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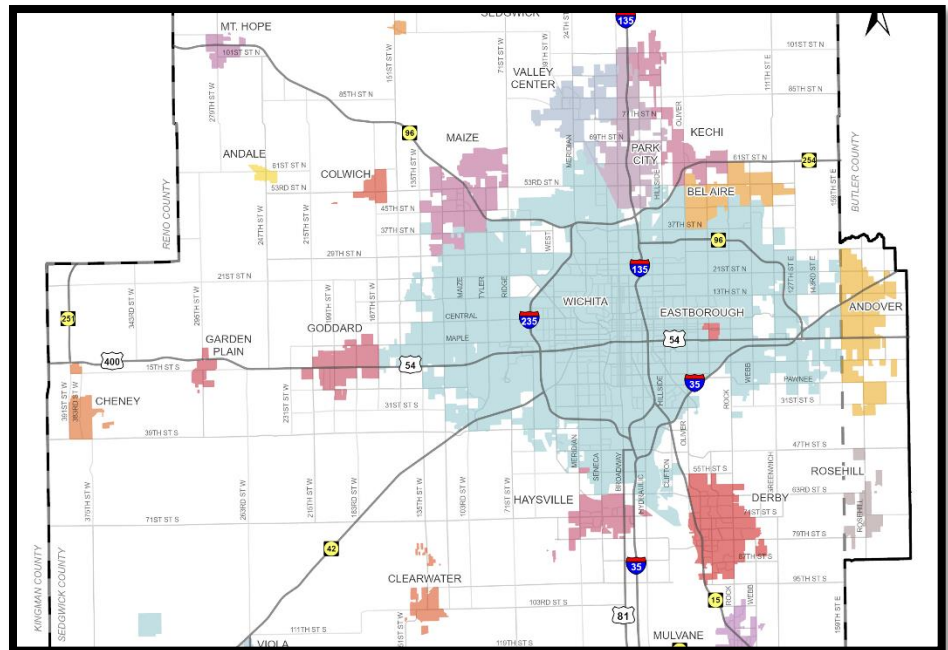
Federal Highway  
Administration

Federal Transit  
Administration

# TMA Certification Review

## Wichita Area Metropolitan Planning Organization (WAMPO)

### Wichita Transportation Management Area



July 31, 2023

Summary Report

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## 1.0 EXECUTIVE SUMMARY

On May 10-12, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Wichita urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for any urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements. **As a result of this Certification Review, the Wichita TMA metropolitan planning process performed principally by the Wichita Area Metropolitan Planning Organization (WAMPO), area transit provider(s), and the Kansas DOT is certified through August 1, 2027.**

WAMPO is the designated Metropolitan Planning Organization for the Wichita Metropolitan Planning Area (MPA) and works with the Kansas Department of Transportation (KDOT) as well as local public transit operators to implement the federally required planning process.

The scope of the federal review of the Wichita MPO planning process was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. The federal review team's work consisted of reviewing the products of the planning process, reviewing the ongoing oversight activities conducted by the FHWA and the FTA, and an in-person site review.

### 1.1 Previous Findings and Disposition

The 2019 Planning Review findings and their disposition are summarized below. It is important to note that there were no corrective actions from the 2019 certification review and all recommendations from that period have been and/or are in the process of being addressed by the MPO. **To review the full MPO response to the 2019 recommendation items, please refer to the 2023 desk audit/review in [Appendix D](#).**

#### 2019 Commendations

1. The Wichita Area Metropolitan Planning Organization (WAMPO) is commended for their Board education efforts, particularly the scenario planning exercises and the speaker series.
2. WAMPO's high level of effort and use of new technology to improve its public engagement is praiseworthy and stands as a best practice.

## **2019 Recommendations**

1. Kansas Department of Transportation (KDOT) and Wichita Transit (WT) should continue efforts to more deliberately engage and provide input into regional planning and decision-making activities, particularly during the MTP development.
2. As part of the UPWP, WAMPO staff should include a timeline for sequencing major work efforts over the MTP planning cycle or utilize some other type of comparable visualization tool. This would greatly help policy-makers more quickly and easily digest how the planning activities being undertaken fit into the overall planning process and to help engage the policy-makers in discussion.
3. Early in the UPWP Cycle, WAMPO partner agency staffs should work on improving the UPWP task organization and descriptions.
4. The MPO should continue to work to improve the MTP needs analyses, impact analyses, and to better connect the dots for the reader between stated objectives and the chosen investment decisions.
5. The MPO should consider coordinating public engagement activities with other partner organizations and stakeholders to maximize exposure and enhance the likelihood of reaching interested parties.

## **1.2 Summary of Current Findings**

The current 2023 review found that the metropolitan transportation planning process conducted in the planning area of the Wichita Area Metropolitan Planning Organization (WAMPO) meets all Federal planning requirements. Below are the primary findings, specifically commendations and recommendations that warrant recognition as well as potential follow up.

*Please note that this review yielded no findings of corrective action for WAMPO.*

### **1.2.1 Commendations**

The following are noteworthy practices that WAMPO is doing well in the transportation planning process:

1. WAMPO is commended for their use of innovation public involvement strategies to engage the public, particularly their efforts to have a presence at community events.
2. WAMPO and Wichita Transit are commended for the integration of transit participation into the MPO planning process through transit agency representation on most MPO committees.
3. WAMPO's creation of MPO subject specific committees as a result of strong public interest is a best practice.

### **1.2.2 Corrective Actions**

No Corrective Actions were found for WAMPO and the Wichita metropolitan planning area.

### **1.2.3 Recommendations**

The following are recommendations for WAMPO that would improve the transportation planning process:

1. The MPO's TPB Bylaws should be updated to better define the purpose, term limit, and role of the Ex-officio member of the Executive Committee.
2. WAMPO should document all financial processes in the MPO Employee and Operations Manual for better tracking and transfer of knowledge. This should also document internal controls processes like segregation of duties by job description and responsibility.

3. It is recommended that WAMPO incorporate project Status in the ALOP to show which projects are complete, which projects still under construction, and which are being carried over into a new TIP to assist with public tracking of progress.
4. It is recommended that the MPO and partner agencies update the 2018 Cooperative Agreement to enhance expectations of participating entities, especially for performance measures and data sharing as well as notate new agency representatives.
5. It is recommended that WAMPO update the Title VI Plan on their website to include a direct link to the Complaint Form, refine the definition section to better distinguish between the Title VI Law and Title VI Plan, as well as provide more options for complaint basis in the actual Title VI complaint form.
6. WAMPO should explore options for additional Title VI training for staff, such as courses provided by the National Highway Institute (NHI).
7. WAMPO should develop and include a more in-depth analysis of the benefits and burdens of project impacts post implementations as part of their MTP development process.
8. It is recommended that WAMPO institute proactive engagement with tribal governments, federal lands representatives, and the State Historic Preservation Office early in the planning and project development process to help identify potential conflicts and mitigation steps.
9. The MPO should incorporate emergency services into their resiliency planning and consider representation from these entities on their committee membership rosters.
10. WAMPO should update the 2006 ITS plan as scheduled.

***\* Full details on each of the review topics related to the listed commendations and recommendations can be found in the narrative on the following pages.***

## 2.0 INTRODUCTION

### 2.1 Background, Purpose & Objectives

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2020 Census, the Secretary of Transportation designated 192 TMAs – urbanized areas over 200,000 in population: <https://www.govinfo.gov/content/pkg/FR-2022-12-29/pdf/2022-28286.pdf>. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other stewardship and oversight activities provide opportunities for this type of review and comment, including internal controls, Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal interactions provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.



## 3.0 SCOPE AND METHODOLOGY

### 3.1 Review Process

This report, developed by the Federal Review Team, details the TMA certification review of the Wichita Area Metropolitan Planning Organization (WAMPO). The certification review for WAMPO consisted of a prior desk audit ([Appendix D](#)) and online public survey ([Appendix E](#)) followed by an in-person public meeting and site visit conducted the period of May 10-12, 2023. A list of the Federal Review Team is provided below, and the full listing of the review participants is included in [Appendix A](#).

#### Federal Review Team Members

- ❖ Eva Steinman, FTA Region 7
- ❖ Lauren Paulwell, FHWA Missouri Division
- ❖ Matthew McDonald, FHWA Kansas Division
- ❖ Javier Ahumada, FHWA Kansas Division
- ❖ David LaRoche, FHWA Kansas Division
- ❖ Cecelie Cochran, FHWA Missouri Division (lead)

In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the review findings. The planning review covers the transportation planning process conducted cooperatively by the MPO, State DOTs, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of this report for select subject areas.

### 3.2 Documents Reviewed

The following MPO documents were also evaluated as part of this planning process review:

- WAMPO [Website](#)
- Wichita Transit [Website](#)
- 2019 Wichita TMA Certification Review Final Report
- WAMPO Bylaws (all MPO committees included)
- WAMPO 2018 Cooperative Agreement
- WAMPO 2023 Employee Manual
- Reimagined MOVE 2040 Metropolitan Transportation Plan (MTP)
- FY 2023-2026 Transportation Improvement Program (TIP)

- FY 2023 Unified Planning Work Program (UPWP)
- 2022 Public Participation Plan (PPP)
- WAMPO Travel Demand Model Report
- WAMPO System Performance Reports
- WAMPO Bicycle & Pedestrian Data
- WAMPO 2020 Regional Freight Plan
- WAMPO [Title VI](#) Program and LEP Plan
- MPO Provided Public Survey Responses for 2023 Certification Review ([Appendix E](#))

### 3.3 Key Definitions for Planning Review Findings

**Corrective Actions** – Corrective Actions are compliance issues and indicate a serious situation that fails to meet one or more requirements of the transportation planning statute and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is a change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond will likely result in a more restrictive review.

**Recommendations** – Recommendations address technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal mandate.

**Commendations** – Commendations are processes or practices that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations. Also, significant improvements and/or resolution of past findings may warrant a commendation.

## 4.0 PROGRAM REVIEW

### 4.1 MPO Organization & Administration

#### Statutory & Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

#### Current Status:

WAMPO works cooperatively with the Kansas Department of Transportation (KDOT) in carrying out all of its transportation planning activities. State representatives serve on the Transportation Policy Body (TPB) alongside other regional representatives as well as on the various modal and programming committees established by WAMPO, and the

state DOT has a planning office with personnel designated as metropolitan planning liaisons for the MPOs. Additionally, it is important to note that one on one training is provided by WAMPO staff to new members of the various MPO committees to assist with understanding of the committee purposes and member expectation of duties. Wichita Transit representatives have been instituted on all major MPO committees and have an active, collaborative partnership with the MPO regarding the development and promotion of regional transit initiatives.



Transportation Policy Body (TPB)	Technical Advisory Committee (TAC)	Executive Committee (EC)	Active Transportation Committee (ATC)
Develops and implements WAMPO's transportation plans and makes the final approval of these documents and any amendments.	Reviews technical information about transportation studies and issues, as well as provides the TPB with their professional recommendations on documents, plans, and activities.	Provides strategic direction to staff on administrative service provision and other organizational and administrative matters.	Reviews and comments on regional technical reports related to pedestrian/bicycle/trail infrastructure.
Meets every 2nd Tuesday of the month at 3:00 PM	Meets every 4th Monday of the month at 10:00 AM	Meets quarterly on the 1st Thursday of the month at 11:00 AM	Meets quarterly on the 1st Wednesday of the month at 9:30 AM

In March of 2018, WAMPO updated their Cooperative Agreement detailing responsibilities and expectations between the organization and its state and transit partners as well as refresh references to federal requirements. In 2023, WAMPO updated its TPB Bylaws primarily to:

- Include one-year term limits for Chair/Vice-Chair committee positions;
- Amend the Executive Committee (EC) membership to include a KDOT representative for Wichita Metro as a voting member and the immediate past year's TPB Chairperson as an ex-officio member of the EC to assist with transfer of knowledge to new leadership; and
- Clarifying language to detail opportunities for public comment during MPO proceedings.

The Federal Team found that the TPB Bylaws did not fully define the purpose, term limit, or role of the Ex-officio member of the Executive Committee. The Bylaws could be strengthened by adding this information.

Additionally in 2023, the MPO amended their 2022 Employee and Operations Manual to include updates to their policies on training, travel, and technology. The MPO also adopted a Purchasing Procedures Policy in 2023.

#### ➤ Findings

During the review of the TPB Bylaws, it was determined that WAMPO should include more details on the purpose and term limit of the ex-officio member for role clarity. Overall, the Federal Review Team finds that WAMPO is compliant with the work program requirements listed under 23 U.S.C. 134(d) and 23 CFR 450.314(a).

**Recommendation #1:** The MPO TPB bylaws should be updated to better define the purpose, term limit, and role of the Ex-officio member of the Executive Committee.

## 4.2 MPO Financial Planning & Internal Controls

### 4.2.1 Statutory & Regulatory Basis

2 CFR 200.303 Internal Controls & 2 CFR 200.317 thru 2 CFR 200.327 Procurement Standards establish the basis for sound financial and administrative practices for any entity receiving grant funds from the federal government.

## **Current Status:**

WAMPO has experienced significant staff turnover since the previous 2019 review and has been actively working to address concerns with recruitment and retention efforts for key positions, especially in Accounting. Currently, the role is dually shared between representatives(s) from the city of Wichita Finance Department and the MPO. WAMPO works cooperatively with the Kansas Department of Transportation (KDOT) to execute their program in compliance with applicable laws & regulations including those for internal controls and procurement standards. WAMPO passed their most recent single audit, which was the first one to be passed in the past several years and shows that their processes are currently working and comply with laws and regulations. It was found that WAMPO has been lacking at documenting how the day-to-day processes of the MPO are carried out in regard to financial and internal controls for agency tracking and transfer of knowledge purposes. The documented processes should go further than simply stating WAMPO is following applicable laws and regulations and should reflect how WAMPO actually does business.

### **➤ Findings**

The Federal Review Team finds that WAMPO is compliant with requirements related to internal controls and procurement standards in 2 CFR 200.303 and 2 CFR 200.317 through 2 CFR 200.327.

**Recommendation #2:** WAMPO should document all financial processes in the MPO Employee and Operations Manual for better tracking and transfer of knowledge. This should also document internal controls processes like segregation of duties by job description and responsibility.

## **4.3 MPO Planning Processes & Work Products**

### **4.3.1 Statutory & Regulatory Basis – Unified Planning Work Program (UPWP)**

23 CFR 450.308 and 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

## **Current Status:**

WAMPO is currently operating under planning programming from the FY 2023 UPWP (January 1 – December 31, 2023). The work elements of the UPWP relate directly to strategies and goals of the Reimagined MOVE 2040 MTP. In addition, the UPWP tasks and activities are developed with direct input from local governments, area transit agencies, and is reviewed and commented on by state DOTs, FHWA and FTA prior to official adoption.

Since 2019, the MPO has revised its TIP fees, and since institution, has not experienced any local cash match challenges. No other funds (besides CPG and local match) are used for UPWP development, and there are no issues with carry-over balances. Several regionally significant transportation studies and plans have been initiated or completed by WAMPO since the last Certification Review, which include the following:

- Regional Freight Plan - [https://www.wampo.org/files/ugd/bbf89d\\_fde1eee6614645e6862e3be02e603c69.pdf](https://www.wampo.org/files/ugd/bbf89d_fde1eee6614645e6862e3be02e603c69.pdf)
- Travel Demand Model (TDM) and Congestion Management Process (CMP) - <https://www.wampo.org/tdm>
- Regional Transit Implementation Plan - [https://www.wampo.org/files/ugd/bbf89d\\_91c952814dc34fb18bf5e8f87bbf9cf2.pdf](https://www.wampo.org/files/ugd/bbf89d_91c952814dc34fb18bf5e8f87bbf9cf2.pdf)

## **➤ Findings**

The Federal Review Team finds that WAMPO meets all requirements related to the development and management of a UPWP.

### **4.3.2 Statutory & Regulatory Basis - Metropolitan Transportation Plan (MTP)**

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

**Current Status:**

The Reimagined MOVE 2040 MTP was adopted by WAMPO’s TPB in June 2020, and serves as the Wichita MPA’s long-range regional transportation plan. The process for developing this MTP involved an extensive public engagement effort to identify community issues, concerns, and collective priorities for the region. A variety of processes, procedures and mechanisms were used to collaborate and coordinate with key partners, stakeholders, and the public during the development of this MTP, which have been detailed here along with applicable performance reports: <https://www.wampo.org/metropolitan-transportation-plan>. In addition, the MPO has developed a separate Executive Summary

([https://www.wampo.org/files/ugd/bbf89d\\_9c0b73ea3afe40aa8decf9ae446d5cc6.pdf](https://www.wampo.org/files/ugd/bbf89d_9c0b73ea3afe40aa8decf9ae446d5cc6.pdf)) and video series to help illustrate the 2040 MTP plan:

**REIMAGINED MOVE 2040 CONSISTENCY WITH FEDERAL GOALS**

Federal regulations require MPOs to “develop long-range transportation plans and TPOs 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					
	Safety & Health	Integrated Multimodal Transportation Network	Economy & Mobility	Equity & Diversity	Quality of Place & Talent	WAMPO Funding Menu Collette
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, access 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 storm-water impacts of surface transportation						✓
Enhance travel and tourism		✓	✓		✓	✓

Table 8. Focus Areas and Planning Factors Matrix

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION | REIMAGINED MOVE 2040 | 27

<https://www.youtube.com/playlist?list=PLSjllQEvABlcs3NrDFpumRARWhx7cmxnM>. Goals are consistent with national initiatives, and project identification and prioritization processes have been solidified through extensive public engagement as well as regional demand modeling and performance criteria in coordination with funding forecasts.

Notably, the MPO is already in the early stages of updating the existing MTP, and is accepting public input, both virtually and through in-person meetings. All relative details on that process are readily accessible on the MPO website and social media pages:

<https://www.wampo.org/mtp2050>. WAMPO has been proactive in its review and prioritization of areas of environmental justice, and has conducted pop-up meetings and listening sessions in identified locations of frequent activity to maximize staff interaction with marginalized groups. WAMPO has shown dedication to coordinating with community connections and stakeholders to promote public involvement with the MPO and the MTP plan development. Staff has indicated its intention to institute more post-analysis of benefits and

burdens of selected projects for the upcoming MTP, and has requested resources for best practices in incorporating emerging technology within the planning process.

➤ **Findings**

The Federal Review Team finds that WAMPO meets all requirements related to the development and implementation of the MTP.

#### **4.3.3 Statutory and Regulatory Basis – Transportation Improvement Program (TIP)**

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.326 set forth requirements for the development and content of the TIP. The MPO is required, in cooperation with the SDOTs and public transit operators, to develop a TIP that reflect the investment priorities established in the current metropolitan transportation plan, covers a period of no less than 4 years, be updated at least every 4 years, be fiscally constrained and be approved by the MPO and the Governor.

**Current Status:**

The FY 2023-2026 TIP is the current active TIP for WAMPO and is consistent with the Reimagined MOVE 2040 MTP: <https://www.wampo.org/transportation-improvement-program>. Development of this TIP included participation from the state DOTs and member jurisdictions, and WAMPO has included environment justice considerations in the project assessments for the plan. Additionally, WAMPO provided sufficient opportunities for public review/comment on the plan. The FY 2023-2026 TIP is incorporated into the statewide transportation improvement program (STIP) for Kansas, and all amendments are processed on a quarterly cycle through a formal STIP amendment procedure approved by the FHWA Kansas Division and FTA Region VII. WAMPO currently updates its TIP on an annual cycle with the FY 2023-2026 TIP being adopted in August of 2022.

It was identified during the review process that there is no public information available to compare the status of projects outlined in the Annual Listing of Obligated Projects (ALOP) to the existing TIP. WAMPO stated it is tracking this information internally, but has not provided display in the ALOP.

➤ **Findings**

The Federal Review Team finds that WAMPO meets all requirements related to the



development and management of the TIP.

**Recommendation #3:** It is recommended that WAMPO incorporate project Status in the ALOP to show which projects are complete, which projects still under construction, and which are being carried over into a new TIP to assist with public tracking of progress.

#### **4.3.4 Statutory & Regulatory Basis – Performance-Based Planning Program (PBPP)**

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets established by public transportation providers. Additionally, per 23 CFR 450.326(d), each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process, particularly in the development of the TIP and MTP.

#### **Current Status:**

WAMPO has implemented performance-based planning throughout their planning process, and has successfully incorporated it into project selection procedures for both the MTP and TIP. A full System Performance Report of the performance status and standards for the Wichita planning area is outlined in both documents and can readily be accessed here as well:

[https://bbf89d44-63a6-4b4b-9930-](https://bbf89d44-63a6-4b4b-9930-7f4178afa979.usrfiles.com/ugd/bbf89d_1bde0fa537ed4e07a0e35d24194ee3f6.pdf)

[7f4178afa979.usrfiles.com/ugd/bbf89d\\_1bde0fa537ed4e07a0e35d24194ee3f6.pdf](https://bbf89d44-63a6-4b4b-9930-7f4178afa979.usrfiles.com/ugd/bbf89d_1bde0fa537ed4e07a0e35d24194ee3f6.pdf) . Pursuant

to the federal requirements, WAMPO has opted to develop and adopt its own regional targets for the individual performance measures with the agreement to plan and program projects in the urbanized area that will contribute toward the accomplishment of the Statewide performance targets. WAMPO has documented compliance with the required performance

measures outlined under 23 USC 150, and is incorporating new employment, economic and ridership trends within the region in conjunction with the performance measures for the upcoming MTP.

WAMPO expressed that it is utilizing the FHWA timeline for reporting performance data in coordination with the State, but has had issues with consistency in receiving available data and timelines from KDOT in the process.

➤ **Findings**

The Federal Review Team finds that WAMPO meets the federal requirements for PBPP.

**Recommendation #4:** It is recommended that the MPO and partner agencies update the 2018 Cooperative Agreement to enhance expectations of participating entities, especially for performance measures and data sharing as well as notate new agency representatives.

## **4.4 Freight**

### **Statutory & Regulatory Basis**

23 USC 134 23(h) and CFR 450.324(j) requires that the MPO metropolitan planning process provide for consideration as well as opportunities for participation in the selection of projects and strategies that increase the accessibility and mobility of people and for freight.

### **Current Status:**

WAMPO has greatly prioritized freight mobility in its planning process. Freight analysis of existing network needs has been examined in the Reimagined MOVE 2040 MTP: [https://bbf89d44-63a6-4b4b-9930-7f4178afa979.usrfiles.com/ugd/bbf89d\\_14ad1705e79641108ec7ae21a984bba7.pdf](https://bbf89d44-63a6-4b4b-9930-7f4178afa979.usrfiles.com/ugd/bbf89d_14ad1705e79641108ec7ae21a984bba7.pdf). In this plan, Trucks, Rail, Air, Pipeline and Broadband access were analyzed with available infrastructure and crash data in order to determine best recommendations for improvements within the planning area. Additionally, WAMPO staff actively served on the state Freight Committee in 2022 for the update of the Kansas State Freight Plan, and is proactively in the process of updating its own regional freight plan as a result to incorporate statewide initiatives as well as newly identified Critical Urban Freight Corridors (CUFCs). WAMPO has conducted its own initial analysis of system crash data since the 2040 MTP development, and is in the process of utilizing related identified factors from that analysis along with freight mobility trends in the region for their 2025 plan update.

## ➤ Findings

The Federal Review Team finds that WAMPO meets all requirements related to the integration of freight operations and planning into the overall metropolitan transportation planning process.

## 4.5 Public Involvement

### Statutory & Regulatory Basis

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

### **Current Status:**

The current MPO Public Participation Plan (PPP) was adopted in December 2022: <https://www.wampo.org/public-participation>. The PPP appropriately defines the WAMPO transportation planning process/procedures to provide citizens, stakeholder groups, and other interested parties with reasonable opportunities to be involved throughout its application. Notable initiatives of WAMPO to encourage public participation and fulfillment of the PPP are listed as follows:

- Public Participation Plan (December 2022 update);
- Deployment of a web-based MTP;
- Interactive visualization techniques – video series, surveys;
- MTP public involvement process – pop up events, community group connections;
- Outreach to bilingual media for information distribution/promotion; and

- Active use of social media accounts that complement the planning process.

WAMPO is utilizing contemporary, innovative public involvement strategies, including interactive maps and pop-up outreach. Therefore, WAMPO is recognized for having customized its outreach efforts and deploying varied strategies for specific audiences to ensure clear communication. This has been achieved through the MPO's creation of products and lively presentation tools and interactive maps in its planning products to help the public understand the presented data and the transportation planning process.

#### ➤ Findings

The Federal Review Team finds that WAMPO meets all the requirements for PPP.

**Commendation #1:** WAMPO is commended for their use of innovation public involvement strategies to engage the public, particularly their efforts to have a presence at community events.

## 4.6 Civil Rights (Title VI, LEP, ADA)

### Statutory & Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

### **Current Status:**

WAMPO's Title VI Program and LEP Plan are readily available on the MPO website: <https://www.wampo.org/title-vi>. At present, WAMPO has not received any official Title VI complaints. Nevertheless, upon review of the provided link within the Title VI Plan to the Complaint Form, it is found that there is no direct access to the document. In addition, the Definition section of the Appendix, there is no clear distinction between the definition of the Title VI law and the Title VI Program. Also, the WAMPO Title VI Complaint Form does not allow variety in selection for the basis of complaint relative to minority, low income, and Limited English Proficiency individuals. Only Race, color and national origin are available for selection. Cross-cutting laws and protected categories beyond race, color, national origin are part of the FHWA nondiscrimination program, but are enforced through their own authorities. It is recommended that WAMPO include other options for their complaint basis.

### **Findings**

The Federal Review Team finds that WAMPO meets the federal requirements for Title VI Civil Rights. It is recommended that WAMPO add a direct link to their Title VI Complaint forms, include other options for their complaint basis on the complaint forms, and update their definition section to distinguish between the Title VI law and the Title VI program.

**Recommendation #5:** It is recommended that WAMPO update the Title VI Plan on their website to include a direct link to the Complaint Form, refine the definition section to better distinguish between the Title VI Law and Title VI Plan, as well as provide additional options on the complaint basis in the complaint form.

**Recommendation #6:** WAMPO should explore options for additional Title VI training for staff, such as courses provided by the National Highway Institute (NHI).

## **4.7 Transit Planning**

### **Statutory & Regulatory Basis**

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

### **Current Status:**

Transit planning in the Wichita region is predominantly conducted by Wichita Transit, particularly in the areas of route design, amenities, and frequency. WAMPO and Wichita Transit coordinate planning activities on a variety of levels, from data sharing to participating in the development of regional plans.

Transit planning is integrated into the WAMPO transportation planning process and there is effective coordination between WAMPO staff and Wichita Transit. WAMPO has established the United Community Transit Coalition (UCTC) as the standing committee for area service and transportation agencies. The committee meets quarterly throughout the year and its primary responsibility is to create a unified voice for transit in the community and help identify needs and barriers in the region.

Wichita Transit is the primary fixed-route transit provider in the Wichita region and is a department within the City of Wichita. Wichita Transit operates 19 routes with around 51 buses and the Q-Line, a downtown circulator bus system. The Q-Line has recently been expanded to include the Museum Loop Extension.

### **➤ Findings**

Transit planning conducted by WAMPO and regional transit providers in the Wichita Urbanized Area meets all requirements listed under 23 CFR 450.314.

**Commendation #2:** WAMPO and Wichita Transit are commended for the integration of transit participation into the MPO planning process through transit agency representation on most MPO committees.

## **4.8 Environmental Justice (EJ) & Air Quality**

### **Statutory & Regulatory Basis**

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23

CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR 450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

### **Current Status:**

In accordance with Executive Order #12898, WAMPO currently conducts a meaningful, comparative EJ analysis. WAMPO’s assessment of the distribution of transportation resources, benefits, and services on a system-level helps ensure prevention of disproportionately high and adverse effects on vulnerable populations, thereby fostering equitable outcomes within the Wichita region.

In terms of Air Quality, the Wichita transportation management area (TMA) is classified as in attainment for all National Ambient Air Quality Standards (NAAQS). WAMPO is committed to continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.

### **Findings**

The Review Team finds that WAMPO is compliant with the requirements for EJ and Air Quality.

**Recommendation #7:** WAMPO should develop and include a more in-depth analysis of the benefits and burdens of project impacts post implementations as part of their MTP development process.

**Recommendation #8:** It is recommended that WAMPO institute proactive engagement with tribal governments, federal lands representatives, and the State Historic Preservation Office early in the planning and project development process to help identify potential conflicts and mitigation steps.

## 4.9 Security & Resiliency Planning

### Statutory & Regulatory Basis

23 U.S.C. 134(i)(2)(D) and 23 CFR 450.324(f),(g) requires that land use management, natural resources, environmental protection/mitigation, conservation, and historic preservation concerning the development of the transportation plan as well as the selection of capital investments be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies.

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system. The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP may include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

### Current Status:

WAMPO incorporates security and resiliency planning for the Wichita metropolitan planning area through the various modes including transit, roadways, and multimodal. Transportation System Management and Operations (TSMO) planning is directly related to system resiliency and WAMPO staff has been involved with the development of the Regional TSMO plan. This includes the Wichita Area Inter-Agency Fiber Optic Sharing Plan. This plan was an outgrowth of the Data Business Plan workshop hosted by WAMPO in October 2020. The WAMPO has a stable and resilient regional transportation system through its management by the WICHWay Transportation Management Center in cooperation with WAMPO and KDOT. The WICHWay is collocated with the regional 911 call center and this introduces efficiencies in dispatching emergency responders to incidents, particularly those involving the regions freeways. This coordination introduces a higher level of security throughout the system, although coordination efforts could be expanded by including emergency services representatives on MPO committee membership rosters. The Regional ITS plan was last updated in 2006.



## ➤ Findings

The Federal Review Team finds that WAMPO meets the federal requirements for security and resiliency planning.

**Recommendation #9:** The MPO should incorporate emergency services into their resiliency planning and consider representation from these entities on their committee membership rosters.

**Recommendation #10:** WAMPO should update the 2006 ITS plan as scheduled.

## 4.10 Safety & Complete Streets

### Statutory & Regulatory Basis

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of the federal planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users. In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

### Current Status:

WAMPO is involved with a number of safety projects and initiatives that align with the federal planning factors related to safety and complete street planning. The MPO hosts regular bicycle and pedestrian planning webinars such as those available through the Association of Pedestrian and Bicycle Professionals. Since the last review, WAMPO has created the Active Transportation Committee and the Safety and Health Committee. Both committees meet on a quarterly basis, reviewing technical reports and contributing to WAMPO plans related to bicycle/pedestrian infrastructure and safety respectively. These committees were created as a direct result of public feedback expressing a strong interest in these areas.

## ➤ Findings

The Federal Review Team finds that WAMPO is compliant with the federal requirements for Safety and Complete Streets.

**Commendation #3:** WAMPO's creation of MPO subject specific committees as a result of strong public interest is a best practice.

## 5.0 CONCLUSION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Certification Review, conducted in FY 2023, found that the metropolitan transportation planning process being implemented in the Wichita urbanized area meets Federal planning requirements. The Wichita Area Metropolitan Planning Organization (WAMPO) is found to conduct planning activities in a continuing, cooperative, and comprehensive manner in coordination with its regional partners, as well as fulfilling the federally required multi-modal and participatory planning process.

Based on this review and ongoing oversight by the FHWA and the FTA, the transportation planning process carried out in the Wichita Transportation Management Area for the period of August 1, 2023 to July 31, 2027 is certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

## **APPENDIX A - PARTICIPANTS**

Federal reviewers prepared this Certification Review report to document the results of the review process. The report and final actions are the responsibility of the FHWA Kansas along with the FTA Region 7 Office. The following individuals were involved in the Wichita Urbanized Area site review:

### **The Federal Review Team**

Eva Steinman, FTA Region 7  
Lauren Paulwell, FHWA Missouri Division  
Matthew McDonald, FHWA Kansas Division  
Cecelie Cochran, FHWA Missouri Division  
Javier Ahumada, FHWA Kansas Division  
David LaRoche, FHWA Kansas Division

### **WAMPO Staff Participants**

Chad Parasa, Executive Director  
Ashley Bryers, Transportation Planning Manager  
Peter Mohr, Principal Engineer

### **Wichita Transit Participants**

Raven Alexander, Mobility Relations and Grants  
Manager  
Nathaniel Hinkel, Senior Communications  
Specialist

### **Kansas DOT Participants**

Allison Smith, Transportation Planner and MPO  
Liaison  
Michael Moriarty, Transportation Planning  
Bureau Chief

# APPENDIX B – AGENDA



**FY 2023 FHWA/FTA CERTIFICATION REVIEW  
 WICHITA AREA METROPOLITAN PLANNING ORGANIZATION  
 SITE VISIT AGENDA  
 May 10-12, 2023**

Unless otherwise noted all sessions will be held at the WAMPO offices at 271 W. 3<sup>rd</sup> St. North, Suite 203. If you have any questions or need additional information, please contact Cecelie Cochran (FHWA) at [Cecelie.Cochran@dot.gov](mailto:Cecelie.Cochran@dot.gov) or Eva Steinman (FTA) at [Eva.Steinman@dot.gov](mailto:Eva.Steinman@dot.gov)

Wednesday, May 10, 2023 (Afternoon)	
<p>1:00 -1:15 pm - <u>Introductions/ Meeting Overview</u></p> <p>1:15 – 2:15 pm - <u>Organization &amp; Administration of the Planning Process</u></p> <ul style="list-style-type: none"> <li>o Org chart, staffing, and committee structure</li> <li>o MPO and State coordination</li> <li>o Financial Planning/Internal Controls</li> </ul> <p>(Small Break if needed)</p> <p>2:15 – 3:15pm - <u>Planning Program Process/Work Products</u></p> <ul style="list-style-type: none"> <li>o MTP/UPWP/TIP</li> <li>o UZA Boundary</li> <li>o Performance Based Planning- targets, measures, agreements</li> <li>o Transportation Systems Management / Congestion Management Process (CMP)</li> </ul> <p>3:15 - 3:30 pm- Break</p> <p>3:30 - 4:15 pm – <u>Freight</u></p> <p>4:15 – 4:30 pm – Day 1 Wrap-up</p>	<p>This session is being conducted in person at the WAMPO offices, however a <u>virtual link</u> has been provided for those unavailable to attend in person.</p>

<b>Thursday, May 11, 2023 (All Day)</b>	<p>This session is being conducted in person at the WAMPO offices, however a <a href="#">virtual link</a> has been provided for those unavailable to attend in person.</p>
<p>8:30 -9:00 am – <u>Public Involvement and Public Participation Plan</u></p> <p>9:00 – 9:30 am- <u>Civil Rights/Title VI</u></p> <p>9:30 – 10:30 am - <u>Transit</u></p> <p>10:30 - 10:45 am - Break</p> <p>10:45 - 11:45 pm – <u>Environmental Justice/Resource Mitigation/Air Quality</u></p> <p>11:45 – 1:00 pm – Lunch on own</p> <p>1:00 - 2:00 pm – <u>Security and System Resiliency</u></p> <p>2:00 – 3:00 pm - <u>Safety/Complete Streets/ Livability</u></p>	
<b>Public Involvement Segment (Afternoon/Evening)</b>	<p>The Open House will be held at the  <b>Advanced Learning Library  Keeney Stevens Board  Room  711 W. 2<sup>nd</sup> Street, Wichita,  Kansas 67203</b></p>
<p>4:30 -6:30 pm – Open House with short presentations at 4:30 and 5:30pm</p>	
<b>Friday, May 12, 2023 (Morning)</b>	<p>This session is being conducted in person at the WAMPO offices, however a <a href="#">virtual link</a> has been provided for those unavailable to attend in person.</p>
<p>9:00 – 10:00 am – <u>Federal Team pre-closeout meeting</u></p> <p>10:00 – 11:00 am – <u>Closeout Meeting with WAMPO Director and Staff</u></p>	

## **APPENDIX C - LIST OF ACRONYMS**

**ADA:** Americans with Disabilities Act  
**CFR:** Code of Federal Regulations  
**CMP:** Congestion Management Process  
**CUFCs:** Critical Urban Freight Corridors  
**DOT:** Department of Transportation  
**EJ:** Environmental Justice  
**FAST:** Fixing America's Surface Transportation Act  
**FHWA:** Federal Highway Administration  
**FTA:** Federal Transit Administration  
**FFY:** Federal Fiscal Year  
**FY:** Fiscal Year  
**HSIP:** Highway Safety Improvement Program  
**ITS:** Intelligent Transportation Systems  
**LEP:** Limited-English-Proficiency  
**M&O:** Management and Operations  
**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century  
**MPA:** Metropolitan Planning Area  
**MPO:** Metropolitan Planning Organization  
**MTP:** Metropolitan Transportation Plan  
**PBPP:** Performance Based Planning  
**PPP:** Public Participation Plan  
**SHSP:** Strategic Highway Safety Plan  
**STIP:** State Transportation Improvement Program  
**TDM:** Travel Demand Management  
**TIP:** Transportation Improvement Program  
**TMA:** Transportation Management Area  
**U.S.C.:** United States Code  
**UPWP:** Unified Planning Work Program  
**USDOT:** United States Department of Transportation  
**WAMPO:** Wichita Area Metropolitan Planning Organization

## **APPENDIX D – WAMPO DESK REVIEW RESPONSE**

*See attached at the end of report.*

## APPENDIX E – PUBLIC SURVEY & MEETING COMMENTS

Prior to the virtual site review, WAMPO deployed an electronic public survey (<https://survey123.arcgis.com/share/6d6f75a938874fa79767a561aa27e3b6>) to aid in the collection of citizen feedback regarding public involvement opportunities in the MPO planning process. Comments were collected from April 7, 2023 to May 12, 2023. Overall, the survey yielded a total of 4 participants. The results of the pre-certification public survey are listed below. In addition to the online survey, an in-person public meeting was held in the evening of Day 2 of the site visit (May 11, 2023) at the Wichita Public Library located at 223 S. Main Street, Wichita, KS, 67202. Less than a handful of interested citizens attended this meeting. Attending citizens indicated no significant issues with WAMPO's existing efforts/methods to solicit public involvement throughout the transportation planning process, but did recommend that the MPO boost its social media presence and prior notification of upcoming meetings and strongly encouraged FHWA and state DOT staff to prioritize project funding and community culture initiatives that promote the health, safety and accessibility of vulnerable, nonmotorized road users.

### ***Pre-Certification Public Survey Results***

**Please share any additional thoughts you have on the overall transportation planning process in the Wichita metropolitan area.**

- *We are doing the best we can with what we have and always seeking out future improvements for the better of our community here in Sedgwick County.*
- *WAMPO staff work intentionally to engage residents of all means, I appreciate their multi-modal efforts.*
- *Under the current administration WAMPO has been very creative and proactive in studying, developing and encouraging innovative solutions for all types of transportation*
- *It seems to be getting better but I still think WAMPO needs to put more emphasis on inclusion and that means meeting people in their communities and requiring participatory activities like road safety audits to elicit input during the planning process. Public transit is pitiful here and if that is not addressed more robustly in transportation planning, Wichita will continue to not serve students, older adults, low income, people with disabilities.*

**How did you become aware of the Wichita Area Metropolitan Planning Organization (WAMPO)?**

- *By Sedgwick County Commissioner Dennis being part of WAMPO and then volunteering for their Economic Development and Transportation Committee.*
- *I learned about WAMPO from through Bike Walk Wichita's advocacy and collaboration efforts.*
- *From fellow advocates*
- *Pedestrian advocacy*

**How have you been involved in the WAMPO transportation planning process?**

- *I have not been involved in the WAMPO transportation planning process until recently joining their committee to discuss ways of improving our transportation services for the future of Sedgwick County.*
- *Yes, several times.*
- *5 years*
- *Have provided feedback for a few years*

**What has kept you from becoming more involved in the WAMPO transportation planning process?**

- *I have participated in listening in on the committee meetings held bi-monthly.*
- *I'm already involved in several committees, attend their public webinar series, and open house events.*
- *Lack of time*
- *Seems complicated, input opportunities are not well advertised or take up too much time, transportation professionals can be very technical and dismissive, has been focused on moving cars, rather than multi-modal.*





***This report was prepared by:***

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## 2023 WICHITA AREA TMA CERTIFICATION REVIEW

### Discussion Questions

**TMA Name:** Wichita Area Metropolitan Planning Organization

*\*Please be sure to answer all numbered questions (and sub-questions as they apply) in this document.*

### **Follow Up Recommendations from Previous 2019 Certification Review**

1. Please provide an overview of any progress the MPO and its planning partners have made towards implementing the following recommendations outlined in the 2019 Certification Review Report:

- a. “Kansas Department of Transportation (KDOT) and Wichita Transit (WT) should continue efforts to more deliberately engage and provide input into regional planning and decision-making activities, particularly during the MTP development.” [A Plan Advisory Committee \(PAC\) will soon start meeting to guide the development of the next MTP. It will include representatives from both KDOT and Wichita Transit.](#)

[The WAMPO Project Selection Committee \(PSC\), which recommends specific projects for inclusion in the MTP and TIP and for federal funding, now includes a Wichita Transit representative. At the most recent meeting of the PSC, on November 10, 2022, a practice was started of inviting a KDOT staff member to provide insight on the decisions being made \(although that KDOT staff member did not have a vote on the PSC\).](#)

- b. “As part of the UPWP, WAMPO staff should include a timeline for sequencing major work efforts over the MTP planning cycle or utilize some other type of comparable visualization tool. This would greatly help policy-makers more quickly and easily digest how the planning activities being undertaken fit into the overall planning process and to help engage the policy-makers in discussion.”

[In the 2023 UPWP \(https://www.wampo.org/upwp\)](https://www.wampo.org/upwp), there is now such a visualization (“Table 1: Planning Products Status”), in the form of a Gantt chart. Each row corresponds to one of WAMPO major planning products (MTP, TIP, UPWP, CMP, Coordinated Public Transit-Human Services Transportation Plan, Title VI plan, LEP plan, Public Participation Plan). Each column corresponds to one of the quarters of the year during 2023-2027, with cells colored in for each quarter during which work is to be performed on each of the planning products. This table also lists when each planning document was last approved and by when it is required to next be updated. A five-year period is shown in this table to correspond to the five-year MTP cycle (the next MTP is due to be approved in 2025).

- c. “Early in the UPWP Cycle, WAMPO partner agency staffs should work on improving the UPWP task organization and descriptions.”

Between the 2019 and 2023 UPWPs, WAMPO has made changes to task organization and description:

- There are fewer overall task/subtask codes to which work can be charged and those tasks are defined more broadly. This makes it easier to charge work to the most appropriate code.
- The order and grouping of tasks and subtasks have been changed.
- Within each subtask section, there are lists, usually bulleted, of specific activities that are included in the subtask and specific products/deliverables that are to come from the subtask (under the heading “Products”).
- Consultant services receive separate subtask codes from work to be performed by WAMPO staff.
- The UPWP is now organized around products for each activity.
- WAMPO staff discussed potential UPWP activities with TAC, TPB, KDOT, FHWA/FTA, and Wichita Transit.

- d. “The MPO should continue to work to improve the MTP needs analyses, impact analyses, and to better connect the dots for the reader between stated objectives and the chosen investment decisions.”

The current MTP (*REIMAGINED MOVE 2040*, approved in June 2020 and under development at the time of the 2019 Certification Review), lays out five focus areas that satisfy the ten Federal Planning Factors. These focus areas were expanded upon to produce the project-scoring system for the MTP.

The needs and impact analyses are ongoing through various studies including the Congestion Management Plan, Comprehensive Safety Action Plan, Economic Development Study, and Regional Transit Feasibility Study. Further, Transportation System Performance measures are part of the MTP 2050 assistance and the Travel Demand Model project.

The next MTP (*MTP 2050*, due to be adopted in 2025), is under development. The first round of public engagement will include a survey about proposed goals and objectives. Meanwhile, with the help of consultants and stakeholders, forecasts and trends will be developed regarding travel patterns, demographics, housing, education, environmental resources, financial resources, etc. When final goals, objectives, and forecasts are completed, a needs analysis will be incorporated into the MTP. The MTP will also include a section on how the goals, objectives, and needs were translated into project selection criteria. There will also be an appendix detailing a consultant-developed project-selection model that will reflect those criteria, once they are finalized.

- e. “The MPO should consider coordinating public engagement activities with other partner organizations and stakeholders to maximize exposure and enhance the likelihood of reaching interested parties.”

At the time of the 2019 Certification Review, the public-engagement process for the current MTP (*REIMAGINED MOVE 2040*) was already well underway ([https://www.wampo.org/files/ugd/bbf89d\\_bbbb8e125e534cbd92aa7d1195fe21d2.pdf](https://www.wampo.org/files/ugd/bbf89d_bbbb8e125e534cbd92aa7d1195fe21d2.pdf)), leaving limited opportunities to respond to this recommendation in the development of that plan.

For the development of the next MTP (*MTP 2050*, due to be adopted in 2025), WAMPO has been actively reaching out to member jurisdictions, nonprofit organizations, and other event organizers and managers of public spaces for opportunities to distribute surveys, educate the public on the transportation planning process, and invite public comments. The first round of public outreach is planned to start in May 2023.

In addition, stakeholder input is currently being sought through the following topic-specific committees (<https://www.wampo.org/boards-and-committees>), whose meetings are open to the public, thereby providing additional opportunities for making connections to interested parties:

- Active Transportation Committee (ATC)
- Safety and Health Committee (SHC)
- Economic Development and Transportation Committee (EDTC)
- United Community Transit Coalition (UCTC)

### **MPO Organization, Administration & Internal Controls**

2. Since the 2019 certification review, have there been any significant changes made to the bylaws and/or membership of the WAMPO Executive or Transportation Policy committees? Please describe and provide documentation (link or attachment).

The Transportation Policy Body bylaws govern the Executive Committee. The bylaws have been adjusted twice since the 2019 review. The 2021 revisions included clarifying the Chair and Vice-Chair shall serve 1-year terms. And the Vice-Chair cannot serve more than 2 consecutive terms (like the chair). Adding the immediate past Chair of the TPB became a non-voting, ex officio member. Changed TAC’s name from the Transportation Advisory Committee to the Technical Advisory Committee. The 2022 amendment had two components.

1. Add a new member seat to WAMPO’s Executive Committee
  - “Wichita Metro area representative from the Kansas Department of Transportation”
  - Article 4.1 Executive Committee Membership (Page 3)

2. Add clarifying text for public comment opportunities

- “Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed.”
- Article 5.7 Public Comment Opportunity (Page 5)

- a. What is the criteria for ex officio members of these committees and who selects these particular members?

There is one ex officio member of the Executive Committee – the immediate past chair of the TPB.

The TPB bylaws say “non-voting members represent WAMPO Member Jurisdictions that do not participate in the financial support of WAMPO, Member Jurisdictions represented by the Sedgwick County Association of Cities, and representatives from the Federal Highway Administration and the Federal Transit Administration.” These representatives are provided by the applicable agency.

3. Have there been any changes to the local jurisdictions/agencies that are represented in the MPO boundary since the previous review? If so, please describe.

No.

4. Have there been updates to any formal cooperative agreements and/or memorandum of understandings since the previous certification review? Please describe and provide documentation (link or attachment).

2018 Cooperative Agreement is attached.

- a. Are the following items expressly detailed in the formal agreement(s):

- i. Coordinated public involvement efforts and key planning responsibilities of the MPO, State DOT, and transit operators?

The 2018 Cooperative Agreement does not include coordinated public involvement efforts.

- ii. Cooperative efforts in the process of establishing and accomplishing set performance-based planning goals and targets (including data sharing, performance monitoring and target sharing)?

The 2018 Cooperative Agreement includes information about performance and sharing data to set measures.

5. How is the administration of WAMPO’s finances, procurements, property, and human resources managed? Please identify which tasks are handled (a) internally, (b) by another organization, and (c) contracted to a third-party.

- a. Is there a separate MOU, Contract, or other form of documented agreement between WAMPO and other entities that clearly defines financial and human

resource roles, responsibilities, and expectations? If so, please provide documentation (link or attachment).

A contract between Sedgwick County and WAMPO was executed on January 10, 2023. The contract contains three provisions. 1) WAMPO leasing the office space at the Ronald Reagan Building, 2) County IT supporting WAMPO, and 3) County HR being available to WAMPO as needed.

[https://bbf89d44-63a6-4b4b-9930-7f4178afa979.usrfiles.com/ugd/bbf89d\\_0252943eb56a4456ac1ccd80761ee7ea.pdf](https://bbf89d44-63a6-4b4b-9930-7f4178afa979.usrfiles.com/ugd/bbf89d_0252943eb56a4456ac1ccd80761ee7ea.pdf)

- b. Does WAMPO maintain an HR manual articulating employee benefits and the procedures used to establish promotions, pay raises, bonuses, vacation time, etc.? If so, please provide documentation (link or attachment).

Yes, the WAMPO Employee and Operations Manual. It has been updated several times in 2022 to provide clear expectations. (Attached)

- c. Does WAMPO maintain a Procurement manual detailing methods and procedures, including internal controls, for the acquisition of goods and services? If so, please provide documentation (link or attachment).

Yes, a Purchasing Procedures Policy was approved by the TPB on February 14, 2023.

[https://www.wampo.org/files/ugd/bbf89d\\_696f13a4740746cc8dab30c4ba1f617b.pdf#page=16](https://www.wampo.org/files/ugd/bbf89d_696f13a4740746cc8dab30c4ba1f617b.pdf#page=16)

- d. Discuss any concerns related to internal controls, delegated authorities, and official approval processes that may exist and provide documentation if available.

The audit report found no concerns with internal controls. WAMPO implemented internal controls through the segregation of duties (approval authority v. uploading to Commerce Connections to be paid).

- e. What challenges or successes can the MPO share regarding staff retention? Please explain staff turnover since the last Certification Review. How does this compare with other similarly-sized MPOs? Are any new practices being considered in how the MPO recruits and retains staff (such as exit interviews)? Are the new practices documented and applied within current MPO procedures?

We've developed a supportive culture, which helps with staff retention. Since the last certification review, we've provided adequate training to staff towards the development of the long-range transportation plan. The management staff works closely with the staff on the development of products and reports. The management staff is available to new hires who need training and support in their tasks. Serving TPB members has become more transparent for staff through purposeful tasks.

6. Has there been any recent change or concern with established funding sources, match portions or procedures since the 2019 review? If so, please describe.

There are no concerns regarding location match due to the TIP fee revisions.

### **Cooperative Partnerships in Transportation Planning Processes & Development**

7. Provide an overview of the coordination efforts and development procedures/mechanisms of key planning partners (MPO, KDOT and Wichita Transit) in the overall transportation decision-making process, particularly in development of the:

- a. Metropolitan Transportation Plan (MTP): What processes are in place for coordination on MTP data collection, public outreach, goal/strategy identification, and project identification and prioritization?

The CMP process will be incorporated into the MTP 2050 process. Thus, the processes are the same. A Plan Advisory Committee (PAC) was formed to provide input in the planning process. Additionally, staff will be reaching out to individual jurisdictions to obtain financial information and necessary performance measure data.

WAMPO also has working relationships with interested parties through our various committees. Staff is continually reaching out to jurisdictions and people to participate in the committees. Using the committee structure to obtain input and information is great because staff already have a relationship with the interested parties.

- b. Congestion Management Process (CMP): What processes are in place for the unified collection and application of regional congestion data in transportation planning documents?

Traffic counts for the Travel Demand Model project is a good example where a committee was formed with jurisdictions such as the City of Wichita, the City of Derby, and Sedgwick County. Each jurisdiction provided its existing traffic count data.

Staff coordinated and reached out to individual jurisdictions to obtain transit ridership data.

- c. Transportation Improvement Program (TIP): What processes are in place for coordination on project prioritization, selection, and monitoring?

The Project Selection Committee (PSC) uses the staff-generated score from the evaluation criteria that was approved by TPB in October 2021. The PSC makes final prioritization decisions. These recommendations are submitted to TAC and TPB for their approval.

A bimonthly project status report at TPB resumed in 2023. Further, the Reasonable Progress Policy was updated to require presentations from project sponsors if a project hasn't been obligated by May 31 in the year of the funding.

- d. Unified Planning Work Program (UPWP): What processes are in place for coordination on task identification and fund estimation?

Tasks were discussed with member jurisdictions individually and at TAC and TPB. Staff evaluated the necessary information to develop the MTP to determine needs that could be studied. The safety study came from discussions with local jurisdictions wanting to know the causes of crashes and because it was necessary to create a robust MTP. The City of Derby and Sedgwick County had several corridor projects going on that would benefit from an updated Travel Demand Model. The Regional Transit Implementation Plan came from discussions with Wichita Transit about needs and conversations with regional transit providers who want to collaborate.

Staff uses their expertise to develop fund estimations. This is supplemented through discussions with our KDOT partners and city jurisdictions.

- e. Performance Management Process: What processes are in place for coordination, maintenance, and reporting of performance data?

There is coordination with KDOT and Wichita Transit. WAMPO staff is working with consulting firms on studies to develop regional transportation system performance measures.

8. Since the 2019 review, has there been any changes to the way the MPO selects/prioritizes projects for inclusion in the MTP or TIP? If so, please describe.

- a. Describe the required competitive process used by WAMPO to select Transportation Alternative Program projects and how does this compare with the selection process that WAMPO administers for other programs?

The TA program is programmed like all other WAMPO sub-allocated programs.

On October 12, 2021, the WAMPO Transportation Policy Body (TPB) adopted transportation-project evaluation methodology and scoring criteria ([https://www.wampo.org/files/ugd/bbf89d\\_b7a5a86343144a75905c92db52d24391.pdf](https://www.wampo.org/files/ugd/bbf89d_b7a5a86343144a75905c92db52d24391.pdf)). This includes scoring rubrics for each of several project types (bridges; traffic management technology; roadway reconstruction/modernization and spot mobility; roadway expansion; new roadways; multiuse trails and bicycle facilities; pedestrian facilities; Safe Routes to School infrastructure; and public transit projects). Although there is a lot of commonality between them, each rubric scores



projects on a different set of dimensions and assigns those dimensions different weights.

The scoring rubric is provided to the project applicants when the Call for Projects opens, so the project sponsors know how they will be scored. After WAMPO staff score submitted projects, those scores are supplied to a Project Selection Committee (PSC), along with other information about the projects (cost, scope, etc.). The PSC is made up of staff members from member jurisdictions and makes recommendations to the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) of which projects should be included in the MTP or TIP and how much federal funding they should be approved to receive. Then, the TAC makes its recommendation to the TPB and the TPB votes to approve, not approve, or modify the recommendations. After that, the approved projects are included either in the adoption of the next MTP or TIP or in the next amendment to the MTP or TIP, which goes through the public-participation processes outlined in the WAMPO Public Participation Plan (PPP, current version approved by the TPB on December 13, 2022: <https://www.wampo.org/public-participation>), including a public-comment period and another round of votes by the TAC and TPB.

**b. How is WAMPO taking equity into consideration for the selection of its projects?**

Equity is a scoring criterion, providing points for no disproportionate impacts & connection to disadvantaged populations and project's benefits, impacts, and mitigation.

([https://www.wampo.org/files/ugd/bbf89d\\_b7a5a86343144a75905c92db52d24391.pdf](https://www.wampo.org/files/ugd/bbf89d_b7a5a86343144a75905c92db52d24391.pdf))

Further, PSC members discuss the dispersion of projects and how long it has been since a jurisdiction had a project funded. While this isn't a large factor in the selection process, it is discussed.

**9. Describe the extent that WAMPO is involved in the KDOT process to develop and select state DOT sponsored projects located within the MPA for inclusion in the STIP.**

WAMPO is involved in a variety of ways in processes that develop and assist in the selection of KDOT projects in the STIP. The primary way is the development of the Metropolitan Transportation Plan (MTP) where the MPO identifies the needs and future investments for the regional transportation network. Identification of these needs assists KDOT in future project development and possible prioritization for future transportation programs. WAMPO and its member jurisdictions take part in KDOT's Local Consult Process that happens every few years. During Local Consult, KDOT hears about needed investments and improvements across all modes. KDOT uses this information in project development and prioritization of KDOT's program of projects. Additionally, WAMPO takes

part in KDOT planning studies that identify the current and future needs of the transportation system in the Wichita region.

10. Have there been any updates to the Coordinated Human Services Transportation Plan since the 2019 review? If so, please detail these efforts.

Yes, this is under development now. Staff is currently updating the demographic data. Staff will utilize the newly formed United Community Transit Coalition (UCTC) to update and implement the plan.

11. How is the State's planning process coordinated with the MPO's planning process? Are there any good examples that demonstrate the results of such coordination? Include in this discussion how the metropolitan planning process is coordinated with the State's:

- a. Strategic Highway Safety Plan
- b. State Freight Plan
- c. State Asset Management Plan
- d. State's Long Range Plan

WAMPO staff participates in local consults and the SHSP and SFP. WAMPO staff supports the State's transportation project priorities through the TIP amendments and approval process. WAMPO works with DOT to support the STIP.

It would be great if KDOT could coordinate their local consultation process with the MPOs, as we already have the elected officials in the room and have conversations about local projects identification at TPB. The mechanism of public participation is already in place via elected officials in an MPO.

12. How is Wichita Transit's planning process coordinated with the MPO's planning process? Are there any good examples that demonstrate the results of such coordination? Include in this discussion how the metropolitan planning process is coordinated with:

- a. transit safety and security plans
- b. transit asset management plan
- c. public transit-human service transportation plan

There is communication between Wichita Transit and WAMPO regarding the TAM Plan and safety performance measures. Wichita Transit staff presents to TPB and TAC on ridership periodically. The Regional Transit Implementation Plan came from discussions with Mike Tann (Wichita Transit Executive Director). This will help inform the MTP, which will include transit.

WAMPO is currently updating our public transit-human service transportation plan and will have discussions with Wichita Transit as part of the United Community Transit Coalition that is guiding the plan update.

13. Are there any issues or concerns regarding data or knowledge sharing among participating agencies? If so, please explain.

We would like to see a future improvement in communicating performance measures (PM 1 – 3) from KDOT. Further, there is room to improve MPO access to traffic count and safety data from KDOT.

### **Unified Planning Work Program**

14. How well has the MPO done in estimating its anticipated costs for each work item/task in its UPWPs? Are cost estimations made in original work program submittals reasonably consistent with actual billings at the end of the work program period?

There is room for improvement, and we are in the process of improving estimates of the anticipated costs.

15. How well has the MPO done in completing the work tasks identified/committed to in its UPWPs? How often do activities go uncompleted or carry-over into following years?

There are some ongoing tasks carry-over into the following years, and some are completed during the year. When we have specific plans, such as the Regional Freight Plan, we tend to meet deadlines.

16. Have carry-over balances (CPG funds) continued to be a challenge? Is securing local cash match a challenge? What other funds (if any) are being used to support UPWP activities?

There are no local cash match challenges now due to revisions in TIP fees. No other funds (besides CPG and local match) are used. There are no challenges with carry-over balances due to the sound financial stability of the MPO.

17. How much staff does the MPO have working on CPG-related activities? Is the MPO staff organized around particular subject areas or work tasks? If so, please provide a summary of subject matter/task responsibilities for each staff person.

All staff works on CPG-related activities. Staff members have specific focuses, but also collaborate on most projects. All staff members are part of the MTP development.

- Chad – Data, Bigger Picture, Executive Committee, TDM
- Ashley – Safety, MTP, Transit, Agenda Development, Bike/Ped, RFPs
- Nick – Data, TIP, Funding, Economic Development Report, TDM, MTP
- Alicia – Data, MTP, Transit, Bike/Ped
- Dora – Bike/Ped, TIP, Transit, SRTS, MTP
- Emily – Public Engagement, Newsletters, Minutes/Agendas, TMP
- Marcela – Data, TDM, Website, Coordinated Transit Plan, MTP
- Accountant – Billing, Payroll, etc.

18. What are some noteworthy plans or studies the MPO completed as part of the UPWP since the 2019 certification review? You may also wish to include any upcoming studies in this discussion as well. Please limit to 3 and include a link and/or synopsis of each.

1. Regional Freight Plan

- a. [https://www.wampo.org/files/ugd/bbf89d\\_fde1eee6614645e6862e3be02e603c69.pdf](https://www.wampo.org/files/ugd/bbf89d_fde1eee6614645e6862e3be02e603c69.pdf)
- b. The Regional Freight Plan supports the vision of the WAMPO long-range Metropolitan Transportation Plan (MTP), also known as the REIMAGINED MOVE 2040 plan, and the plan focus areas, most specifically mobility and economy. The plan includes a review of the region's economy and existing freight network. Trends are reviewed alongside a needs analysis to formulate forward-facing recommendations. Manageable actions are outlined to continuously bring freight issues to the forefront of transportation decision making.

2. Travel Demand Model (TDM) and Congestion Management Process (CMP)

- a. <https://www.wampo.org/tdm>
- b. The TDM and CMP are under development now. The contract with the consultant was signed in 2022. The results will feed into the MTP 2050.

3. Regional Transit Implementation Plan

- a. [https://www.wampo.org/files/ugd/bbf89d\\_91c952814dc34fb18bf5e8f87bbf9cf2.pdf](https://www.wampo.org/files/ugd/bbf89d_91c952814dc34fb18bf5e8f87bbf9cf2.pdf)
- b. This RFP will close on April 21, 2023.
- c. This plan will involve coordination and consensus building with transit agencies and decision-makers for the implementation of a regional transit network. The Connecting Communities: Wichita Area Transit Feasibility Study concluded that residents in Derby, Haysville, and Maize support having transit in their cities. The Consultant shall identify additional WAMPO region cities to mimic the analysis of Connecting Communities: Wichita Area Transit Feasibility Study to gauge the residents' support/need for transit services. With those results and the results of the 2018 Connecting Communities: Wichita Area Transit Feasibility Study, Consultants will develop, through collaboration, a plan to implement a regionally coordinated transit network with the cities whose residents support having/need transit in their cities. Consultants will help transit agencies/providers and decision-makers identify an implementation strategy for providing regional transit services.

**Metropolitan Transportation Plan**

19. Has the MPO made any adjustments to its manner of joint participation and establishment of MTP goals and objectives since 2019? If so, please describe.

WAMPO has made adjustments to the MTP goals and objectives that best describe the plan’s purpose. WAMPO staff drafted MTP 2050 goals and objectives to obtain input from the MTP 2050 Plan Advisory Committee (PAC) and members of the public. The first round of public engagement set to kick off in May 2023 includes asking the public about their thoughts regarding a draft vision for the MTP and draft goals and objectives. Once we have the input from the public we will review the draft vision, goals, and objectives with the PAC.

20. How do the MTP goals and objectives incorporate the national goals and/or planning factors?

The Reimagined Move 2040 plan included a comparison of the MTP goals and objectives with the national goals and planning factors. The screenshot from page 27 of the plan is pasted below.

[https://www.wampo.org/files/ugd/bbf89d\\_7f17051d309548a69b83416d6e35847e.pdf](https://www.wampo.org/files/ugd/bbf89d_7f17051d309548a69b83416d6e35847e.pdf)

## 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

The draft MTP 2050 goals WAMPO staff developed are below. These will change based on public input and the PAC. The MTP 2050 goals and objectives incorporate national planning factors such as supporting economic vitality, increasing the safety of the transportation system, increasing the accessibility and mobility of people and freight, protecting and enhancing the environment, enhancing the integration and connectivity of the transportation system across and between modes of transportation, and promote efficient system management and operation.

MTP 2050 goals are:

- » Safe & Reliable
  - Safe & Reliable: Support transportation improvements, technologies, and programs that increase safety for all system users and improve travel times and ease of travel throughout the region.
- » Equitable & Accessible
  - Equitable & Accessible: Improving access to all destinations in the WAMPO region by all modes of travel for all people.
- » Connected & Multimodal
  - Connected & Multimodal: Improve interconnectivity for all system users and all modes of travel.
- » Environmental & Financial Stewardship
  - Environmental & Financial Stewardship: Emphasize Environmental protection & efficient use of funds.

These goals incorporate the national goals such as safety, system reliability, and environmental sustainability.

21. Discuss WAMPO's effort to develop and integrate new planning strategies, techniques and/or tools in the latest MTP, REIMAGINED MOVE 2040, for the Wichita metropolitan planning area.
- a. Has there been any MPA boundary changes as a result of the 2020 Census? If so, have or will these changes been taken into account in the MPO's planning process during the most recent MTP update?  
No, boundary changes are occurring.
  - b. How does the MPO ensure consistency between the MTP and established strategies identified in other planning efforts like the CMP, SHSP, State Asset Management Plan, Transit Asset Management Plan, Transit Safety Plan, and other corridor or modal plans?  
The MTP is the overall document for WAMPO, and the other WAMPO-developed plans must conform to the goals of the long-range transportation plan.

There is room to ensure consistency with State plans. We are working with the Coordinated Transit District #9 to evaluate regional transit needs. The Regional Transit Implementation Planning process will include conversations with the various transit providers and jurisdictions, including KDOT.

- c. What analyses will be used to evaluate the impacts of the selected projects in meeting the objectives of the plan? Will the analyses used throughout the plan consistently use the same metrics or performance measures to express their results?

Yes, we are evaluating impacts consistently while developing the regional transportation performance measures. Proposed projects will be included in the evaluation process of the regional performance metrics.

- d. Has consideration been given to how the plan will compare state conservation maps/plans and inventories of natural and/or historic resources against the planned improvements and how potential mitigation activities will be discussed?

Yes, the MTP 2050 plan will include both the inventory of state conservation information and natural/historic resources. As well as the impacts of the planned improvements on those inventories and potential mitigation activities.

- e. How are equity & EJ being incorporated in the MTP process and are the benefits and burdens of proposed investments of identified improvements being considered?

Yes, there will be an inventory of the EJ areas and an overlay of the proposed improvements. Further, the TDM project is exploring revising the methodology for the EJ analysis. Additional analysis will include looking at the travel time between non-EJ and EJ areas.

### **Performance-Based Planning & Evaluation**

22. Since the previous review, has your agency and its partners/stakeholders made changes to the way it collects, analyzes, tracks, and reports regional performance data, trends and target progress for the federal performance measures?

WAMPO has a new initiative to gather and monitor data and develop trends of data.

- a. How were these changes coordinated with the State and public transit operators?  
Staff reach out to transit agencies to obtain transit ridership. There is dedicated staff to obtain and track this data.

- b. Have these changes been documented in the latest MTP? UPWP activities?

Yes, we documented this in the UPWP activities. This will be included in MTP 2050.



- c. How has this information been documented or described in other State transportation and public transit plans?

Not applicable.

- d. Has the MPO made any updates to the CMP to incorporate congestion-related performance measures and targets? If so, please detail.

The new CMP is under development. It will include congestion-related performance measures and targets. It is anticipated it will be completed in fall 2023.

23. In addition to the travel demand model, has the MPO employed (or intend to employ) any additional methods/tools to evaluate, prioritize and forecast the impact of proposed strategies and investments?

On October 12, 2021, the WAMPO Transportation Policy Body (TPB) adopted transportation-project evaluation methodology and scoring criteria

([https://www.wampo.org/files/ugd/bbf89d\\_b7a5a86343144a75905c92db52d24391.pdf](https://www.wampo.org/files/ugd/bbf89d_b7a5a86343144a75905c92db52d24391.pdf)).

This includes scoring rubrics for each of several project types (bridges; traffic management technology; roadway reconstruction/modernization and spot mobility; roadway expansion; new roadways; multiuse trails and bicycle facilities; pedestrian facilities; Safe Routes to School infrastructure; and public transit projects). Although there is a lot of commonality between them, each rubric scores projects on a different set of dimensions and assigns those dimensions different weights.

- a. How will stakeholders participate in the process?

After WAMPO staff score submitted projects, those scores are supplied to a Project Selection Committee (PSC), along with other information about the projects (cost, scope, etc.). The PSC is made up of staff members from member jurisdictions and makes recommendations to the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) of which projects should be included in the MTP or TIP and how much federal funding they should be approved to receive. Then, the TAC makes its recommendation to the TPB and the TPB votes to approve, not approve, or modify the recommendations. After that, the approved projects are included either in the adoption of the next MTP or TIP or in the next amendment to the MTP or TIP, which goes through the public-participation processes outlined in the WAMPO Public Participation Plan (PPP, current version approved by the TPB on December 13, 2022: <https://www.wampo.org/public-participation>), including a public-comment period and another round of votes by the TAC and TPB.

- b. Have the priorities of these proposed strategies and investments changed since the pandemic?

The new scoring rubrics were developed during the pandemic and approved by the TPB on October 12, 2021. Prior to that, when the current WAMPO MTP (<https://www.wampo.org/metropolitan-transportation-plan>) was adopted in 2020



(with much of its development occurring prior to the pandemic), a different project-scoring system was used. That system scored projects on different dimensions than the new rubrics do, gave all of those dimensions the same weight, and did not vary the scoring by project type.

24. In terms of transportation system management and operations, how has WAMPO positioned itself to leverage technology towards managing system performance and to maintain or extend the investment in the WAMPO area transportation system considering the limited resources available?

The NPMRDS data for travel time and travel speeds will be explored. WICHWay implemented live cameras to monitor traffic congestion and Transportation System Management Operations (TSMO). Further, WICHWay.org has ITS implementation strategies.

25. Since the 2019 review, what barriers and challenges, if any, have you overcome or are still striving to overcome to implement a performance-based approach to transportation decision making?

WAMPO is improving its implementation of a performance-based planning approach in several ways. WAMPO has hired a consultant for planning assistance to update the MTP. A specific task for the consultant is to assist WAMPO with identifying and gathering applicable performance data and use this data to help WAMPO determine if we should create our own data-driven targets for the federal performance measures. This assistance will help WAMPO ensure that we are tracking and evaluating performance targets that are most applicable to our region. By monitoring and reporting progress on the most applicable performance targets, WAMPO will provide more accurate information and data that helps decision-makers make informed decisions. The planning assistance consultants will also help WAMPO establish regional performance measures that reflect and support the vision, goals, and objectives of the MTP. The regional performance measures will also be used to evaluate investment decisions and prioritize projects. WAMPO's MTP 2050 will include a chapter dedicated to a system performance report. This system performance report will highlight methods, data, trends, and progress for federal and regional performance measures and targets.

A barrier that WAMPO faces in implementing a performance-based approach is coordination and the sharing of data and/or information related to performance measures and targets.

- a. How might the state and/or federal agency assist you in overcoming these issues?  
Improvements in sharing performance measure data.

26. Since the 2019 review, has there been any changes to the way the MPO selects/prioritizes projects for inclusion in the MTP or TIP? If so, please describe.

On October 12, 2021, the WAMPO Transportation Policy Body (TPB) adopted transportation-project evaluation methodology and scoring criteria ([https://www.wampo.org/files/ugd/bbf89d\\_b7a5a86343144a75905c92db52d24391.pdf](https://www.wampo.org/files/ugd/bbf89d_b7a5a86343144a75905c92db52d24391.pdf)).

This includes scoring rubrics for each of several project types (bridges; traffic management technology; roadway reconstruction/modernization and spot mobility; roadway expansion; new roadways; multiuse trails and bicycle facilities; pedestrian facilities; Safe Routes to School infrastructure; and public transit projects). Although there is a lot of commonality between them, each rubric scores projects on a different set of dimensions and assigns those dimensions different weights.

The new MTP 2050 process will include a review of the scoring criteria. The consultants will also develop a scoring model to provide the raw score for each project.

### **Environment, Land Use and Scenario Planning**

27. Discuss how housing coordination and land use information is integrated into the current MTP and other MPO studies.

As part of the MTP 2050 process, a consultant will assist with the scenario planning processes. WAMPO's Economic Development Report includes regional indices on housing and employment. These results will be incorporated into the MTP.

28. Discuss how the natural and historic environment, preservation, and resiliency efforts are incorporated into the development of the current MTP.

The MTP 2050 will incorporate information about historic and environmental preservation, preservation, and resiliency efforts. There will be information on existing conditions and how projects impact the areas.

Further, measuring infrastructure conditions and monitoring infrastructure will help in resiliency efforts. Coordination among the jurisdictions will help pull the resources together to address natural disasters. For example, the 2022 Andover tornado.

### **Transit Planning**

*This information was provided to WAMPO from Wichita Transit.*

29. Discuss current transit ridership trends. Please include any impacts as a result of COVID-19.

- Ridership in January and February of 2020 was higher than the same month-over-month time than any other time in the past four years.
- Ridership plummeted in March and April of 2020 as a result of COVID-19. Our ridership dropped by 60%.
- Ridership remained nearly flat through the end of 2020.

- In July 2021, ridership started a noticeable upward trend, regaining approximately half of the lost ridership by the end of 2021.
- Ridership remained mostly flat through August 2022, still around 30% lower than pre-pandemic levels.
- In line with the fall school semester, 2022 ridership outpaced 2019 ridership for the first time in September 2022.
- With strong student support, 2023 ridership is trending higher than 2019 by approximately 5%

30. Have there been any changes in service or new types of service provided by the local transit agencies since the 2019 review? If so, what factors prompted these changes?

- Wichita Transit made minor service adjustments due to partnership agreements with Wichita Public Schools and Wichita State University.
- Q-Line service was suspended due to COVID-19 but has since then been reinstated with reduced service due to driver shortages. For Summer 2023, Wichita Transit will expand the Q-Line service to operate during daytime hours and extend travel to the museum district.

31. Discuss how the transit agencies' planning process is coordinated with the MPO planning process.

Wichita Transit follows the WAMPO processes to be sure that projects are added to the MTP, TIP among other necessary planning documents. Coordination is also supported through the participation of WAMPO committees and subcommittees.

a. Did the pandemic have any positive or negative impacts on this coordination?

No.

### **Public Involvement, Title VI and LEP**

32. Have there been any changes to the WAMPO Public Participation Plan and/or the Title VI/LEP Plans since the 2019 certification review? Please provide a current link to these documents and note any challenges or adjustments made as a result of the COVID-19 pandemic.

Yes, the Public Participation Plan, Title VI, and LEP plans were all updated in 2022. The plans are:

PPP - [https://www.wampo.org/files/ugd/bbf89d\\_8aa96d7ec09e41b9953d85cfec2406f3.pdf](https://www.wampo.org/files/ugd/bbf89d_8aa96d7ec09e41b9953d85cfec2406f3.pdf)

Title VI –

[https://www.wampo.org/files/ugd/bbf89d\\_3835661e77394b878a116117ca5835af.pdf](https://www.wampo.org/files/ugd/bbf89d_3835661e77394b878a116117ca5835af.pdf)

LEP - [https://www.wampo.org/files/ugd/bbf89d\\_54dc9c8156a84d42a4065366c9f12142.pdf](https://www.wampo.org/files/ugd/bbf89d_54dc9c8156a84d42a4065366c9f12142.pdf)

The PPP was made easier to use with specific steps to take for the different required documents. The Title VI and LEP plans had their data updated. No challenges or adjustments were made as a result of the COVID-19 pandemic.

Because of COVID-19, we have made it possible to join our events via ZOOM for those that wish to social distance. The rooms at our public events we also choose because they are larger in size for social distance.

- a. Have Virtual Public Involvement (VPI) tools been utilized in the public participation process? If so, please identify which tools and describe how they are being applied. The 2022 PPP provides information about various techniques WAMPO can utilize. This includes online visualization activities, online voting activities, online meetings, and our website.

We use the online meeting platform ZOOM for all of our meetings that are public, allowing those who are unable to join us in person to join from wherever they are on their personal devices. We make sure that we allow closed captioning, and we also record the meetings so that if someone misses something they can go to our YouTube channel and watch the TAC or TPB meetings.

- b. Also, share any success stories the MPO had for public involvement during the pandemic.

The individuals from public who made comments during pandemic during TAC and TPB meetings. We invited those public representatives to be part of the process of plan development, particularly in the areas of Active Transportation & Safety plan development. They were happy to provide input during plan development process by being committee members. Online participation during TAC and TPB lead to invite public representatives into the planning process as part of developing solutions to various issues of Active Transportation connectivity as well as Safety enhancement in our region.

The following information was documented in the Reimagined Move 2040. As part of the 3rd phase (February – May 2020), a consultant conducted informed interviews and focus groups. Special efforts were made to engage multi-generational and underrepresented populations. Public input on the MTP draft was also documented. This phase included an informational event, online engagement tools, and in-person opportunities.

33. Describe the MPO's complaint procedures for Title VI, ADA, and other nondiscrimination requirements and where these documents can be accessed (website, addresses of public buildings, etc.).

- The documents are online at <https://www.wampo.org/title-vi> and can be obtained at WAMPO's office.
- Title VI –
  - a. [https://www.wampo.org/files/ugd/bbf89d\\_3835661e77394b878a116117ca5835af.pdf](https://www.wampo.org/files/ugd/bbf89d_3835661e77394b878a116117ca5835af.pdf)
- LEP –
  - a. [https://www.wampo.org/files/ugd/bbf89d\\_54dc9c8156a84d42a4065366c9f12142.pdf](https://www.wampo.org/files/ugd/bbf89d_54dc9c8156a84d42a4065366c9f12142.pdf)
- The compliant procedures are listed in the plans.
  - a. Title VI – Page 33
    - i. [https://www.wampo.org/files/ugd/bbf89d\\_3835661e77394b878a116117ca5835af.pdf#page=33](https://www.wampo.org/files/ugd/bbf89d_3835661e77394b878a116117ca5835af.pdf#page=33)
  - b. LEP – Page 25
    - i. [https://www.wampo.org/\\_files/ugd/bbf89d\\_54dc9c8156a84d42a4065366c9f12142.pdf#page=25](https://www.wampo.org/_files/ugd/bbf89d_54dc9c8156a84d42a4065366c9f12142.pdf#page=25)

- a. What goals, policies, approaches, and measurements has the MPO adopted to monitor, assess, and document compliance with these procedures and requirements?

Goals: WAMPO has made it a goal to promote equity and eliminate discrimination in their transportation planning processes. For example, we have aim to increase access to transportation services for low-income and minority communities, also reducing disparities in access to WAMPO.

Policies: WAMPO has clear policies in place that addresses how we will comply with Title VI requirements. These policies include procedures for identifying and addressing any disparate impacts or discriminatory effects of transportation planning decisions.

Approaches: WAMPO has been trying to conduct engagement with diverse communities and stakeholders to gather input and feedback, and providing language assistance service to individuals with limited English proficiency.

Measurements: WAMPO must use measurements to monitor compliance with Title VI, so we have been trying to track the demographic characteristics of the populations we serve, collecting data on transportation-related complaints or concerns from protected groups, and evaluating the impact of transportation planning decisions on equity and access.

- b. How often are these goals and/or policies evaluated for effectiveness?

Title VI Plan and LEP plans will be reevaluated every 3 years for compliance, data updates, and goal/policies evaluation.

34. Since the last Certification Review, has WAMPO received any Title VI, ADA, or other nondiscrimination complaints? If so, describe active as well as previously resolved complaints.

None received.

35. Identify any trends or patterns in deficiencies relating to Title VI and other nondiscrimination requirements and how those have been or are being resolved. On pages 19 and 20 of the Title Vi program, we have mapped out where the Minority Populations and Project areas, and Low Income Populations and Project areas.

Since WAMPO keeps track of complaints related to Title VI issues, although we have not received one, if we were to receive one, we could use the data to identify trends in the types of complaints we were to receive and the demographics of the individuals making the complaints.

36. How does the MPO use Census, American Community Survey (ACS), data from EPA's EJ Screen, local transit ridership surveys, and other data for identifying protected groups in the planning process?

WAMPO uses ACS data to identify Environmental Justice Census Tracts (those a high percentage of whose populations is low-income and/or of a racial minority). MTP and TIP projects are analyzed in terms of whether or not they are in these EJ tracts. For the MTP 2050 public engagement process, WAMPO is actively seeking opportunities to go to these tracts.

a. How is this information used to examine existing transportation facilities and services?

In our EJ analysis, we use this information to examine future projects.

b. Is there a program to augment national data with locally-collected development and demographic information?

We don't think so.

37. Has the MPO developed a demographic profile of the metropolitan planning area as a whole, as well as demographic profiles for the small area geographies within the planning area?

Demographic profiles for the entire region are shown in the Title VI Plan beginning on page 35. The Economic Development Report project will develop socio economic and demographic data, as well as population projections for each of the jurisdictions in our region.

- a. During the planning process, when has the MPO identified the locations of protected populations? Where is this documented?

The map showing the EJ population is shown in the Title VI Plan, TIP, and MTP.

38. How does the MPO planning process identify the access and mobility needs of protected populations?

The MTP 2050 public engagement process includes going to where people are already meeting or congregating and having discussions with people. Thus, staff will seek out locations that have underserved or protected populations to identify their needs. Further, staff is looking for opportunities to talk to committees or people who serve protected populations to get an idea of needs that way.

### **Safety & Connectivity Planning**

39. Discuss WAMPO's effort to incorporate and prioritize nonmotorized (including bicycle and pedestrian) safety and planning as part of the regular metropolitan transportation planning process. Please provide a link to any related studies and/or plans completed by the MPO since the 2019 review if possible.

In 2022, WAMPO contracted with consultants to develop a Comprehensive Safety Action Plan (CSAP). The CSAP is/was developed to meet the specific program criteria of the Safe Streets and Roads for All (SS4A) Discretionary Grant. Consultants were instructed to apply the Safe System Approach throughout the planning and development process of the CSAP. The goal of a CSAP is to reduce fatal and serious injury crashes for all roadway users including nonmotorized modes of travel. The analysis from the CSAP will identify vulnerable road users such as bicyclists and pedestrians and make recommendations for best practices for mitigating/reducing fatal and serious injury crashes involving bicyclists and pedestrians.

WAMPO conducts annual bicycle and pedestrian counts. This information helps WAMPO and partnering agencies understand the use/demand/need for infrastructure that helps improve safety for bicyclists and pedestrians. WAMPO has funding programmed in the 2023 UPWP to purchase automatic bicycle and pedestrian counters. Staff is currently working with local jurisdictions to develop a program where the local jurisdictions pay 20% local match. This funding is planned to be in subsequent UPWPs.

The Safety and Health Committee and the Active Transportation Committee were formed in 2020. The Active Transportation Committee was formed to update the regional technical report on Pedestrian/Bike/Trails infrastructure. This committee reviewed and updated the regional data and mapping. Other goals included:

- Inventory of Pedestrian/Bike/Trails infrastructure
- Review of regional Pedestrian/Bike/Trails plans

- System Connectivity in our Region, Identifying gaps, prioritizing proposed improvements through inter-agency cooperation
- Inventory of existing facilities including: on street & off street bike lanes, multi use paths, as well as parking
- Prioritize Regional Corridors. Integration with Transit network
- Safety

This information will be incorporated into the Regional Active Transportation Plan that WAMPO is going to develop after the Wichita Bike Master Plan wraps up. Hopefully this will occur in 2023, but it is likely for 2024.

The Safety and Health Committee was formed to develop a regional technical report on Safety and Health. This committee reviewed and updated the regional data. This discussed:

- Safety of all modes of transportation
- Updating Safety & Health Data Reports
- Environment Air Quality, ozone
- Strategies for Reducing Crashes in our Region
- Develop Educational Awareness Tools
- Explore new initiatives such as Vision-Zero Goals

The Safety and Health Committee formed the basis of the steering committee for the CSAP process. The Safety and Health Committee may morph into a regional safety coalition through collaboration with KDOT. The final interaction of the Regional Safety Coalition hasn't been determined but is currently undergoing discussions.

40. Discuss and provide documentation (link or attachment) of any changes since the 2019 certification review to regional programs and policies that support context sensitive solutions, complete streets initiatives, or other approaches to transportation corridor planning and design.

The CSAP process will create a vision zero toolkit. In the upcoming Active Transportation Plan, we hope to include a toolkit for context-sensitive solutions and complete street initiatives for jurisdictions. There are currently several corridor studies occurring: K-15, K-254, and K-96. We are working closely with KDOT to incorporate best practices into our work.

41. Last year FHWA presented the approach and KDOT outlined how they were incorporating into their planning. This is the direction that safety has been moving. What actions has WAMPO taken, if any, to advance the Safe System approach in the Wichita metropolitan area's planning processes? How does WAMPO plan to maintain this effort?

In 2022, WAMPO contracted with consultants to develop a Comprehensive Safety Action Plan (CSAP). The CSAP is/was developed to meet the specific program criteria of the Safe



Streets and Roads for All (SS4A) Discretionary Grant. Consultants were instructed to apply the Safe System Approach throughout the planning and development process of the CSAP. The goal of a CSAP is to reduce fatal and serious injury crashes for all roadway users including nonmotorized modes of travel. The CSA will include all elements of the Safe System Approach, particularly the education, enforcement, and engineering elements. The Plan is currently under development. Due to the SS4A NOFO opening several months before we expected, we are currently thinking we will apply for a demonstration grant and then apply for an implementation grant next year.

WAMPO has also coordinated with KDOT to have KDOT Safe Systems Approach presentations at TPB quarterly.

WAMPO plans to maintain our safety work through the regional safety coalition we are forming with KDOT's assistance.

42. Has WAMPO identified any new mobility, connectivity and safety gaps, needs or barriers for nonmotorized travelers within the planning area as a result of COVID-19? If so, how does the MPO intend to address these issues?

WAMPO has not identified any new mobility, connectivity and safety gaps, needs or barriers for nonmotorized travelers within the planning area *as a result of COVID-19*. However, WAMPO will identify new mobility, connectivity and safety gaps, needs or barriers for nonmotorized travelers within the planning area through the development of new plans/projects (CSAP and Regional Transit Implementation Plan) and through the update of existing plans/projects (Active Transportation Plan). The new and updated plans and projects will help WAMPO identify and plan for gaps, needs, or barriers to nonmotorized travelers.

## **Other**

43. Describe any challenges/concerns the MPO may have about a possible nonattainment designation. What resources can FHWA/FTA provide to help the planning partners?

If the WAMPO region goes nonattainment, it would require WAMPO to run the MOVES model more. It would be a challenge with our current staff. Additional staff, trained in the model, would be necessary. FHWA/FTA could provide MOVES training.

44. Describe how WAMPO is integrating freight into the transportation decision making process in the Wichita area.

WAMPO developed a Regional Freight Plan in 2020. The results will be incorporated into the MTP 2050 planning process. WAMPO has tried to find representatives of the freight community to serve on TAC but have not been successful. Any assistance identifying representatives would be very helpful.

45. What are some noteworthy internal efforts the MPO undertaken since the last Certification Review that WAMPO would like highlighted? Please limit to 4 and include documentation if available.

1. Restructuring organizational positions
  - a. Helped in the efficiency of delivering reports to the TPB and TAC
  - b. Segregation of duties in ensuring checks and balances on finances.
2. Increased coordination with member jurisdictions regarding data and studies.
3. Optimizing our available office space by removing a half wall and installing cubicles.  
Combining two storage areas to provide space for another cubicle.