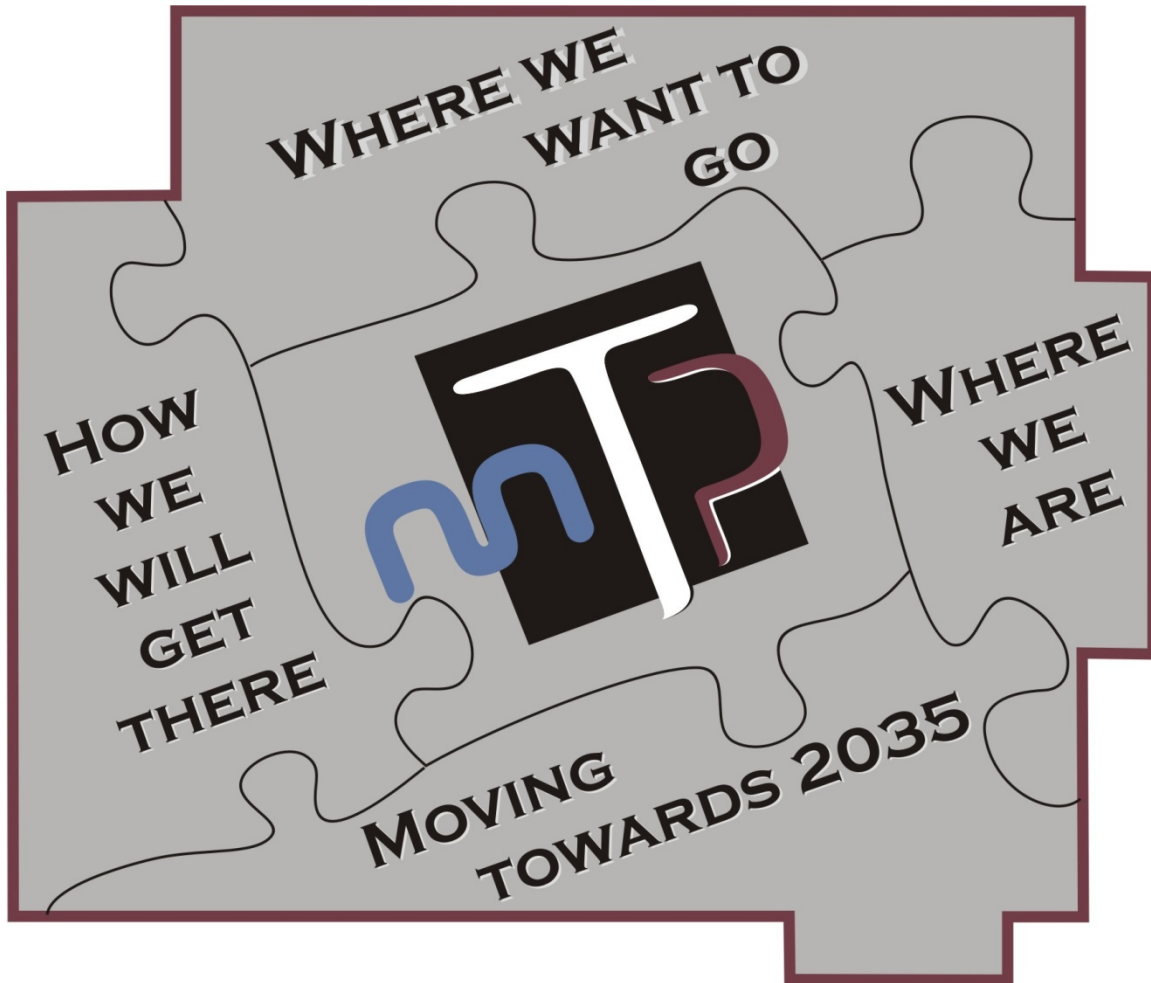


CHAPTER 1

INTRODUCTION



W A M P O

Wichita Area Metropolitan Planning Organization



The Metropolitan Transportation Plan 2035

The Metropolitan Transportation Plan (MTP) 2035 is the Wichita Area Metropolitan Planning Organization’s (WAMPO) long range transportation plan. This chapter introduces WAMPO, the MTP 2035, and how WAMPO developed the MTP 2035.

What Is the Wichita Area Metropolitan Planning Organization?

WAMPO is the designated Metropolitan Planning Organization (MPO) for the Wichita region. It is not a department of any city or county, but is a regional organization. WAMPO’s region includes all of Sedgwick County, a portion of Butler County including Andover, and a small portion of Sumner County including Mulvane. The WAMPO region includes a total of 21 cities both inside and outside of the urbanized area. **Exhibit 1.1** shows the WAMPO planning boundary.

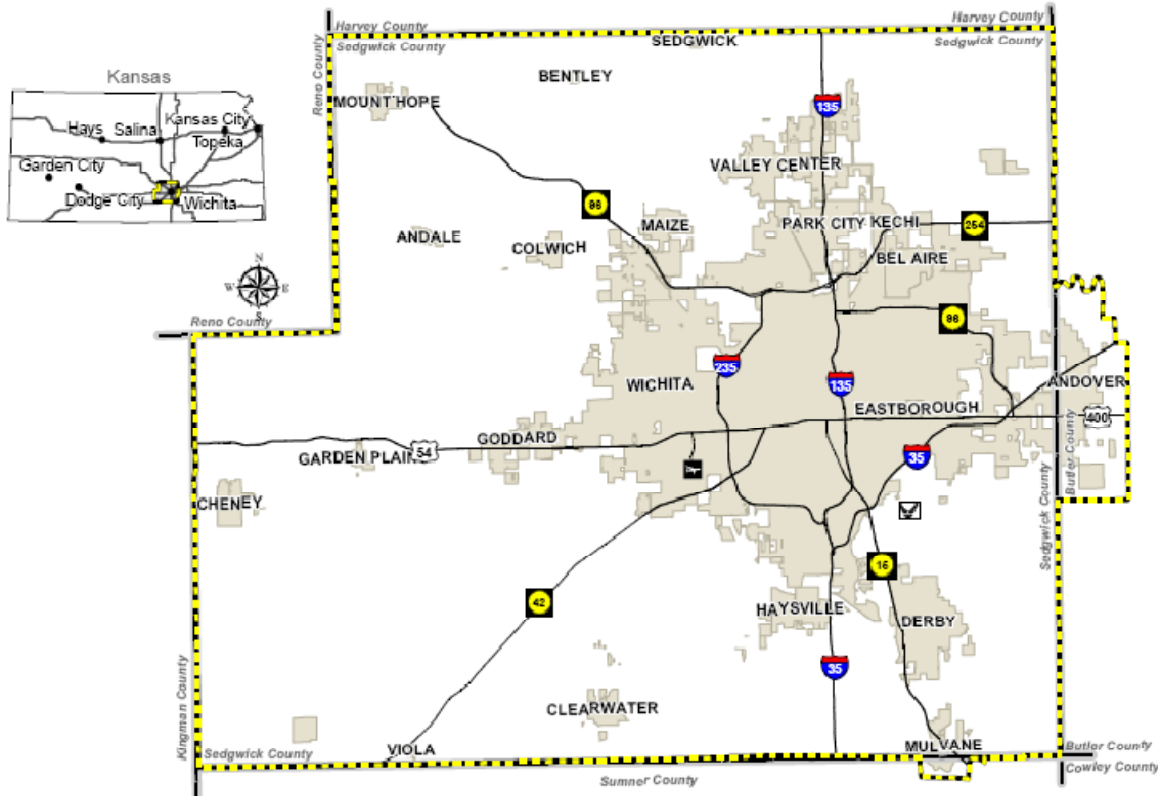
What are MPOs?

Metropolitan Planning Organizations (MPOs) are regional policy making bodies for transportation planning in urbanized areas with populations over 50,000.

What is an urbanized area?

A densely settled region with a population of 50,000 or more people.

Exhibit 1.1: WAMPO Planning Boundary





CHAPTER 1: INTRODUCTION



Meeting at WAMPO

All urbanized areas with populations over 50,000, such as the WAMPO region, are required to have an MPO in order to use federal transportation funds. MPOs operate as regional policy makers that decide how to use federal transportation funds. As the designated MPO, WAMPO is responsible for developing a regional long range plan every five years.

WAMPO's primary role is to carry out the **transportation planning process**. This is done in cooperation with the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), local leaders, local representatives, and citizens.

What Makes Up WAMPO?

WAMPO consists of the Transportation Policy Body (TPB), the Technical Advisory Committee (TAC), and WAMPO staff.

Transportation Policy Body

The TPB is the WAMPO governing body. The TPB guides staff planning efforts, provides direction in developing plans, and makes the final decisions on key documents and amendments, including approval of this plan. The voting members of the TPB consist of elected local and regional officials as well as a representative of the State. FHWA and FTA hold non-voting positions on the TPB.

Technical Advisory Committee

The TAC provides recommendations to the TPB on technical issues, critiques documents and plans, and suggests revisions. TAC is made up of representatives from the TPB, cities, counties, the State, the transit agency, and WAMPO staff.

WAMPO Staff

WAMPO staff is comprised of planning and technical professionals that are responsible for the day to day operations of the MPO. The staff provides assistance and support to the TPB and organizes public participation activities. WAMPO staff serves as facilitators in regional discussions for transportation improvements for the individual jurisdictions within the WAMPO region.

What is the transportation planning process?

The transportation planning process identifies projects, plans, and programs that could address the needs of the region and are consistent with the region's vision of the future. It includes three important steps:

- Compile and analyze regional data to understand the trends and needs.
 - Conduct public outreach to establish a vision for the future.
 - Create goals, objectives, and strategies to address the region's future vision.
-



What Is the Metropolitan Transportation Plan?

The MTP 2035 is the blueprint for the transportation network and for any and all regionally significant transportation projects. The MTP 2035 is a 25 year strategic plan for maintaining and improving mobility within and through the region. The MTP 2035 is an update to the WAMPO 2030 Long Range Transportation Plan (LRTP), which was approved in 2005.

Although the MTP 2035 is a long range plan, it is updated every five years to assure it remains relevant to the region. Each plan update provides the opportunity to re-evaluate regional transportation policies and practices. It also outlines the region's investment needs and financial realities. Within this context, transportation is not the end, rather the means to accomplish the region's social, economic, and environmental goals.

Why Does WAMPO Produce the MTP?

Federal transportation legislation requires that MPOs produce a long range transportation plan every five years. Long range planning simply makes good sense and involves citizens. It increases effective use of the region's investments and promotes transportation services and infrastructure that are consistent with the overall desires of the region's residents.

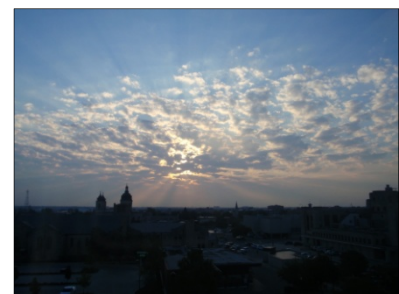
The long range planning process enhances the region's character and **livability** by considering the interaction between land use and transportation. Transportation investments have a cumulative effect on the built and natural environments. The desire to minimize negative effects on the natural and built environments is guided by the citizens as well as federal regulations.



Pedestrian Bridge at Keeper of the Plains

What is livability?

Refers to the social and environmental quality of a community as it is perceived by residents and visitors.



Sunrise over Wichita



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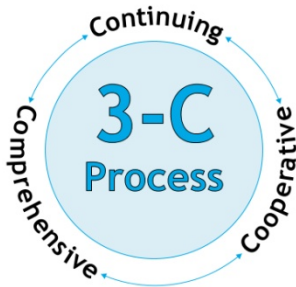
Federal Regulations

What is SAFETEA-LU?

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, or SAFETEA-LU, is the most recent comprehensive, long-term funding and authorization bill that governs U.S. federal transportation spending.

The MTP 2035 was developed in compliance with the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. SAFETEA-LU authorizes federal funds for a variety of surface transportation programs including highways, safety, bicycle and pedestrian, and transit. It provides rules, regulations, and guidance for transportation planning at the federal, State, and regional levels. SAFETEA-LU expired in 2009 but has been extended by Congress. As a result, this document was developed under SAFETEA-LU guidelines.

There are eight planning factors identified by SAFETEA-LU, which are discussed in **Chapter 3: Implementation**. These factors direct WAMPO to provide a cooperative, continuing, and comprehensive framework for making transportation investment decisions through the use of a long range transportation plan. This long range plan outlines the goals (**Chapter 2: Vision, Goal, and Objectives**), objectives (**Chapter 2**), and strategies (**Chapter 3**) needed to work toward the regional vision.



What Is Included in the MTP 2035?

The word “transportation” typically brings to mind roadways and personal vehicle travel. Although roadways are extremely important, they are not the only element of the region’s transportation system. Our transportation system is an interconnected, multimodal network that is intended to provide personal choice in ways to travel. In other words, the MTP 2035 covers the main **modes of transportation** in the network including roads, transit, bicycles, sidewalks and paths, air travel, and rail.

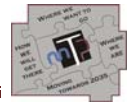
What are modes of transportation?

These are the ways people and goods move around a region. For the MTP 2035, the modes of transportation discussed include roadways, transit, bicycles, walking/pedestrian facilities, rail, and aviation.

Key Components of the MTP 2035

In addition to modes of transportation, the MTP 2035 also includes the following key components:

- Land use and transportation connections.
- Freight movement.
- Safety.
- Security.
- Operations, maintenance, and system management.



- Environmental analysis.
- List of regionally significant projects.
- Analysis of how to pay for projects.

All good planning starts with data in order to understand the trends and needs of a region. With this plan, WAMPO developed a baseline of data to compare to future outcomes during the process of carrying out the MTP 2035. As part of the MTP 2035 development process, Measures of Effectiveness (MOEs) were developed. The MOEs, which are essentially performance measures, are designed to gauge how well WAMPO is achieving the goals and objectives identified in this plan. The MOEs are discussed further in **Chapter 3**.

Conformity with Other Plans

The MTP 2035 must be consistent with the other plans and programs that WAMPO is responsible for creating and maintaining. In the various sections of **Chapter 6: Transportation System Elements**, other plans, programs, as well as studies are specifically identified. These sections describe how the plans, programs, and studies are, or will be, consistent with the MTP 2035.

How Was the MTP 2035 Developed?

The MTP 2035 was developed through a coordinated effort between local, regional, state, and federal agencies. There were four phases in the development process, which started in September 2008 and ran through July 2010 (**Exhibit 1.2**). It is important to note that while these are the official start and end dates for the update to the long range plan, the process is continuous and never stops.

Plan Phases

During the first phase, information on the WAMPO region was collected from existing data sources and public input. The MTP Project Advisory Committee (MTP-PAC) was created during the second phase. The second phase included creation of a vision of the future transportation system based on stakeholder and public input. A project list was developed in the third phase, serving as the building blocks to meet the vision, goals, objectives, and

What is the MTP-PAC?

The MTP-PAC includes representatives from local cities and communities, KDOT, FHWA, FTA, and transportation interest groups. The MTP-PAC guided the MTP 2035 development. Recommendations were then taken to the TPB for action.



MTP-PAC Meeting

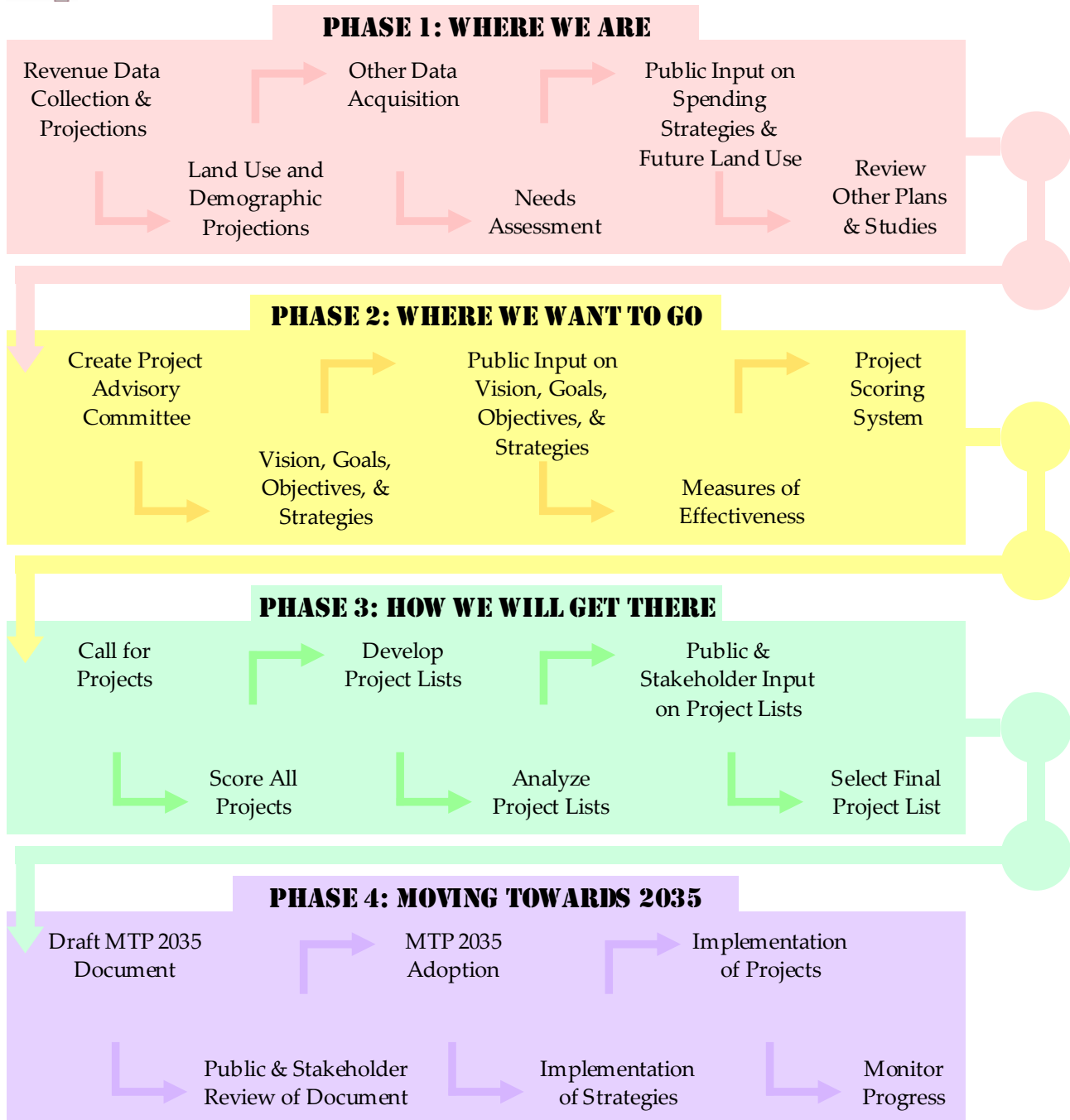


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strategies. During the fourth phase, the plan was adopted and the implementation process began. This phase is ongoing and includes monitoring the success of the plan by using the MOEs.

Exhibit 1.2 Plan Process

MTP 2035 PROCESS





Plan Stakeholders

A variety of people were involved in the development of the MTP 2035 including:

- TPB.
- MTP-PAC.
- TAC.
- Federal, state, county, and local officials.
- Law enforcement, fire, and emergency management officials.
- Environmental resource agency officials.
- School district officials.
- Advocacy groups.
- Economic development groups.
- Business owners.
- Citizens.
- WAMPO staff.
- Transit providers.
- Aviation officials.



MTP-PAC Meeting

WAMPO engaged the stakeholders through a widespread participation process. This encouraged input from different perspectives, including that of the general public.

Public Participation

Public involvement for the MTP 2035 was designed to inform the community, gather input, and pass on the information to decision makers. Public outreach was conducted during each of the four phases of the MTP 2035. Each phase focused on a specific theme, as shown in **Exhibit 1.3**. Each phase was designed to build relationships with stakeholders and interested community members, encourage meaningful input by focusing on relevant issues, clearly communicate key issues, and identify potential transportation solutions.



Public Meeting

Exhibit 1.3: Phases of Public Involvement





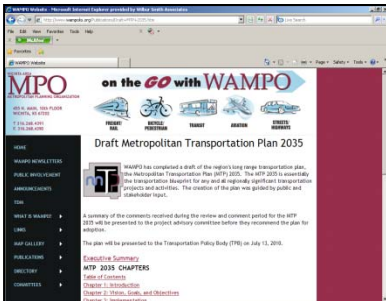
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MTP 2035 Booth at Transit Center



Open House



Screenshot of the WAMPO MTP Webpage



Screenshot of the WAMPO Facebook Page

WAMPO used a variety of public outreach techniques. These techniques varied from traditional stakeholder meetings and open houses to using social media such as Facebook, Twitter, and online surveys. Three short videos were created and posted on Facebook, Twitter, distributed to local cable channels, and linked through the WAMPO website. Active outreach efforts included booths at key locations (airport, transit center, and Wichita State University) and presentations to city councils, county commissions, and other interested groups. **Appendix 2: Public Involvement Process** contains a full description of the public involvement activities that were conducted during the development of the MTP 2035.

Amending the MTP 2035

The MTP 2035 has been prepared with the best information available at the time of preparation. Forecasts of land use, jobs, development, congestion, finances, and transportation needs were based on available planning documents and reasonable growth assumptions based on the long-term history of the region. Although the MTP 2035 will be updated no more than five years from the adoption of this plan, new information may become available or new trends may become evident in the interim. For example, new transportation funding programs could be announced, different demographic trends may become apparent in census data, changes in public preferences for means of travel may happen, or changes in global economic conditions such as a dramatic increase in oil price may occur. The transportation priorities of the region may need to be updated as a result of these types of changes. The WAMPO TPB may choose to amend the MTP 2035 at any time during the next five years in response to changing regional conditions, new information, or changes in priorities. Proposed amendments to the MTP 2035 will go through a stakeholder and public involvement process prior to action by the TPB.