

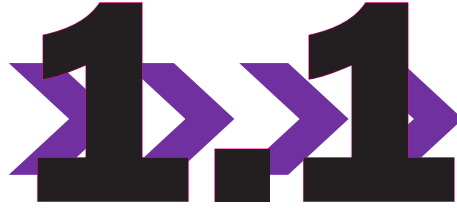


# **MTD 2050**

## **Chapter 1**

## **Plan Purpose & Development**

# MTP



Federal regulations play a pivotal role in shaping the transportation planning landscape, including through mandates imposed on Metropolitan Planning Organizations (MPOs). MPOs are entities designated by the federal government to lead collaborative transportation planning efforts in and around urbanized areas with populations of 50,000 or more. These organizations are tasked with developing and maintaining a Metropolitan Transportation Plan (MTP), a critical document that serves as a blueprint for the region's transportation system.

The MTP, as mandated by federal regulations, must encompass both long-range and short-range strategies. These strategies are designed to foster the creation of an integrated and multimodal transportation system. The ultimate goal is to ensure the safe and efficient movement of people and goods, addressing both present and anticipated transportation demands over a planning horizon of at least 20 years. This forward-looking approach helps anticipate and accommodate the evolving needs of a growing metropolitan area.

In addition to its temporal scope, an MTP is required to adhere to specific principles, promoting a continuing,

cooperative, and comprehensive multimodal transportation planning process. This involves ongoing collaboration among various stakeholders, including local governments, transportation agencies, transit operators, and the public. The cooperative nature of the planning process ensures that diverse perspectives and needs are considered, fostering a more inclusive and effective transportation strategy.

Federal regulations mandate that the MTP must take a holistic approach, considering a broad spectrum of issues crucial to the transportation system's development. These include the intricate interplay between transportation and land use, employment, economic development, the natural environment, and housing and community development. By addressing these multifaceted aspects, the MTP aims to create a transportation framework that not only facilitates mobility but also contributes to the overall well-being and sustainability of the metropolitan area.

Compliance with these federal regulations is essential not only for the sake of regulatory adherence but also for eligibility to receive federal transportation funding. MPOs must align their planning processes with these requirements to secure the necessary resources for implementing the envisioned transportation projects. In this way, federal regulations act as a catalyst for the development of comprehensive, forward-thinking, and inclusive Metropolitan Transportation Plans, ensuring that metropolitan areas are equipped to handle the challenges and opportunities presented by evolving transportation needs and urban growth.

# Introduction

The Wichita Area Metropolitan Transportation Planning Organization (WAMPO) serves as a vital entity overseeing metropolitan transportation planning across a substantial expanse, encompassing 22 cities and three counties in South Central Kansas, with a population of 547,230, as of the 2020 Decennial Census. In close cooperation with the State of Kansas and transit providers within the WAMPO region, the organization is tasked with orchestrating a comprehensive planning process. Under the guidance of the 24-member Transportation Policy Body (TPB), WAMPO provides a collaborative platform that brings together local governments, state authorities, federal agencies, and the public in the Wichita metropolitan area. This cooperative approach ensures a holistic and well-coordinated transportation strategy that addresses the unique challenges and opportunities inherent in the diverse urban landscape.

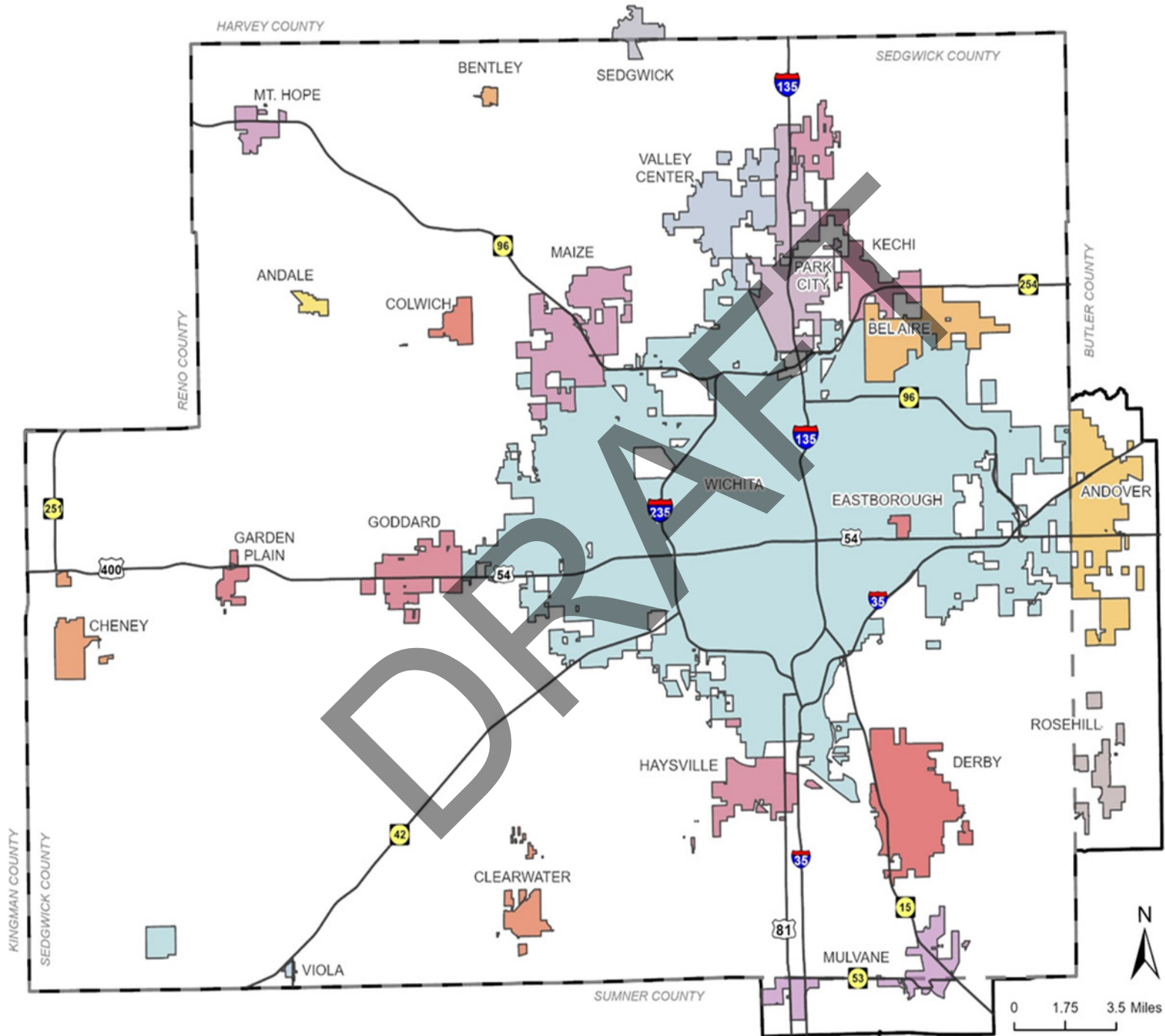
Functioning as an independent agency, WAMPO's mission extends beyond mere coordination, aiming to lead the prioritization of regionally significant transportation investments. These investments span a spectrum of infrastructure, including roads, highways, transit systems, railways, and facilities catering to bicyclists and pedestrians. By engaging member communities and fostering partnerships with state and federal entities, WAMPO actively contributes to the realization of the region's economic and transportation goals. Through its strategic initiatives and coordination efforts, WAMPO plays a pivotal role in shaping a resilient and integrated transportation network that not only addresses the immediate needs of the Wichita metropolitan area but also aligns with the long-term vision for sustainable growth and development.

WAMPO annually allocates \$10-\$15 million in suballocated funding to carefully selected transportation projects. The strategic approach involves rigorous evaluation, considering regional needs and community impact. WAMPO's commitment goes beyond mere fund distribution; it aims to optimize resources for projects that enhance the overall transportation network. Through transparent decision-making and collaboration with stakeholders, WAMPO prioritizes projects aligned with long-term sustainability, economic growth, and improved quality of life for the community. WAMPO's role is pivotal in fostering a resilient and interconnected transportation system.

**547,230 PEOPLE**



Map 1.1.1: WAMPO Region



# What is an MPO?

Metropolitan Planning Organizations (MPOs) are part of a federal process to conduct local transportation planning in urbanized areas. An MPO is federally required and designated to represent urbanized areas with populations over 50,000, as determined by the U.S. Census Bureau. The creation of an MPO involves a meticulous process where designation is secured through an agreement between the governor and local governments. This agreement necessitates representation from local entities that collectively account for at least 75 percent of the affected population, which includes the most populous incorporated city. Alternatively, the designation process may adhere to procedures established by applicable state or local law.

The Federal-Aid Highway Act of 1962 stands as a pivotal milestone, embedding the foundational principles that guide MPOs in their planning endeavors. This landmark legislation introduced a conditionality clause for federal funding assistance, mandating that transportation projects, initiatives, and strategies be crafted within the framework of a continuing, comprehensive, and cooperative planning process—commonly referred to as the 3Cs.

**Continuing:** The requirement for continuity underscores the need for a sustained and ongoing commitment to the planning process. This ensures that transportation plans evolve in tandem with the dynamic needs of urbanized areas over time. The continuous engagement of MPOs in the planning process allows for adaptability and responsiveness to changing demographics, economic trends, and technological advancements.

**Comprehensive:** The comprehensive nature of the planning process necessitates a thorough examination of all facets related to transportation. MPOs are tasked with considering a wide array of factors, including land use patterns, economic development, environmental impact, and social equity. This holistic approach ensures that transportation planning is not isolated but rather integrated into the broader context of urban development and well-being.

**Cooperative:** Collaboration lies at the heart of the cooperative aspect of the 3Cs. MPOs must engage in a collaborative effort, bringing together various stakeholders such as local governments, transit agencies, community groups, and the public. This cooperative planning process seeks input from diverse perspectives, fostering consensus and ensuring that transportation plans reflect the collective needs and aspirations of the community.



By adhering to the principles of the 3Cs, MPOs contribute to the development of transportation plans that are not only federally compliant but are also dynamic, inclusive, and responsive to the complex challenges faced by urbanized areas. This framework ensures that transportation investments align with the broader goals of sustainable development, efficient mobility, and enhanced quality of life for the residents within the designated metropolitan areas.

## What is a TMA?

Large urban areas with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs) by the U.S. Department of Transportation. This designation acknowledges the complex transportation challenges faced by these densely populated regions.

TMAs come with a more prominent role for Metropolitan Planning Organizations (MPOs). Unlike their counterparts in smaller areas, MPOs within TMAs have greater influence in shaping transportation plans. They have a stronger voice in choosing projects that best address the specific needs of the area.

The responsibilities of MPOs in TMAs are also broader. In addition to their usual duties, they must create additional planning documents that consider factors like land use, economic development, and environmental sustainability. These plans take a comprehensive approach to transportation within the TMA.

The planning processes undertaken by MPOs in TMAs are subject to rigorous certification by the Department of Transportation. This ensures adherence to federal standards and promotes consistency in transportation planning across large urban areas. Overall, TMAs recognize the unique challenges of big cities and empower local authorities with stronger planning capabilities, all under the watchful eye of federal oversight.

### QUICK FACTS

## TRANSPORTATION MANAGEMENT AREA



Designation for large urban areas (> 200,000 population) by U.S. Department of Transportation (DOT).



Acknowledges complex transportation challenges in big cities.



Strengthens MPOs:

- More influence over transportation planning priorities.
- Choose projects that best suit the area's needs.



Broader responsibilities for MPOs:

- Create additional plans considering land use, environment, etc.



Planning process undergoes federal certification:

- Ensures adherence to national standards.

# What is an MTP?

The Metropolitan Transportation Plan (MTP) serves as a critical guidebook for shaping the future of transportation in a metropolitan area. Looking at least twenty years into the future, this comprehensive document outlines a vision for a more efficient and sustainable way to move people and goods. Encompassing various modes of transportation – from roads and public transit to biking and walking – MTPs strive to create a diverse and well-connected network that caters to the specific needs of the region.

But MTPs go beyond simply outlining a dream transportation landscape. They are grounded in fiscal responsibility, prioritizing projects that can be realistically implemented within the constraints of available funding. The plan doesn't just propose projects; it also details how the metropolitan area intends to finance and maintain the entire transportation system over the long term. This financial transparency, achieved by including detailed information on funding sources and allocations for each project, assures stakeholders, like federal and state authorities, that the proposed improvements are achievable and won't become a financial burden. Ultimately, MTPs bridge the gap between ambitious goals and practical realities, ensuring a well-funded and sustainable transportation network that propels the metropolitan area towards a brighter future.

DRAFT

## QUICK FACTS

# METROPOLITAN TRANSPORTATION PLAN



**Blueprint for Transportation:** An MTP guides development and improvement of a metro area's transportation system for 20+ years into the future.



**Multimodal Focus:** It considers roads, public transit, biking, walking, etc. for a diverse and efficient network.



**Aligned with Goals:** The MTP considers economic, transportation, and development goals to create a cohesive system.



**Fiscally Responsible:** MTPs prioritize projects that are financially viable within available resources.



**Financial Transparency:** MTPs include funding sources and allocations for each project, demonstrating fiscal responsibility.



**Sustainable Investment:** Financial information ensures projects can be maintained long-term, protecting transportation infrastructure investments.



Credit: City of Bel Aire



# 1.2

## Planning Process & Approach



Metropolitan transportation planning isn't a one-person show. Led by the MPO, it involves a collaborative effort with businesses, community groups, environmental advocates, and the public. Proactive public participation is key, ensuring everyone has a say, especially those who haven't been well-served by the system in the past. Skipping this step can lead to solutions that miss the mark, delays, lawsuits, and ultimately, a broken-down relationship between the public and the transportation system.

### Federal Planning Factors

The U.S. Department of Transportation (USDOT) defined ten planning factors that all MTPs must consider and address; these factors signify the federal government's interest and desired outcomes for the metropolitan planning process (23 CFR 450.306(b)). The degree of consideration and analysis of the federal factors should be based on the scale and complexity of the transportation system, land use, employment, economic development, human and natural environment, and community development within the MPO planning area.

Figure 1.2.1: Federal Planning Factors



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 state and local planned growth, and economic development patterns.



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



Promote efficient system management and operation.



Emphasize preservation of the existing transportation system.



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



Enhance travel and tourism.

## The Planning Process

The Metropolitan Transportation Plan (MTP) is a constantly evolving document, updated every 5 years. This ensures the plan reflects changing needs and resources within a metropolitan area.

Developing an MTP involves several key steps. First, planners define goals and consider future population growth to identify upcoming transportation demands. Projects are then prioritized based on affordability and community impact.

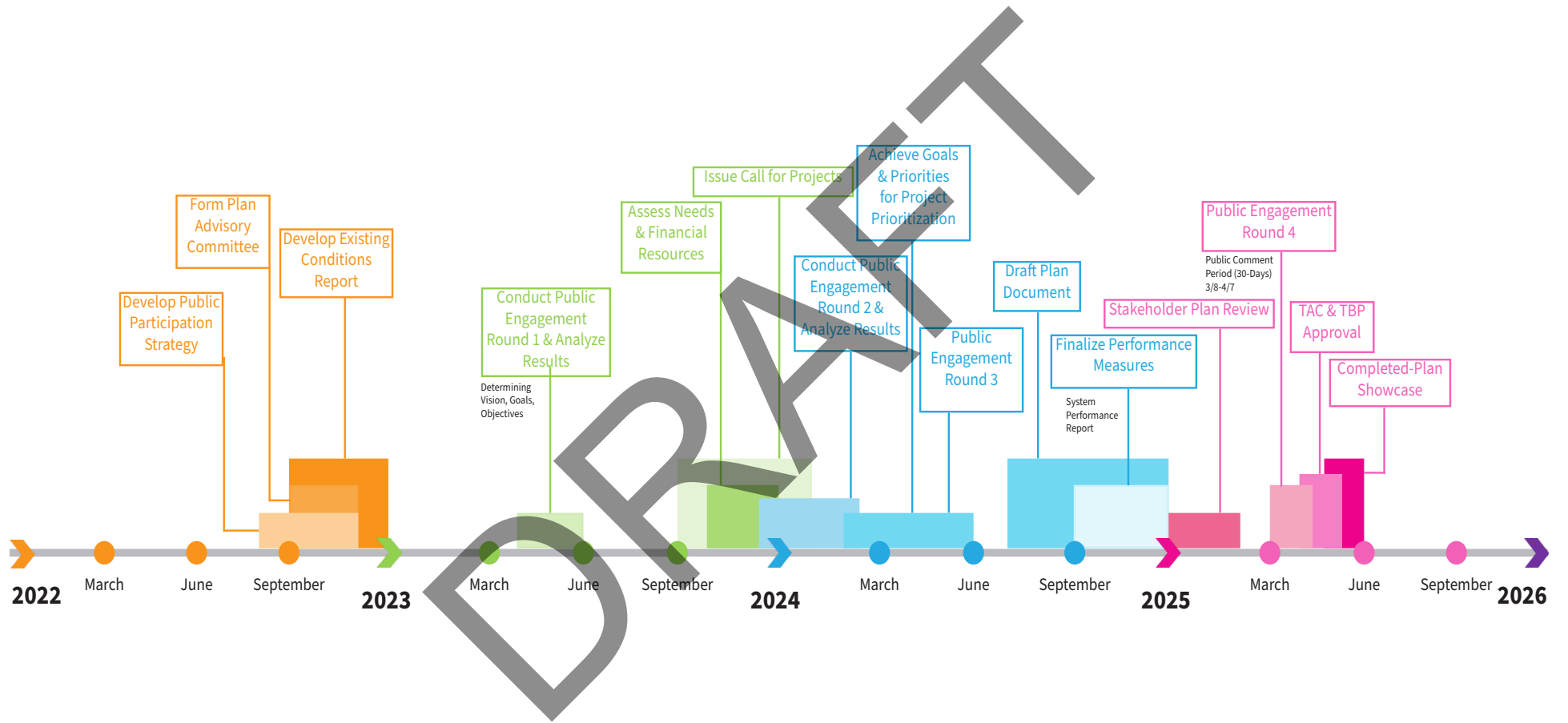
Public input is crucial throughout the process. Planners actively seek feedback and share updates with stakeholders to build trust and transparency.

The MTP development process can be broken down into three phases. In the first phase, the MPO drafts the document, setting goals and creating a preliminary project list. The second phase focuses on identifying needs through data analysis and public engagement. The third phase establishes baseline conditions, like traffic patterns and demographics, to inform the final MTP. Finally, the final project list is selected.



Credit: City of Bel Aire

**Figure 1.2.2: WAMPO MTP 2050 Timeline**



## Plan Coordination

The MTP 2050 incorporates existing planning efforts in the WAMPO area. This includes modal-specific plans, such as transit, bicycle and pedestrian, freight, and safety plans.

## TRANSIT PLANS & STUDIES

Since 2010, several studies and reports have been produced to support the regional transit system.

### ➤ **Wichita Regional Transit Plan (City of Wichita, 2010):**

Prepared by University of Kansas urban planning graduate students, this plan evaluated the existing regional transit system, identified major strengths and weaknesses, and presented a series of recommended improvements based upon a comprehensive vision for the system.

<https://www.wichita.gov/1476/Transit-Access-Plan>

### ➤ **Wichita Transit Sustainability Plan (City of Wichita, 2016):**

Rising transit expenditures paired with flat revenues placed financial burdens on the regional transit system. This plan describes a set of strategies and priorities for the City of Wichita to consider ensuring a more financially sustainable model can be adopted.

<https://www.wichitatransit.org/AboutUs/Documents/Wichita%20Transit%20-%20Sustainability%20Plan.pdf>

### ➤ **Regional Transit Feasibility Study/Connecting Communities Plan (WAMPO, 2018):**

This study assessed the current level of transit demand in the communities surrounding the City of Wichita. Through analysis and public outreach, transit-related challenges and opportunities were uncovered – including short-, mid-, and long-term regional improvements to the transit system.

[https://www.wampo.org/files/ugd/bbf89d\\_93db0ccc27b64a3687a25ab1806de1b9.pdf](https://www.wampo.org/files/ugd/bbf89d_93db0ccc27b64a3687a25ab1806de1b9.pdf)

### ➤ **Coordinated Plan for Human Service Public Transit (WAMPO, 2023):**

The 2018 KDOT Coordinated Plan for Human Service Public Transit updated a 2008 effort – both focused on identifying the transportation needs of disadvantaged populations, including seniors, individuals with physical or mental disabilities, and lower-income persons. The plan was once again updated in 2023.

[https://www.wampo.org/files/ugd/bbf89d\\_c6dff2437ace4f5089ddd74c46a5ae84.pdf](https://www.wampo.org/files/ugd/bbf89d_c6dff2437ace4f5089ddd74c46a5ae84.pdf)



Credit: Visit Wichita

➤ **Assessment of Capacity to Meet Transportation Needs of Persons Who Experience Intellectual & Developmental Disability in Sedgwick County (Sedgwick County, 2019):** This study was commissioned by the Sedgwick County Developmental Disability Organization (SCDDO) to explore the transportation needs of residents with intellectual or developmental disabilities. The study found that these individuals face transportation challenges due to no available paratransit subscriptions, and the short evening hours of the fixed-route system do not meet the needs of these residents. <https://www.sedgwickcounty.org/media/56956/executive-summary.pdf>

➤ **Wichita Transit Network Plan (Wichita Transit, 2025):** This project will result in a detailed plan to guide Wichita Transit over the next decade. The plan will identify local and regional transportation needs, challenges, and opportunities, creates a cohesive planning effort, and prioritizes short to long-term transit investments. <https://www.wichitatransitplan.com/>

➤ **Regional Transit Implementation Plan (WAMPO, 2025):** This plan involves 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. <https://www.wampo.org/regional-transit>

## ACTIVE TRANSPORTATION

The Metropolitan Transportation Plan (MTP) is a comprehensive framework that aims to enhance transportation systems within a metropolitan area, ensuring efficiency, accessibility, and sustainability. As urban centers continue to grow, it becomes imperative to prioritize modes of transportation that are not only efficient but also promote healthier lifestyles and minimize environmental impact. This is where active transportation comes into play.

Active transportation refers to human-powered modes of travel, such as walking, bicycling, or using nonmotorized scooters. It presents a viable alternative to traditional motorized transportation and offers numerous benefits for individuals, communities, and the environment. Integrating active transportation into the MTP can lead to a more balanced and holistic transportation system that meets the diverse needs of residents, commuters, and visitors alike.

### Benefits of Active Transportation

- 1. Health and Well-Being:** Encouraging active transportation can improve public health by promoting physical activity. Regular walking or cycling as part of daily routines can help reduce the risk of chronic diseases, such as obesity, heart disease, and diabetes. Additionally, active transportation contributes to mental well-being by reducing stress levels and enhancing overall quality of life.



**2. Environmental Sustainability:** Active transportation produces zero tailpipe emissions, reducing air pollution and greenhouse gas emissions. By prioritizing walking and cycling infrastructure, the MTP can contribute to mitigating the effects of climate change and improve air quality in urban areas.

**3. Efficient Use of Space:** Active transportation requires less space compared to motorized transportation modes. Integrating walking and cycling infrastructure, such as sidewalks, bike lanes, and dedicated paths, enables efficient use of roadways and reduces congestion. This frees up valuable space for other transportation options, public amenities, or urban green spaces.

**4. Social Equity and Accessibility:** Active transportation is a mode of travel that is accessible to people of all ages, abilities, and socioeconomic backgrounds. By focusing on inclusive infrastructure and addressing barriers to active transportation, such as connectivity, safety, and affordability, the MTP can enhance accessibility and promote social equity within the metropolitan area.

**5. Economic Benefits:** Investing in active transportation infrastructure can have positive economic impacts. Pedestrian-friendly streets and vibrant cycling networks can attract visitors, enhance local business vitality, and contribute to the growth of a thriving urban economy.

To fully capitalize on the benefits of active transportation, it is crucial to integrate it seamlessly into the Metropolitan Transportation Plan. This integration can be achieved through:

**1. Infrastructure Development:** Prioritize the development of pedestrian and bicycle infrastructure, including sidewalks, crosswalks, bike lanes, and multi-use trails. Connect these networks to transit hubs, major destinations, and residential areas to promote seamless multimodal transportation.

**2. Safety Measures:** Implement traffic-calming measures, such as reduced speed limits, traffic signals, and well-marked pedestrian crossings. Enhance lighting and signage to ensure the safety of active transportation users, particularly during night-time.

**3. Education and Outreach:** Launch public awareness campaigns to promote the benefits of active transportation and encourage behavior change. Provide educational programs on road safety, cycling skills, and pedestrian rights to enhance user confidence.

**4. Collaboration and Partnerships:** Foster collaboration between transportation agencies, urban planners, public health departments, community organizations, and advocacy groups to ensure a holistic approach to active transportation planning. Engage with local communities to gather feedback and involve them in the decision-making process.

Integrating active transportation into the Metropolitan Transportation Plan offers a transformative opportunity to create more sustainable, inclusive, and healthier urban environments. By prioritizing walking and bicycling infrastructure, improving safety measures, and promoting behavior change, the MTP can foster a shift towards active modes of transportation, benefiting individuals, communities, and the overall metropolitan area. Embracing active transportation is not only a practical solution to transportation challenges but also a catalyst for building vibrant, livable cities of the future.

The following are active-transportation planning initiatives in the WAMPO region.

➤ **Regional Pathway System Plan (WAMPO, 2011):** This plan identifies future bicycle and pedestrian projects to improve local connections to the regional network based on existing conditions. It also recommends the adoption of pedestrian facility guidelines found in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities.

[https://www.wampo.org/\\_files/ugd/bbf89d\\_d43509f3c90e494a9290eccacb401bea.pdf](https://www.wampo.org/_files/ugd/bbf89d_d43509f3c90e494a9290eccacb401bea.pdf)

➤ **Regional Active Transportation Plan (WAMPO, 2025):** The plan will be created to create an executable strategy for developing a seamless, high-quality on- and off-road bicycle and pedestrian system in the WAMPO region. The Regional Active Transportation Plan is in coordination with the Wichita Bicycle Plan.

<https://www.wampo.org/bicycle-pedestrian>

➤ **Wichita Bicycle Plan (City of Wichita, 2025):** This plan was created to identify and prioritize biking improvements based on existing conditions, adopted plans, and community feedback. The Wichita Bike Master Plan contains strategies, goals, and performance measures that increase the number of bicycle riders of all genders, ages, and abilities while creating a seamless network for walking and biking.

<https://www.wichitabicycleplan.com/>

## SAFETY PLANS

- **KDOT 2020 – 2024 Strategic Highway Safety Plan (KDOT, 2020):** The mission of the Kansas SHSP is to drive strategic investments that reduce traffic injuries and deaths and the emotional and economic burdens of crashes, utilizing the 4E's (education, enforcement, engineering, and emergency medical services) in a collaborative process. The SHSP covered several topics including impaired driving, intersections, occupant protection, older drivers, roadway departures, local roads, data support, and education support. The SHSP's stated goal is to reduce by half the fatalities and disabling injuries over a 20-year period (from the base five-year 2005-2009 interval). Kansas has approximately 140,000 miles of public roadways, of which only approximately 10,000 miles are state highways.  
<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/reportspdf/SHSP2021.pdf>
- **Comprehensive Safety Action Plan (WAMPO, 2023):** The Wichita Area Metropolitan Planning Organization Comprehensive Safety Action Plan (CSAP) reports traffic safety statistics for the WAMPO region and lists specific steps to improve safety metrics. This plan follows the Safe System Approach, acknowledging that severe crash outcomes are preventable, despite the inevitability of human error, and integrates this mindset in the pursuit of zero fatalities and serious injuries on WAMPO-area roads.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_9592f93dc9db4fed814d312bb924a35c.pdf](https://www.wampo.org/_files/ugd/bbf89d_9592f93dc9db4fed814d312bb924a35c.pdf)

## FREIGHT PLANS

- **Wichita Freight Plan (WAMPO, 2010):** This plan intends to identify the transportation systems that exist in the WAMPO region that are used to move freight into, out of, and within the region. This plan also addresses the factors and trends that dictate, affect, and influence the multiple modes of traffic and the flow of freight, and the procedures for planning and programming freight-related projects through the WAMPO transportation planning process.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_027128595a3548c6afb0b32fe35e253a.pdf](https://www.wampo.org/_files/ugd/bbf89d_027128595a3548c6afb0b32fe35e253a.pdf)
- **Kansas Statewide Freight Plan (KDOT, 2017):** The Kansas Statewide Freight Plan looks at a 20-year planning horizon including freight shipping trends and prioritizes freight projects to be completed over the next 5 years. It is intended to serve the needs of KDOT and both its public sector and private sector partners to improve freight transportation in Kansas. This plan considers highway, rail, aviation, waterway, and pipeline needs. The Freight Plan also supports the freight-related strategies and recommendations in Kansas' Long Range Transportation Plan, the Kansas Statewide Rail Plan, the national multimodal freight policy goals, and other local and regional initiatives as they relate to freight mobility.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_9440f203a9c64452ac06a8d15cb91b28.pdf](https://www.wampo.org/_files/ugd/bbf89d_9440f203a9c64452ac06a8d15cb91b28.pdf)



➤ **Wichita Railroad Master Plan (City of Wichita, 2013):**  
The purpose of the Wichita Railroad Master Plan (WRMP) is to develop a coordinated, comprehensive master plan outlining achievable projects that will improve transportation mobility in Wichita for highway users and railroads (operators and customers).  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_4f1af48449474e68bdf16d79ad44e8eb.pdf](https://www.wampo.org/_files/ugd/bbf89d_4f1af48449474e68bdf16d79ad44e8eb.pdf)

➤ **WAMPO Railroad Crossing Plan (WAMPO, 2007):**  
The plan identifies and analyzes safety and congestion issues at the WAMPO region's highway-railroad grade crossings. The RRCP acts as the primary tool to deal with crossing safety and delay in the planning area and provides a framework for project identification and future integration into WAMPO's planning processes.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_cdc461ecd23846ada9f6cd2aa5a6ac17.pdf](https://www.wampo.org/_files/ugd/bbf89d_cdc461ecd23846ada9f6cd2aa5a6ac17.pdf)

➤ **Regional Growth Plan (Greater Wichita Partnership, 2018):**  
The Regional Growth Plan helps the greater Wichita region and its component cities and counties achieve heightened economic growth and prosperity through increasingly refined and targeted economic development activities.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_d01c3695fdd44ebea711564eb5c8b357.pdf](https://www.wampo.org/_files/ugd/bbf89d_d01c3695fdd44ebea711564eb5c8b357.pdf)

➤ **Regional Export Plan (Global Cities Initiative, 2017):**  
The Regional Export Plan was developed to address changes in the aviation industry and lead underachieving sectors into the global marketplace.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_63721bbe324b4caf9495eb73446724a5.pdf](https://www.wampo.org/_files/ugd/bbf89d_63721bbe324b4caf9495eb73446724a5.pdf)

➤ **WAMPO Regional Freight Plan (WAMPO, 2020):**  
The Wichita Area Metropolitan Planning Organization (WAMPO) Regional Freight Plan represents an opportunity to address freight needs in a comprehensive manner and integrate freight planning into the ongoing multimodal transportation planning process.  
[https://www.wampo.org/\\_files/ugd/bbf89d\\_fde1eee6614645e6862e3be02e603c69.pdf](https://www.wampo.org/_files/ugd/bbf89d_fde1eee6614645e6862e3be02e603c69.pdf)



Credit: City of Haysville

# Committees

The committees listed in this section are ongoing entities whose continued efforts have significantly contributed to the development of MTP 2050. Their work remains crucial in shaping and refining the plan's objectives and strategies.

## ➤ **Transportation Policy Body (TPB)**

The Transportation Policy Body is the governing body, made up of local elected officials, as well as regional and state representatives. The TPB provides comments, expertise, and guidance, and votes to give final approval to transportation plans and any amendments to them. The TPB is the regional forum for transportation planning and establishes the vision for the future of the metropolitan area's transportation system.

For more information visit [www.wampo.org/transportation-policy-body](http://www.wampo.org/transportation-policy-body)

## ➤ **Technical Advisory Committee (TAC)**

The Technical Advisory Committee (TAC) reviews technical information about transportation studies and issues, as well as provides the TPB with professional recommendations on documents, plans, and activities. They also help with the adoption of transportation documents such as the biennial Transportation Improvement Program.

For more information visit [www.wampo.org/technical-advisory-committee](http://www.wampo.org/technical-advisory-committee)

## ➤ **Executive Committee**

The Transportation Policy Body (TPB) first created the Executive Committee in January 2014. The Executive Committee's primary function is to provide strategic direction to staff on administrative service provision and other organizational, and administrative matters. As per the bylaws, the Executive Committee membership includes the TPB Chair, the TPB Vice Chair, three voting TPB representatives who are nominated by the Chair and confirmed by the entire TPB, and a representative from KDOT.

For more information visit [www.wampo.org/executive-committee](http://www.wampo.org/executive-committee)

## ➤ **ICT Safe: A Regional Transportation Coalition**

ICT Safe is an overarching coalition with several smaller entities under its umbrella, including Drive Safe Sedgwick.

For more information visit [www.wampo.org/ict-safe](http://www.wampo.org/ict-safe)

## ➤ **Active Transportation Committee (ATC)**

The primary activities of this committee are updating reports on pedestrian/bicycle/trail infrastructure and reviewing and updating regional data and mapping.

## ➤ **Drive Safe Sedgwick**

The committee focuses on impaired driving and safe driving practices.

➤ **United Community Transit Coalition (UCTC)**  
This coalition was formed in 2023. It focused on both the urban and rural area needs, goals, and strategies of public transit. Service transportation includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, disabled persons, and/or those with lower income. This coalition helped update and implement WAMPO's Coordinated Public Transit-Human Services Transportation Plan (found at [www.wampo.org/public-transit](http://www.wampo.org/public-transit)) and UCTC Toolkit. This no longer is an active committee.  
For more information visit <https://www.wampo.org/uctc>

➤ **Economic Development and Transportation Committee**  
The primary activities of this committee are to inform the creation of Economic Development Reports for the WAMPO region and to serve as a group of regional leaders and partners with which WAMPO can discuss economic and transportation issues moving forward.  
For more information visit <https://www.wampo.org/economic-development-committee>

## Natural Resource Agency Consultation

WAMPO gathered input on environmental issues from stakeholders and experts during the MTP planning process. These groups reviewed the draft plan, projects, and mitigation efforts, but no feedback was provided.

### Stakeholder Groups

- Technical Advisory Committee
- Citizen's Climate Lobby
- Kansas Chapter of Sierra Club
- Individual residents expressing interest in environmental issues

### Partners

- University of Kansas School of Medicine Population Health Department
- CoW Environmental Health Division
- U.S. Fish & Wild Service
- Environmental Protection Agency
- United States Corps of Engineers



Credit: Google Earth - Wichita

# 1.3

## PUBLIC INVOLVMENT

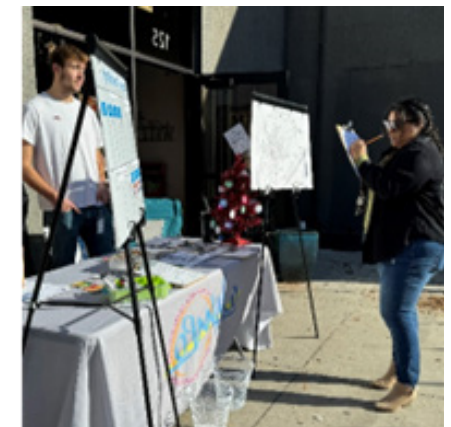


Throughout the development of MTP 2050, WAMPO recognized that opportunities for meaningful public participation are key to developing a sense of community and ownership among participants. Community outreach was designed to actively seek public input, rather than just waiting for it.

A variety of outreach methods were employed to reach key stakeholders and the general public. These methods included in-person and virtual meetings, pop-up events, videos and social media, listening sessions, and surveys.



Figure 1.3.1: MTP 2050 Public Engagement at a Glance



Public engagement for MTP 2050 is divided into five rounds; three rounds focused on building an understanding of public desires, a fourth round for distributing the plan for a 30-day public comment period, and the fifth round presents the approved plan. Rounds one through three coincided with the plan development process and the public input received determined the plan vision, goals, and objectives, highlighted which performance measures to track, and documented mode-usage trends within the region.

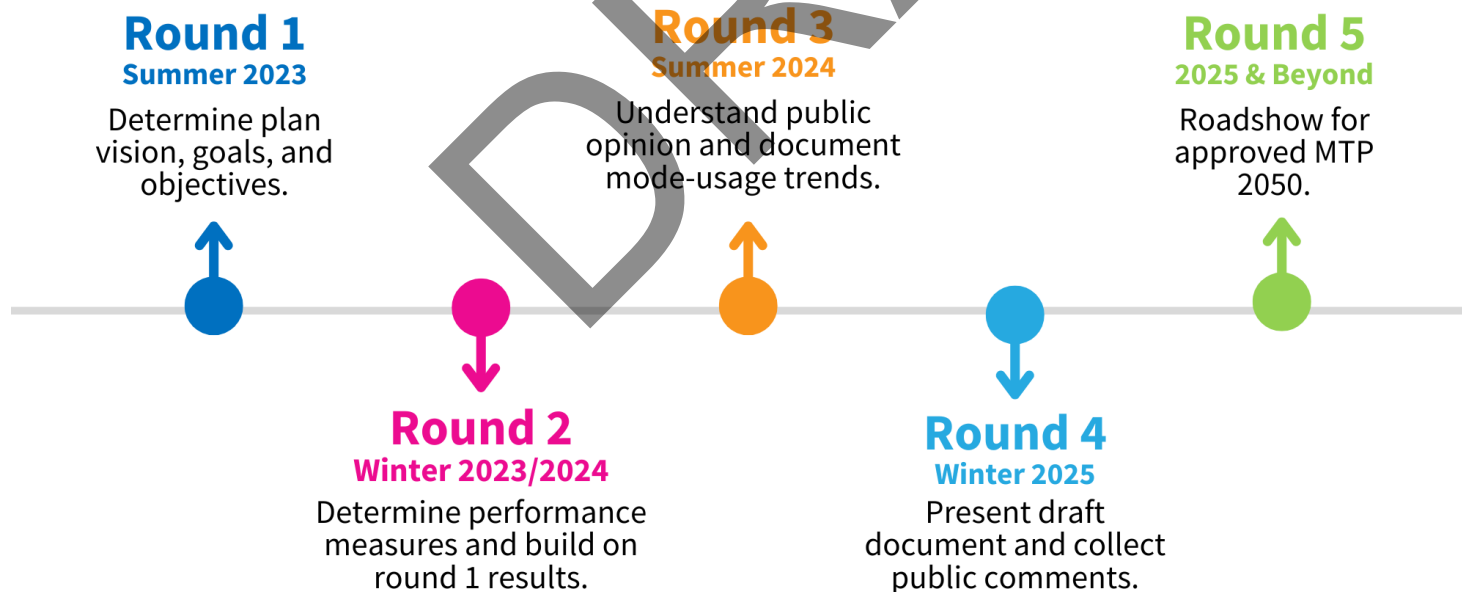
WAMPO uses its website, surveys, open house events, meetings, and social media to engage the public, share information, and gather feedback. Public participation is crucial for developing transportation policies, programs, and projects. WAMPO ensures an open, cooperative, and collaborative process, offering meaningful opportunities for the community to provide input that shapes transportation decisions.

Committed to understanding diverse community needs and ideas, WAMPO recognizes that effective transportation planning requires significant public input. WAMPO acknowledges that although people may be interested in their community, they may not know how to provide effective feedback on transportation plans and projects.

WAMPO boards and committees, including the Transportation Policy Body (TPB) and Technical Advisory Committee (TAC), were regularly presented with MTP 2050 development progress updates and opportunities to give feedback and comments on various planning activities.

Appendix B presents detailed engagement summaries from each round of public engagement.

**Figure 1.3.2: MTP 2050 Public Engagement Timeline**



## MEANINGFUL ENGAGEMENT FOCUS

WAMPO is committed to meaningful regional stakeholder engagement. To aid in this process, WAMPO updated its Public Participation Plan in 2022. Updates to this plan focused on improving the accessibility of information and opportunities to make it easier for people to access information and contribute their input.

The Public Participation Plan (PPP) outlines WAMPO's strategies and techniques for informing and engaging the public throughout the continuing, cooperative, and comprehensive (3-C) transportation planning process. The goal and purpose of a PPP is to maximize public participation and an MPO's effectiveness at reaching audiences. Public input is essential for developing transportation policies, programs, and projects. WAMPO ensures an open, cooperative process, actively involving all affected parties to provide meaningful input that influences transportation decisions, while also addressing the community's diverse transportation needs and concerns.

## Ongoing Engagement Efforts

WAMPO maintains its robust public participation program by utilizing technology and collaborating with community partners. Brochures and planning materials are developed in English, Spanish, and Vietnamese, in accordance with WAMPO's Limited English Proficiency (LEP) Plan. WAMPO publishes a quarterly e-newsletter and is active on various social media platforms, including Facebook, Instagram, LinkedIn, X (formerly Twitter), and YouTube.

The agency continuously improves its website to ensure it is mobile-friendly and easy to navigate, serving as a regional information resource. Board and committee meeting materials are posted online, and meetings are accessible both in-person and virtually. Recordings of the Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) meetings are available on YouTube and linked on WAMPO's website.

WAMPO's commitment to diversity and equity is reflected through the organization's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities. Focusing on fair and meaningful engagement with traditionally underserved populations, WAMPO adheres to the Department of Transportation's environmental justice (EJ) guidelines. This includes hosting public meetings in strategic locations, coordinating with local organizations, considering transit access for meetings, providing materials in multiple languages, and having bilingual staff present when possible. Meeting notices and information are shared through print media, targeted outreach, and partnerships with grassroots organizations.

For more information and to view the most recent information about WAMPO public participation, please visit [www.wampo.org/public-participation](http://www.wampo.org/public-participation).

For more information and to view the most recent information about WAMPO's Title VI Program Manual and Limited English Proficiency Plan, please visit [www.wampo.org/title-vi](http://www.wampo.org/title-vi).

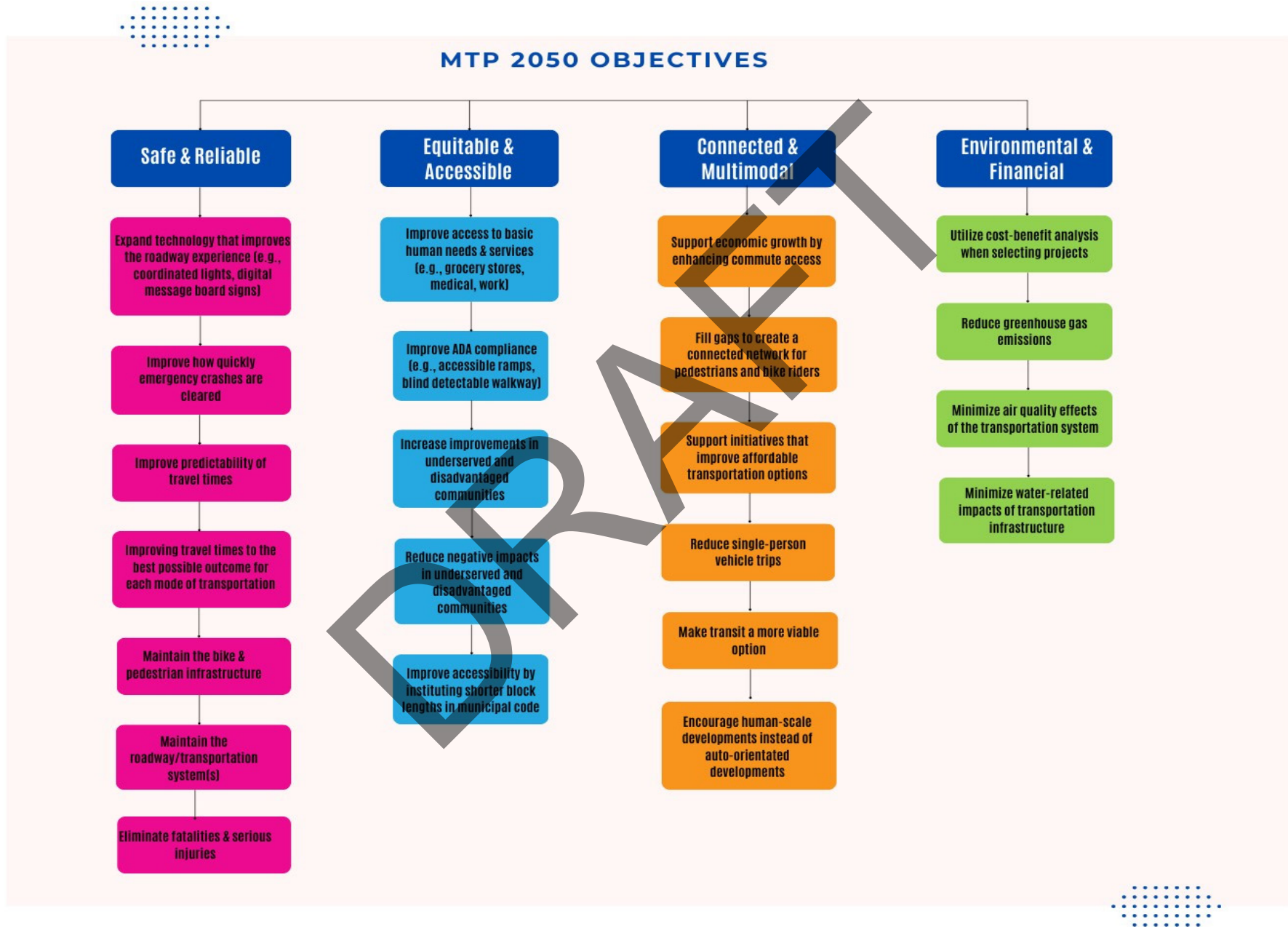
# 1.4 VISION, GOALS, & OBJECTIVES

Figure 1.4.1: MTP 2050 Vision and Goals



Objectives are specific, measurable actions to help WAMPO achieve the MTP's goals and vision (see Figure 1.4.1).

**Figure 1.4.2: MTP 2050 Objectives By Goal**





## ALIGNMENT WITH FEDERAL PLANNING FACTORS

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 1.4.3 shows the ten federal planning factors and how the WAMPO Metropolitan Transportation Plan has incorporated them into the MTP goals.

**Table 1.4.3: Federal Planning Factors**

	Goals			
	Safe & Reliable	Equitable & Accessible	Connected & Multimodal	Environmental & Financial Stewardship
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	■	■	■	■
Increase the safety of the transportation system for motorized and non-motorized users.	■	■	■	
Increase the security of the transportation system for motorized and non-motorized users.	■		■	
Increase accessibility and mobility of people and freight.	■	■	■	
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	■	■	■	■
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	■		■	
Promote efficient system management and operation.	■			■
Emphasize the preservation of the existing transportation system.	■	■		■
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	■			■
Enhance travel and tourism.			■	■

Source: 23 CFR § 450.306(b)