-135 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$7,212,400			2020-2024
K-254 Bridges #209 and #210 on K-254 in Sedgwick County	KDOT	Bridge	Rehabilitation	\$810,000			2020-2024
I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-North Junction Accelerated Project - SB I-135 and WB I-235 Flyover	KDOT	Road	Modernization	\$25,097,040	Yes	\$ 1,667,040	2020-2024
Intersection Improvements at US-54 and Barber Dr.	KDOT	Road	Modernization	\$4,331,160			2020-2024
Sedgwick: K-254 at Rock Road	KDOT	Road	Modernization	\$1,800,000			2020-2024
Phase 5 Wichita Traffic Management Center Device and Fiber	KDOT	Technology		\$709,817			2020-2024
Right of Way Acquisition for Northwest Wichita Bypass	KDOT	Road	Expansion	\$1,550,000			2020-2024
I-235 in Sedgwick County (1R Project)	KDOT	Road	Rehabilitation	\$6,065,402			2020-2024
Railroad Safety Crossing Improvements	KDOT	Safety		\$1,688,351			2020-2024
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	\$6,000,000			2020-2024
I-135 in Sedgwick County 1R project Guardrail Upgrades: from the Pawnee Avenue Overpass North to the South End Viaduct Bridges	KDOT	Road	Rehabilitation	\$77,001			2020-2024
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	\$159,500			2020-2024
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
Vertical Clearance Improvements	KTA	Bridge		\$8,000,000			2020-2024
Vertical Clearance Improvements	KTA	Bridge		\$4,000,000			2025-2030
95th Street (ARC95) - Hillside to Woodlawn	Sedgwick County	Road	Expansion	\$88,262,888			2025-2040
Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	Rehabilitation	\$1,769,409	Yes	\$ 1,258,246	2025-2030
Maple Street Pathway	Sedgwick County	Bike/Ped		\$2,064,310	Yes	\$ 1,310,673	2025-2030
Sedgwick County Paratransit Service activities	Sedgwick County	Transit		\$222,815	Yes	\$ 262,233	2025-2030
B495: Bridge on 247th St. West between 77th St. North and 85th St.	Sedgwick County	Bridge	Rehabilitation	\$550,000			2020-2024
B496: Bridge on 183rd St. West between 45th St. North and 53rd St.	Sedgwick County	Bridge	Rehabilitation	\$1,150,000			2020-2024
B490: Bridge on 143rd St. E. between Harry and Pawnee	Sedgwick County	Bridge	Rehabilitation	\$650,000			2020-2024
B497: Bridge on Ridge between 39th St. South and 47th St. South	Sedgwick County	Bridge	Rehabilitation	\$650,000			2020-2024
B500: Bridges on 103rd St. S. between 119th and 135th St. W.	Sedgwick County	Bridge	Rehabilitation	\$550,000			2020-2024
B502: Bridge on Greenwich between 109th St. North and 117th St.	Sedgwick County	Bridge	Rehabilitation	\$765,000			2020-2024

### MTP Project List

Project	Sponsor	Type	RoadBridgeType	Total Cost	Eligible for WAMPO Funding	WAMPO Funding Amount	Time Band
B505: Rehabilitate Bridge on Ridge over Arkansas River	Sedgwick County	Bridge	Rehabilitation	\$330,000			2020-2024
R351: Intersection Improvements at 55th St. S. and Meridian	Sedgwick County	Road	Modernization	\$1,100,000			2020-2024
B510, B491: Bridge on 71st St. South between Webb and Aviation Pathway Phase 3	Sedgwick County	Bridge	Rehabilitation	\$1,200,000			2020-2024
B485: Bridge on 151st St West over Ninnescah River	Sedgwick County	Bridge	Rehabilitation	\$4,600,000			2020-2024
B492: Bridge on 103rd St. S. between 103rd St. W. and 119th St. W	Sedgwick County	Bridge	Rehabilitation	\$500,000			2020-2024
B501: Bridge on 103rd St. South between Hoover and Ridge	Sedgwick County	Bridge	Rehabilitation	\$500,000			2020-2024
B498: Bridge on 143rd St. East between Pawnee and 31st St. South	Sedgwick County	Bridge	Rehabilitation	\$650,000			2020-2024
B507: Bridge on Greenwich between 117th St. North and 125th St.	Sedgwick County	Bridge	Rehabilitation	\$600,000			2020-2024
R348: Pave 135th St. W. North of 53rd St. N. (Half mile)	Sedgwick County	Road	Modernization	\$1,050,000			2020-2024
B504: Rehabilitate Bridge on 151st St. West over Arkansas River	Sedgwick County	Bridge	Rehabilitation	\$550,000			2020-2024
Training, Best Practices, and Model Policies for Member	WAMPO	Planning		\$655,336	Yes	\$ 524,269	2025-2030
WAMPO Travel Demand Model Update	WAMPO	Planning		\$1,703,875	Yes	\$ 1,363,100	2025-2030
Major Regional Priority Planning	WAMPO	Planning		\$1,310,674	Yes	\$ 1,048,539	2025-2030
Regional Asset Inventory	WAMPO	Planning		\$225,000	Yes	\$ 180,000	2020-2024
Asset Management Phase 2	WAMPO	Planning		\$275,000	Yes	\$ 220,000	2020-2024
Wichita Transit Network Redesign Plan	Wichita Transit	Transit		\$327,669	Yes	\$ 262,135	2020-2024 or 2025-2030
Federal Transit Administration (FTA) Programs	Wichita Transit	Transit		\$57,607,986			2025-2030
Federal Transit Administration (FTA) Programs	Wichita Transit	Transit		\$51,766,909			2020-2024
Wichita Bicycle Master Plan Update	Wichita Transit	Planning		\$458,735	Yes	\$ 366,988	2020-2024 or 2025-2030
Wichita Transit Capital	Wichita Transit	Transit		\$23,275,359			2020-2024, 2025-2030
Delano Transit Center	Wichita Transit	Transit		\$17,500,000			2020-2024
Wichita Transit Other Capital	Wichita Transit	Transit		\$18,000,000			2020-2024
Wichita Transit 5339 Capital	Wichita Transit	Transit		\$2,537,749			2020-2024
Wichita Transit 5310 Program	Wichita Transit	Transit		\$2,596,351			2020-2024
Wichita Transit Operating	Wichita Transit	Transit		\$16,000,000			2020-2024
Wichita Transit Replacement Paratransit Vehicles	Wichita Transit	Transit		\$1,866,840	Yes	\$ 1,493,472	2020-2024
<b>TOTALS</b>				<b>\$1,103,261,289</b>		<b>\$ 176,649,504</b>	



## Butler County

**SW Butler Road /SW 150<sup>th</sup> St Intersection:** Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in Rose Hill.

**SW Butler Road Improvements from SW 155th Street to SW 170th Street:** Improve SW Butler Road from SW 155th Street to SW 170th Street to an urban section to add capacity along a growing corridor, including intersection improvements at SW Butler Road and 160th Street.

## Andover

**North Andover Rd Improvements, Redbud Trail to Ira Ct:** The proposed project consists of the addition of a center left-turn lane, right turn lanes at major driveways and a 10-foot bicycle pedestrian path in front of the Andover High School and Middle School Campus on North Andover Rd., the addition of traffic signals at Allison St. and the North Andover High School driveway, and the extension of the 10-foot bicycle pedestrian path to connect to the south end of the existing bike/ped path at about Ira Ct.

**159<sup>th</sup> St E, from US-54/400 to Central Ave:** Improve the existing two-lane road with ditches to three-lane urban curb and gutter with adjacent 10' bicycle/pedestrian path from the intersection of US-54/400 to Central Avenue.

**Andover Rd Bicycle/Pedestrian Path, from Central Ave to US-54/400:** Remove existing 5' sidewalk and replace with 10' bicycle/pedestrian path to complete the north/south connection between Central Ave. and US-54

**Prairie Creek Rd Bridge over KTA:** The bridge project, located on Prairie Creek Road over I-35, would replace and widen the existing outdated farm-to-market bridge to accommodate an urban roadway bridge with a bicycle and pedestrian accommodations. The new bridge would meet current KTA and city standards for vertical clearance and typical section.

**US-54/400 Bicycle/Pedestrian Bridge in Andover:** The project constructs a grade separated bicycle and pedestrian crossing across US-54/400 near Andover Road to connect active transportation users to work, school, shopping, religious services, and recreation. The project would complete a missing link in the Andover Road Corridor Bicycle/Pedestrian Path, which is the central spine of the active transportation network.

## Bel Aire

**Woodlawn, 45<sup>th</sup> St N to 37<sup>th</sup> St N:** Reconstruct and pave Woodlawn from the existing two lane section to a three-lane section with curb and gutter from 37th to 45th Streets. The project will include a 10' hike and bike path that connects with the hike and bike path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.

**E 45th St N: N Oliver Ave to N Woodlawn St:** Reconstruct East 45th St. North from North Oliver Ave. to North Woodlawn St. to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.



**Oliver Ave and 45th St N Intersection Improvements:** Reconstruct North Oliver Ave. and 45th St. North intersection to address deteriorating pavement conditions, bridge condition, traffic safety, pedestrian and bicycle connectivity and safety, as well as storm water management.

## Cheney

**Santa Fe Street: Main Street to 391st Street West:** Construct Santa Fe Street from Main Street to 391st Street West to address a non-paved truck route with deteriorating gravel conditions, traffic and pedestrian safety, and pedestrian connectivity.

## Derby

**Patriot Ave: WB Right Turn Lane to K15 NB:** Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter.

**Nelson Drive Realignment:** Nelson Drive, between Patriot and just south of Red Powell. Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management, improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby.

**Rock Road Corridor Improvements from 55th Street to Freedom Street:** Reconstruct Rock Road from 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users.

## Goddard

**183rd Street Corridor Improvements from Maple Street to US-54/400:** Improve traffic flow on 183rd Street, a critical collector roadway, by upgrading the existing roadway to an urban section from Maple Street to US-54/400 while providing new facilities for bicycle and pedestrian mobility.

## Haysville

**North Main Street Reconstruction:** Reconstruct and pave North Main Street in Haysville, maintain the existing 4-lane arterial roadway with curb and gutter from Grand Ave. to the Valley Center Floodway Bridge. This project includes a 10' sidewalk along the west side of North Main St and a signalized pedestrian crossing at Karla Ave.

**Multi-Use Path along Seneca and 63rd Sts:** 1/2-mile east and 1/2-mile south of Seneca and 63rd St Intersection. Construct a multi-use path along Seneca Street and 63rd Street to provide a safe, accessible path for bicyclists and pedestrians to connect to the Plagens-Carpenter Park and the existing multimodal network near Downtown Haysville.

## Kechi

**Oliver and Kechi Rd Intersection:** Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of





Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

## Maize

**119th Street Improvements from 45th Street to 53rd Street:** Reconstruct 119th Street from 45th Street to 53rd Street to add capacity to accommodate anticipated growth, improve safety near schools, improve access to the growing industrial park, and provide safe bicycle and pedestrian facilities.

**Academy Avenue Improvements from Maize Road to 119th Street:** Reconstruct Academy Avenue from Maize Road to 119th Street to accommodate anticipated growth, improve safety near schools, provide safe bicycle and pedestrian facilities, and support redevelopment of the Academy Arts District which encourages economic opportunity through walkable development. Continuing the bicycle and pedestrian facilities south along 119th Street from Academy Avenue to 45th Street will complete the multimodal network near the schools.

## Park City

**61st Street North, Broadway to the Wichita Valley Center Floodway Bridge** Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bike pathways.

## Valley Center

**Meridian Avenue: Ford (77<sup>th</sup> St N) to Seward (69<sup>th</sup> St N):** Reconstruct and pave Meridian from 0.25MI south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained.

**Meridian Avenue: Main Street (81st St N) to 5th Street (85th St N):** Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

## Wichita

**2<sup>nd</sup> St, Main – St. Francis:** Preservation project - curb extensions, streetscaping improvements

**119th, 21st-29<sup>th</sup>:** Improve 119th Street West from 21st Street North to 29th Street North

**135th, Central-13<sup>th</sup>:** Improve 135th Street West from Central to 13th Street North

**13th, McLean-Zoo Blvd:** Improve 13th Street North from McLean Boulevard to Zoo Boulevard.

**143rd Harry-Pawnee:** Improve 143rd Street East from Harry to Pawnee

**143<sup>rd</sup> Kellogg-Pawnee:** Improve 143rd Street East from Kellogg to Harry

**151st St, Kellogg to Maple:** Improve 151st Street West from Kellogg to Maple

**17th Street North, I-135 to Hillside:** Rehabilitate 17th Street North from I-135 to Hillside



**31st Street South Bikeway:** K&O Railroad to Arkansas River. This project would install on-street bikeways on 31st Street South and connection to the Arkansas River Path near O.J. Watson Park. It would include shared lane markings from the Kansas and Oklahoma Railroad (located west of West Street) to West Street; a road diet with bike lanes from West Street to Old Lawrence Road; and a bicycle boulevard on Old Lawrence Road from 31st Street to the Arkansas River Path.

**37<sup>th</sup> St N, Hydraulic to Hillside:** Improve 37th St N from Hydraulic to Hillside

**Arkansas River to Haysville Bikeway:** Arkansas River Path near OJ Watson Park to Haysville. This project would develop a trail from Wichita to Haysville along a former railroad corridor owned by the City of Wichita. The bikeway would travel from the Arkansas River Path near OJ Watson Park to Haysville, and would include crossing improvements, design work, construction of a bridge deck at the Big Ditch, and related improvements.

**Canal Crossing at 15th St:** Convert existing bridge to a pedestrian crossing.

**Douglas, Washington to Grove:** Preservation project - curb extensions, streetscaping improvements

**Douglas, Main to Washington:** Reconfigure Douglas Avenue from Main to Washington

**Douglas, Seneca to Meridian:** Reconfigure Douglas Avenue from Seneca to Meridian

**Downtown Streetscaping:** Downtown Wichita. Curb extensions, streetscaping improvements.

**Harry, 127th to 143rd Street E.:** Improve Harry from 127th Street East to 143rd Street East

**Hillside, 37th-45<sup>th</sup>:** Improve Hillside Street from 37th Street North to 45th Street North

**Hoover Road Bikeway, K-96 to Crystal Prairie Lake Park:** Improve a 10-foot wide path on Hoover from the south ramp of K-96 and the future site of Crystal Prairie Lake Park

**Hoover, Zoo to 29th Street North:** Improve Hoover Road from Zoo to 29th Street North

**K-96 Bikeway Connections:** Construct the missing shared use path connection between the K-96 Path and the existing paths along Greenwich Road and/or Harry Street.

**MacArthur, West to Meridian:** Improve MacArthur from West Street to Meridian.

**Maize, 31st St S. to Pawnee:** Improve Maize Road from Pawnee to 31st St S.

**Maize, 31st to MacArthur:** Improve Maize Road from MacArthur to 31st St S.

**Maple, 135<sup>th</sup> St W to 151<sup>st</sup> W:** Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalk

**Maple, 151st St W to 167th St W:** Improve Maple Street from 151st to 167th Streets West.

**Maple, Seneca to West St:** Improve Maple from Seneca to West Street.



**Mosley & Rock Island, 3rd St to Central:** Preservation project - replace pavement, construct storm sewer and streetscaping

**Mt. Vernon, SE Blvd to Oliver:** Rehabilitate Mt. Vernon from SE Boulevard to Hillside

**Pawnee, Greenwich to 127th St E:** Improve Pawnee from Greenwich to 127th St E.

**Pawnee, Webb to Greenwich:** Re-construct the existing 2-lane asphalt mat street with a 3/5 lane street with curb and gutter on Pawnee from Webb to Greenwich. Final lane configuration will be determined as initial concepts are developed and traffic data has been updated from the recent construction/opening of the Southeast High School located at Pawnee & 127th Street. The intersections of Webb and Greenwich will have been improved with left turn lanes on all approaches. However, ADA improvements may be needed at the intersection of Webb Road to be sure wheelchair ramps and pedestrian signals are compliant. The project will include drainage improvements and a minimum of a 6' sidewalk on each side of Pawnee. The Bicycle Master Plan will be reviewed to determine what bicycle facility is most appropriate to connect existing paths along Greenwich and Pawnee.

**Pawnee and 127th St E intersection:** Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout.

**Redbud Path, Woodlawn to Rock Rd:** Construct Redbud Path multiuse path between Woodlawn and Rock Rd

**Waco, Murdock to 21st St N:** Reconstruct Waco from Murdock to 21st St N.

**Webb Rd, Central to 13th St N:** Reconstruct Webb Road from Central to 13th St N.

**West St, 47<sup>th</sup> St to MacArthur:** Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements

**West St, Harry to Pawnee:** Improve West Street from Harry to Pawnee.

**West St, I-235 to MacArthur:** Improve West Street from I-235 to MacArthur

**Wichita Bicycle Master Plan Update:** Update the Wichita Bicycle Master Plan and implement a bicycle-parking program.

**Wichita Center Business District Intelligent Transportation System:** Traffic signal optimization for signals in the Central Business District.

**Wichita Intelligent Transportation System program:** Traffic signal optimization for signals along street corridors.

**Wichita Pedestrian Corridor Safety Improvements:** Various pedestrian corridor improvements implemented in City of Wichita.

**Wichita Pedestrian Crossing Enhancements:** Various pedestrian crossing enhancements projects in Wichita



**Wichita School District Safety Improvements:** Various school district safety improvements in Wichita

**Wichita State Bikeway Connections:** This project would improve the bikeway connections to and from Wichita State University. The improvements will help to make WSU more attractive to prospective students, strengthen connections with the surrounding community, and improve conditions in a location where people are more likely to bicycle. Below is a listing of the bikeway improvements undertaken as part of this project.

- 17th Street Bike Lanes – I-135 Path to Oliver/Redbud Path: this improvement would continue the new bike lanes on 17th Street from Hillside to the Canal Route Path at I-135. The project would include a road diet along 17th Street and crossing improvements at key intersections.
- Fairmount Neighborhood Bikeways: this improvement would add bikeways on streets through the Fairmount Neighborhood and crossings at major roadways in order to strengthen connections between WSU, the Redbud Path, and other bikeways.
- Belmont / Fountain Bikeway: this improvement would add an on-street bikeway to connect the WSU campus to the K-96 Path.

**Wichita Traffic Signalization program:** Various traffic signalization improvements in Wichita

**Wichita Bike Enhancements Projects:** Various bicycle improvements across Wichita city limits.

**Wichita Bridge Rehabilitation/Repair Program:** Various bridge rehabilitation and repair projects across Wichita city limits.

**\Woodchuck to Buffalo Park Bikeway:** Design and construct an on-street bikeway from the existing Woodchuck Bikeway at 2nd Street to a proposed Maize Road bike/ped crossing near Buffalo Park. It would also provide a connection south below/across Kellogg at the Cowskin Creek to the Air Capital Memorial Park. The project would include crossing improvements, bikeway pavement markings, path connectors, and traffic calming where needed.

## KDOT

**Phase 5 Wichita Traffic Management Center Device and Fiber:** Installation of queue detectors, fiber, CCTV cameras, and dynamic message signs along K-96, US-54/400, K-254, K-42, and I-135

**KDOT Railroad Crossing Program:** Provide approximately three railroad crossing improvements in the WAMPO region per year.

**I-235/I-135/K-254 Interchange (North Junction) Green Phase:** Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.

**Right of Way Acquisition for Northwest Wichita Bypass:** Right of Way Acquisition for a 4-Lane Freeway Section

**I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities:** Pre-construction activities for reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita



**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: Guardrail Upgrades**

**I-135 in Sedgwick County 1R project Guardrail Upgrades: from the Pawnee Avenue Overpass North to the South End Viaduct Bridges: Guardrail Upgrades**

**I-135 in Sedgwick County 1R project Guardrail Upgrades: I-135 from the KTA, North to the South End of the Pawnee Avenue Overpass: Guardrail Upgrades**

**K-254 at Rock Road:** Construct EB right turn lane and WB right turn taper on K-254

**I-235 in Sedgwick County (1R Project): I-235:** Beginning at the East edge wearing surface of the BNSF Bridges thence East to the West edge wearing surface of Hydraulic Bridges

**Intersection Improvements at US-54 and Barber Dr.:** Intersection Improvements in Goddard

**North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2.:** Construct Fly-Over Bridge for NB I-135 to SB I-235, the Directional Ramp for SB I-135 to SB I-235, and the Bridge Structure over the BNSF Railroad

**Bridge Repair (#291) on I-135:** Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearings, replace bearings and full TMP

**Bridge #290 on I-135:** Bridge Repair- Polymer Overlay repair with deck patching followed by Single-Layer Polymer Concrete Overlay, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearing and full TMP

**Bridge #496 & Bridge #497 on US-54:** Bridge Repair- Strip seal replacements, relief slot joint replacements and deck patching as needed

**K-254 Bridges #209 and #210:** Bridge Repair, Patch deck, concrete overlay, rails & guardrails

**Cross-jurisdictional Corridor Management:** Implement integrated corridor management techniques on major and minor collector roads that are adjacent to state highways or that complement state highways, including cameras and possibly dynamic message signs

**Fiber Optics Installations:** Expanding and improving the fiber optic network will improve WICHway ITS operations, lend itself to fiber sharing with other jurisdictions, expand communication capabilities, provide fiber ring redundancy, improve technology on traffic signals and other infrastructure.

**KDOT Local System programs:** This program includes all of KDOT's on-going programs that fund projects on local systems, including Economic Development Program, Rural Highways/Railroad Crossing Surfacing, City Connecting Links Improvement Program (CCLIP), Off System Bridge Program, Local Bridge Program, and Cost Share Program.

**KDOT Modernization Programs:** Modernizes the existing state highway system, including state highways, U.S. highways, and interstates system. Projects are designed to enhance safety, improve roadways by adding shoulders, flattening hills, straightening curves and upgrading intersections on already existing roadways, and incorporating technology into the existing system. This category includes projects funded



through KDOT's Corridor Management Program, Access Management program, and Intelligent Transportation System set-aside.

**KDOT Preservation Programs:** Preserves the "as built" condition of roads and bridges on the state highway system, including state highways, U.S. highways, and interstates. Projects under this program are varied and range from roadway surfacing rehabilitation and bridge repairs to pavement and bridge replacements. This category includes all projects funded thru the following on-going KDOT programs: Bridge Repair, Bridge Replacement/Rehabilitation, Interstate Resurfacing (PMS), 1 R Program, and Bridge Set Aside.

**KDOT Safety Programs:** This includes the safety projects that KDOT administers through its Local Safety Program. These include the Highway Safety Improvement Program (HSIP), the High Risk Rural Roads (HRRR) program, and the Rail-Highway Grade Crossing program. These programs are all designed to improve traffic safety in the state by improving hazardous roads and rail/highway grade crossings.

**WICHway Traffic Management Center Deployments, Upgrades and Expansions:** Upgrading and increasing of WICHway roadside cameras, traffic sensors, dynamic message signs and traffic management center (TMC) facilities and hardware, including a backup traffic management center.

## Sedgwick County

**Arkansas River Crossing - 95th Street (ARC95) - Hillside to Woodlawn:** Improve and extend 95th Street from Hillside Street to Woodlawn Road to add capacity, improve emergency access, and accelerate growth and economic development. The project includes a new bridge spanning the Arkansas River, BNSF Railway, and K-15.

**Maple Street pathway:** Add pathway on Maple from 167th Street to 183rd Street and another half-mile south to Eisenhower Schools on 167th Street to meet the needs of residents for alternate mode of transportation, safe travel to school, and physical activity. The pathway will connect the cities of Wichita and Goddard and provide a link to the Prairie Sunset Trail.

**Rehabilitation of Bridge on Zoo Boulevard over M.S. Mitch Mitchell Floodway:** The project rehabilitates the bridge on Zoo Boulevard crossing the M.S. Mitch Mitchell Floodway. The project would repair pier caps and abutment bearing devises, diaphragms, expansion devices, the deck and other features to improve overall bridge condition and extend the life of the existing infrastructure.

**Sedgwick County Paratransit Service activities:** Conduct a comprehensive operations and technology feasibility study, implement its recommendations and purchase replacement vehicles.

## WAMPO

**Regional Asset Inventory:** WAMPO will develop a regional asset inventory showing the current condition of potentially regionally significant roads and bridges and the locations of ITS and bike/ped facilities in the WAMPO region. This will include developing a database and website that will make this information publicly accessible for the use of WAMPO planning partners, member jurisdictions and other stakeholders; populating the database with current condition and location information on these assets from our planning partners and member jurisdictions; and developing procedures for updating the database on an ongoing basis.



**Asset Management Phase 2:** Building on the Regional Asset Inventory, WAMPO will develop an approach to managing regionally significant transportation assets. The approach will be developed cooperatively with our planning partners and member jurisdictions; it may include a WAMPO program to conduct standardized condition assessments of regionally significant assets, making asset management software available to member jurisdictions to who are interested in using it to for their own decision making, and incorporating asset management practices into the WAMPO planning process.

**Major Regional Priority Planning:** Conduct planning studies to advance major regional priorities in the WAMPO region.

**Training, Best Practices, and Model Policies for Member Jurisdictions:** Provide training for staff of WAMPO's member jurisdictions and draft model policies and best practices to help those jurisdictions implement the vision and goals of the MTP.

**Travel Demand Model Update:** Update WAMPO's Travel Demand Model.

## Wichita Transit

**Federal Transit Administration 5310 Program (2019, 2020, 2021, 2022, 2023, 2024):** Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.

**Federal Transit Administration 5339 Program (2020, 2021, 2022, 2023, 2024):** Bus, bus related and bus facility purchases

**Wichita Multimodal Center:** Construct a new multimodal center in Wichita.

**Wichita Transit Operating (2020, 2021, 2022, 2023, 2024):** Federal funding to support Wichita Transit's operations

**Wichita Transit Other Capital (2020, 2021, 2022, 2023, 2024):** Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.

**Wichita Transit Replacement Paratransit Vehicles:** Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet.

**Federal Transit Administration (FTA) Programs:** Includes all of the Federal Transit Administration (FTA) formula and discretionary programs made available to designated recipients in the WAMPO region. These programs fund capital acquisition and operations activities for Wichita Transit as well as other public and non-profit transit providers. At the time of MTP adoption, current programs include Urbanized Area Formula Funding (FTA 5307 program), the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 program), and the Bus and Bus Facilities program (FTA 5339 program).

**Wichita Transit Capital:** Purchase and implement various capital goods, including buses, vans, bus stops, shelters, benches, and signs



**Wichita Transit Network Redesign Plan: Transit Network Redesign plan**





## MTP Project Selection Process for Projects Eligible for WAMPO Funding

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 being 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 of the 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 of the project selection 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, 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/pedestrian conflicts with cars, and adding roundabouts.

### **Technology**

Projects support Technology by incorporating innovative 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 posed a potential 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 assist our member jurisdictions and planning partners in identifying potential projects and preparing project applications. This assistance was well received by our member jurisdictions and increased 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. 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.

## 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 certain large projects up into smaller, more easily fundable phases.

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.

## MTP Project Selection Criteria Scoring

Name	Project Sponsor	Project ID	Mode	Quality of Place	Land-Use Transportation Connection	Multimodal Connectivity	Economic Development	Financial Sustainability	Regionalism	Safety	Technology
Andover Road from Redbud Trail to Ira Court	Andover	1.01	Road	Excellent	Acceptable	Excellent	Good	Excellent	Acceptable	Excellent	Acceptable
US-54/400 Bicycle Pedestrian Bridge in Andover	Andover	1.02	Bike/Ped	Excellent	Good	Good	Good	N/A	Acceptable	Excellent	N/A
Prairie Creek Road bridge over KTA	Andover	1.03	Bridge	Good	N/A	Acceptable	N/A	Good	Good	Acceptable	N/A
East Kellogg Planning Study	Andover	1.04	Planning	Excellent	Good	N/A	N/A	N/A	Excellent	N/A	Good
Andover Road Bike/Ped Improvements from Redbud Trail to 13th St	Andover	1.05	Bike/Ped	Excellent	N/A	Excellent	Good	N/A	Acceptable	Acceptable	N/A
Andover Road and Douglas Avenue Intersection	Andover	1.06	Road	Excellent	N/A	N/A	Good	N/A	Acceptable	N/A	N/A
21st St Improvements from KTA Toll Booth to Andover Rd	Andover	1.07	Road	Excellent	Acceptable	Excellent	Good	N/A	Acceptable	Excellent	N/A
Andover Road from 123rd St to 135th St	Andover	1.08	Road	N/A	N/A	Acceptable	N/A	N/A	Good	Good	N/A
Andover Road from 21st St to Half Mile North of 21st St	Andover	1.09	Road	Excellent	Acceptable	Excellent	Good	N/A	Acceptable	Excellent	N/A
Woodlawn: 45th St to 37th St N	Bel Aire	2.01	Road	Good	Excellent	Good	Good	Excellent	Acceptable	Excellent	N/A
Rock Road: Union Pacific Railroad to 53rd St N	Bel Aire	2.02	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Acceptable	Good	N/A
Oliver Ave and 45th St N Intersection Improvements	Bel Aire	2.03	Road	Excellent	N/A	Excellent	Acceptable	Good	Acceptable	Good	N/A
Oliver St: 37th St N to 45th St N	Bel Aire	2.04	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Northern Intercity Biking and Walking Route	Bel Aire	2.05	Bike/Ped	Excellent	Acceptable	Excellent	Good	N/A	Excellent	Acceptable	N/A
Woodlawn St: E 45th St N to 53rd St N, & Int. At 53rd St N and N Woodlawn St.	Bel Aire	2.06	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A
E 45th St N: N Oliver Ave to N Woodlawn St	Bel Aire	2.07	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A
N Oliver St: E 45th St N to 53rd St N	Bel Aire	2.08	Road	Excellent	Good	Excellent	Acceptable	N/A	Acceptable	Good	N/A
53rd St N: Oliver St to Woodlawn Blvd	Bel Aire	2.09	Road	Excellent	Acceptable	Excellent	N/A	Good	Acceptable	Good	N/A
55th St N and Lycee St Pedestrian Crossing	Bel Aire	2.1	Bike/Ped	Excellent	Acceptable	Excellent	N/A	N/A	Acceptable	Good	N/A
45th St N: Woodlawn St to Rock Rd	Bel Aire	2.11	Road	Excellent	Acceptable	Excellent	Good	Excellent	Acceptable	Good	N/A
SW Butler Road Improvements from SW 155th St to SW 170th St	Butler County	3.01	Road	N/A	N/A	Good	Good	Excellent	Good	Excellent	N/A
SW Butler Road Improvements from SW 135th St to SW 145th St	Butler County	3.01	Road	N/A	N/A	Acceptable	N/A	Excellent	Good	Good	N/A
SW 150th St Improvements from SW Meadowlark Rd to SW Butler Rd	Butler County	3.03	Road	N/A	N/A	N/A	Acceptable	Excellent	Acceptable	Excellent	N/A
SW 190th St Improvements from SW Butler Rd to County Line	Butler County	3.04	Road	Excellent	N/A	N/A	Acceptable	Acceptable	Acceptable	Good	N/A

## MTP Project Selection Criteria Scoring

Harry Street Bridge at Fourmile Creek	Butler County	3.05	Bridge	N/A	N/A	N/A	N/A	Acceptable	Acceptable	Acceptable	N/A
Santa Fe St: Main St to 391st St West	Cheney	4.01	Road	Excellent	Good	N/A	Good	Good	Acceptable	Good	N/A
Cheney Bicycle and Pedestrian Enhancements	Cheney	4.02	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Acceptable	N/A
Nelson Drive Realignment	Derby	5.01	Road	Good	Excellent	Good	Excellent	Excellent	Excellent	Excellent	Acceptable
Rock Road Corridor Improvements from 55th St to Freedom St	Derby	5.02	Road	Excellent	N/A	Excellent	Acceptable	N/A	Good	Good	N/A
US-54/400 Bicycle/Pedestrian Bridge between 183rd St and 199th St	Goddard	6.01	Bike/Ped	Excellent	Acceptable	Good	Acceptable	N/A	Acceptable	Excellent	N/A
183rd St Corridor Improvements from Maple St to US-54/400	Goddard	6.02	Road	Good	N/A	Good	Good	N/A	Acceptable	Excellent	N/A
Multi-Use Path along Seneca and 63rd Sts	Haysville	7.01	Bike/Ped	Excellent	N/A	Good	Good	N/A	Acceptable	Acceptable	N/A
Grand Ave/71st St Multi-Use Path	Haysville	7.02	Bike/Ped	Excellent	N/A	Good	N/A	N/A	Acceptable	Good	N/A
Fiber Optics Installations	KDOT	8.01	Technology	N/A	N/A	N/A	Excellent	N/A	Excellent	N/A	Excellent
WICHway Traffic Management Center	KDOT	8.02	Technology	N/A	N/A	N/A	Excellent	N/A	Excellent	Acceptable	Excellent
Cross Jurisdictional Corridor Management	KDOT	8.03	Technology	Excellent	N/A	N/A	Excellent	N/A	Excellent	Acceptable	Excellent
Kechi Rd: Oliver St to West City Limits	Kechi	9.01	Road	Good	Good	Good	N/A	N/A	Acceptable	Acceptable	N/A
Oliver St: Kechi Rd to North City Limits	Kechi	9.02	Road	Good	Acceptable	Good	N/A	N/A	Acceptable	Acceptable	N/A
Kechi Rd: Oliver St to Woodlawn Blvd	Kechi	9.03	Road	Good	Acceptable	Good	Acceptable	N/A	Acceptable	Acceptable	N/A
Woodlawn Blvd: K254 to 53rd St N	Kechi	9.04	Road	Good	N/A	Good	Acceptable	N/A	Acceptable	Acceptable	N/A
Oliver St: K254 to 53rd St N	Kechi	9.05	Road	Good	N/A	Good	N/A	N/A	Acceptable	Good	N/A
45th St Improvements from Maize Rd to 135th St	Maize	10.01	Road	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Excellent	N/A
Academy Ave Improvements from Maize Rd to 119th St	Maize	10.02	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A
119th St Improvements from 29th St to 53rd St	Maize	10.03	Road	Excellent	Acceptable	Excellent	Good	Acceptable	Acceptable	Excellent	N/A
53rd St Improvements from Maize Rd to 1/2 Mile West of 119th St	Maize	10.04	Road	Excellent	Acceptable	Excellent	Acceptable	Excellent	Good	Good	N/A
37th St Improvements from Maize Rd to 119th St	Maize	10.05	Road	Excellent	Acceptable	Excellent	Acceptable	N/A	Acceptable	Excellent	N/A
135th St Improvements from K96 to K&O Railroad	Maize	10.06	Road	N/A	N/A	N/A	Acceptable	N/A	Acceptable	Acceptable	N/A
61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Park City	11	Road	Good	N/A	Good	Excellent	Excellent	Acceptable	Excellent	N/A
Air Cap Dr: 53rd St N to 61st St N	Park City	11.01	Road	Good	Acceptable	Good	Good	N/A	Acceptable	Acceptable	N/A
77th St N Bridge over West Fork Chisholm Creek	Park City	11.02	Road	N/A	N/A	N/A	N/A	N/A	Acceptable	Acceptable	N/A
Park City Place Plan	Park City	11.03	Planning	N/A	N/A	N/A	N/A	N/A	Acceptable	N/A	N/A

## MTP Project Selection Criteria Scoring

61st St N: Air Cap Dr to Hydraulic Ave	Park City	11.04	Road	Good	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A
Rose Hill Road: Rosewood St to School St	Rose Hill	12.01	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A
Rosewood St Pathway: Rose Hill Rd to County Line Rd	Rose Hill	12.02	Bike/Ped	Excellent	Acceptable	Good	Acceptable	N/A	Acceptable	Acceptable	N/A
Rehabilitation of Bridge on Zoo Blvd over M.S. Mitch Mitchell Floodway	Sedgwick County	13.01	Bridge	N/A	N/A	N/A	N/A	Excellent	Good	N/A	N/A
10' Path on Maple St from S 135th St W to 183rd St W and 167th south to Eisenhower High School	Sedgwick County	13.02	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Good	Acceptable	N/A
Comprehensive Operations and Technology Feasibility Study and Implementation	Sedgwick County	13.03	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Good	N/A	Acceptable
Sedgwick County Replacement Vehicles	Sedgwick County	13.04	Transit	N/A	N/A	Acceptable	N/A	Excellent	Good	N/A	N/A
Arkansas River Crossing - 95th St - Hillside to Woodlawn	Sedgwick County	13.05	Road	Good	N/A	Acceptable	Good	N/A	Excellent	Good	N/A
Meridian Ave: Main St to 5th St N	Valley Center	14.01	Road	Excellent	Excellent	N/A	Good	Good	Acceptable	Excellent	N/A
Ford St: Bridge over Wichita-Valley Center Floodway to Broadway Ave	Valley Center	14.02	Road	Good	Acceptable	Good	Excellent	Good	Acceptable	Excellent	N/A
Main St: Redbud to Meridian Ave	Valley Center	14.03	Road	Good	Acceptable	N/A	Good	Excellent	Acceptable	Good	N/A
Main St: Meridian Ave to Emporia Ave	Valley Center	14.04	Road	Good	Excellent	N/A	Good	Excellent	Acceptable	Good	N/A
69th St N: Bridge over Wichita-Valley Center Floodway	Valley Center	14.05	Bridge	N/A	N/A	N/A	N/A	Excellent	Acceptable	Acceptable	N/A
Meridian Ave: 5th St N to North City Limits	Valley Center	14.06	Road	Excellent	Acceptable	N/A	Good	Excellent	Good	Excellent	N/A
Seneca St: Ford St to 5th St N	Valley Center	14.07	Road	Good	N/A	Good	N/A	Good	Acceptable	Acceptable	N/A
Travel Demand Model Update	WAMPO	15.01	Planning								
Air Quality Conformity Contingency	WAMPO	15.02	Planning								
Asset Condition Analysis	WAMPO	15.03	Planning								
Training, Best Practices, and Model Policies for Member Jurisdictions	WAMPO	15.04	Planning								
Major Regional Priority Planning	WAMPO	15.05	Planning								
Wichita Transit Network Redesign	Wichita Transit	16.01	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Excellent	N/A	N/A
Intelligent Transportation System - Central Business District	Wichita	16.02	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent
2nd St N, Main to St Francis	Wichita	16.03	Road	Excellent	Excellent	Excellent	Good	Good	Acceptable	Excellent	N/A
Wichita Transit Microtransit	Wichita Transit	16.04	Transit	Excellent	Excellent	Excellent	Excellent	N/A	Good	N/A	N/A
Intelligent Transportation System	Wichita	16.05	Technology	Excellent	Excellent	N/A	Excellent	N/A	Good	Acceptable	Excellent
Douglas, Seneca to Meridian	Wichita	16.06	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Douglas, Main to Washington	Wichita	16.07	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A

## MTP Project Selection Criteria Scoring

Douglas, Washington to Grove	Wichita	16.08	Road	Excellent	Excellent	Excellent	Excellent	Excellent	Acceptable	Excellent	N/A
Wichita Transit Commuter Service	Wichita Transit	16.09	Transit	Good	Excellent	Good	Excellent	N/A	Good	N/A	N/A
Commerce & St. Francis, Kellogg to Waterman	Wichita	16.1	Road	Excellent	Excellent	N/A	Good	Good	Acceptable	Good	N/A
West St, Harry to Pawnee	Wichita	16.11	Road	Excellent	Excellent	Acceptable	Excellent	Acceptable	Good	Excellent	Acceptable
West St, I-235 to MacArthur	Wichita	16.12	Road	Good	Excellent	N/A	Excellent	Acceptable	Acceptable	Excellent	N/A
Redbud Path, Woodlawn to Rock	Wichita	16.13	Bike/Ped	Excellent	Excellent	Good	Acceptable	N/A	Good	Acceptable	N/A
Hoover Rd, K96 to Crystal Prairie Lake Park	Wichita	16.14	Bike/Ped	Good	Excellent	Good	N/A	N/A	Acceptable	Acceptable	N/A
Bicycle Master Plan Update	Wichita Transit	16.15	Planning	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A
West St, 47th St S to MacArthur	Wichita	16.16	Road	Good	Acceptable	N/A	Good	Acceptable	Acceptable	Excellent	N/A
135th St W, 13th St N to Central	Wichita	16.17	Road	Good	Acceptable	Good	Acceptable	Acceptable	Excellent	Excellent	N/A
13th St N, McLean to Zoo Blvd	Wichita	16.18	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
17th St N, I-135 to Hillside	Wichita	16.19	Road	Excellent	Excellent	Excellent	Acceptable	Excellent	Acceptable	Excellent	N/A
K96 Bikeway Connections	Wichita	16.2	Bike/Ped	Excellent	Acceptable	Excellent	Acceptable	N/A	Acceptable	Acceptable	N/A
Wichita State Bikeway Connections	Wichita	16.21	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Acceptable	N/A
Maple, Seneca to West St	Wichita	16.22	Road	Excellent	Excellent	N/A	Good	Excellent	Acceptable	Excellent	N/A
Mt Vernon, SE Blvd to Oliver	Wichita	16.23	Road	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Excellent	N/A
Waco, Murdock to 21st St N	Wichita	16.24	Road	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Excellent	N/A
143rd St E, Kellogg to Harry	Wichita	16.25	Road	Good	Acceptable	Good	Acceptable	Acceptable	Excellent	Excellent	N/A
Woodchuck to Buffalo Park Bikeway	Wichita	16.26	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Acceptable	Acceptable	N/A
Arkansas River to Haysville Bikeway	Wichita	16.27	Bike/Ped	Excellent	Excellent	Excellent	Good	N/A	Good	Acceptable	N/A
37th St N, Hydraulic to Hillside	Wichita	16.28	Road	Good	Acceptable	Good	Excellent	Acceptable	Good	Good	N/A
Harry, 127th to 143rd	Wichita	16.29	Road	Good	Good	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
Hillside, 37th to 45th	Wichita	16.3	Road	N/A	Good	N/A	Good	Excellent	Acceptable	Excellent	N/A
Maize, 31st St to MacArthur	Wichita	16.31	Road	Good	Acceptable	Good	Excellent	Acceptable	Acceptable	Excellent	N/A
Maize, 31st St S to Pawnee	Wichita	16.32	Road	Good	Acceptable	Good	Excellent	Acceptable	Excellent	Good	N/A
31st St S Bikeway	Wichita	16.33	Bike/Ped	Excellent	Excellent	Excellent	Good	Excellent	Acceptable	Good	N/A
Maple, 135th St W to 151st St W	Wichita	16.34	Road	Good	Acceptable	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
Pawnee, Greenwich to 127th St E	Wichita	16.35	Road	Excellent	Acceptable	Excellent	Acceptable	Acceptable	Excellent	Good	N/A
Hoover, Zoo to 29th St N	Wichita	16.36	Road	Good	Excellent	Good	Acceptable	Acceptable	Acceptable	Good	N/A
119th St W, 21st to 29th St N	Wichita	16.37	Road	Good	Acceptable	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
143rd St E, Harry to Pawnee	Wichita	16.38	Road	Excellent	Excellent	Excellent	Acceptable	Acceptable	Acceptable	Excellent	N/A
MacArthur, West to Meridian	Wichita	16.39	Road	Good	Excellent	Good	Acceptable	Acceptable	Acceptable	Excellent	N/A
Webb Rd, Central to 13th St N	Wichita	16.4	Road	Excellent	Excellent	Good	Excellent	Excellent	Acceptable	Excellent	N/A
151st St W, Kellogg to Maple	Wichita	16.41	Road	Good	Excellent	N/A	N/A	Acceptable	Acceptable	Good	N/A
Maple, 151st St W to 167th St W	Wichita	16.42	Road	Excellent	Good	Excellent	N/A	Acceptable	Acceptable	Excellent	N/A
Seneca Bridge, South of 55th St S	Wichita	16.43	Bridge	Good	Excellent	N/A	N/A	Acceptable	Acceptable	Acceptable	N/A