

WAMPO

2022

PUBLIC PARTICIPATION PLAN



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WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Discrimination Complaint Form, visit www.wampo.org or call 316.779.1313. WAMPO’s public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

Contained herein are WAMPO’s current public participation goals, policies, and techniques, including long-term improvements.

This Public Participation Plan is a tool to aid in WAMPO’s commitment to engage member communities, State partners, and Federal partners in support of the region’s economic, health, social, and transportation goals.

More information about the WAMPO decision-making process, plans, programs, or general information may be found at:

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WAMPO Transportation Policy Body (TPB) Approval History

2007	2009	2011	2017	2022
November 13, 2007	March 10, 2009	November 8, 2011	January 1, 2017	December 13, 2022*

*Administrative Adjustment made on June 13, 2025

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Introduction

Purpose

The Public Participation Plan (PPP) is a document that describes WAMPO's strategies and techniques for informing and engaging the public throughout the 3-C (continuing, cooperative, and comprehensive) transportation planning process. The goal and purpose of a PPP is to maximize public participation and its effectiveness at reaching audiences. Public participation is integral to the development of transportation policies, programs, and projects. WAMPO is responsible for actively involving all affected parties in an open, cooperative, and collaborative process that provides meaningful input opportunities that influence transportation decisions. WAMPO is committed to understanding its community's wide-ranging needs, concerns, and ideas related to the transportation system in the region.

WAMPO's Commitment

WAMPO's commitment to meaningful stakeholder engagement is the foundation of this plan. All quality transportation planning and project development requires meaningful input from the public. WAMPO understands that people are often genuinely interested in what is happening in their community but do not know how they can effectively provide input to influence the outcomes of transportation plans or projects. The purpose of this plan is to make accessing information and opportunities for input easier for those interested in contributing.

Whether it be serving on a committee, providing written public comments, or sharing information at an open house, WAMPO recognizes the importance of input from the public and key stakeholders. This input is essential to the continuous improvement of the local transportation system.

Access for All

Title VI Requirements

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity under the control of WAMPO.

Thus, the Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities.

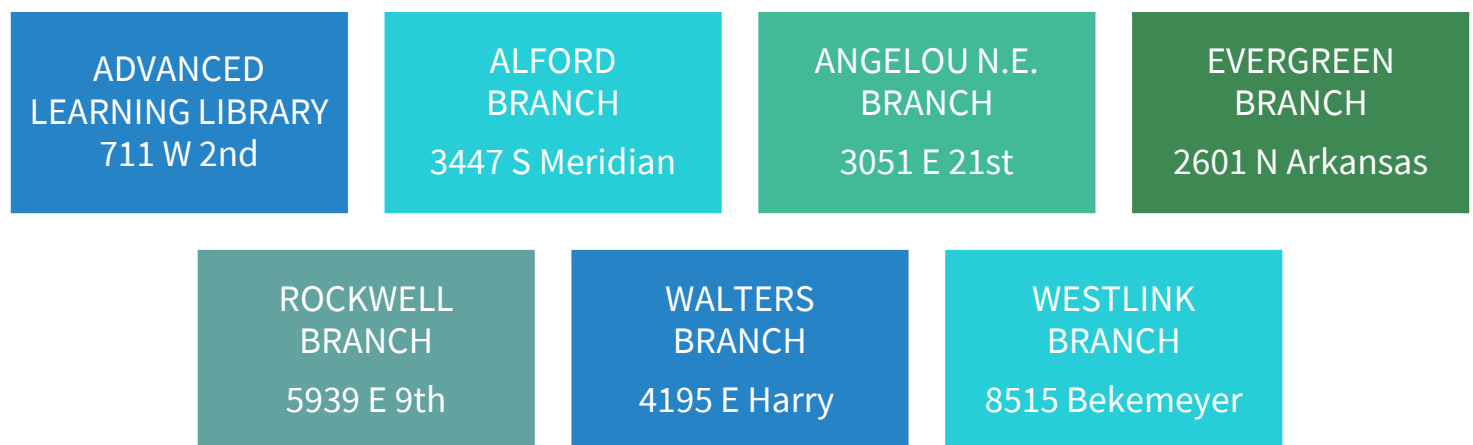
Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. To view the process, please visit www.wampo.org/title-vi.

Complaints can be filed directly with the Federal Transit Administration's Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Accessible Information

Information on transportation plans, processes, and issues is available electronically on the WAMPO website. Hard copy versions of all information and documents are also available upon request. Reference copies of both the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) documents may be found at WAMPO-region public libraries, such as the City of Wichita Public Libraries (Figure 1), or in City Halls in jurisdictions where no library exists.

Figure 1 Wichita Public Libraries



All WAMPO vital documents are available on the WAMPO website in English, Spanish, and Vietnamese. These vital documents include the Title VI notice, Title VI complaint form, Title VI rights brochure, and WAMPO Resident’s Guide. All remaining WAMPO plan and program documents, meeting notices, and other technical information may be translated individually upon request.

Under-Supported Populations

Based on analysis of geographic distributions and resident input, WAMPO has narrowed down specific outreach activities that include efforts to seek out, consider, and involve persons who have been under-supported by existing transportation systems.

Efforts are tailored within communities in need of resources (including minority and/or low-income persons). Figure 2 highlights outreach approaches by population characteristics. The following outreach approaches will be considered individually for each community.

- » Publish ads and notices in local print media, radio, and other relevant outlets, particularly media targeted to minority and low-income populations.
- » Develop language outreach strategies, as determined by the Limited English Proficiency (LEP) Plan.
- » Hold public meetings in locations that are accessible via transit.
- » Choose locations for public events that are physically accessible and ADA compliant (e.g., there is an elevator if the venue is not on the ground floor).
- » Hold meetings outside core business hours near transit-accessible locations throughout the WAMPO region.
- » Develop and maintain partnerships with local leaders and advocates
- » Coordinate with schools, churches, affinity organizations, and other relevant access points.

Figure 2 Outreach Procedures for Under-Supported Communities

Outreach Approach	Minority	Low-Income	LEP	Disabled	Older Adults	Zero-Car Household
Targeted Ads & Notices						
Language Outreach Strategies						
Transit-Accessible Meetings						
Convenient Meeting Times & Locations						
Partnerships						
Coordination						

Consider the Communications Strategy

Bridging the gap between government and community members can be daunting as there are multiple potential points of conflict, miscommunication, or even failure. A multichannel communication approach enables an agency to meet its audience where they are, using the communication platforms they find most familiar and comfortable. That can be email, SMS/texting, partnerships with trusted community members, or a combination of several tools. WAMPO is making sure to continue its research into what we can do to be more understanding and accommodating to all walks of life.



Q-Line
Shuttle



Bicycle &
Pedestrian
Count

WAMPO's Direction for the Future

The fundamental objective of WAMPO's public involvement effort is to ensure that the concerns and issues of all those with a stake in transportation decision-making are identified and addressed. In addition to the WAMPO Transportation Policy Body and committees, transportation system stakeholders also include public and private transportation owners/operators, users of the system (freight operators, paratransit users, bicycle riders, pedestrians, motorists, etc.), taxpayers, and other resource agencies, to name a few.

Through public involvement, individuals will be given opportunities to gain insight to help define plan alternatives, as well as assist with identifying potential transportation-related problems.

The following is a broad grouping of the three major constituency groups (Figure 3) identified based on the varying levels of engagement and understanding of the regional transportation planning process and associated issues:

- » *The Involved Public*: is both knowledgeable about transportation policy issues in general, as well as WAMPO's role in the regional transportation planning process. These individuals/organizations already actively participate in the process and have an extensive understanding of regional transportation issues and policy. Among others, this category may include elected officials.
- » *The Informed Public*: has some knowledge of transportation policy issues but is not familiar with WAMPO's role in the regional transportation planning process. This group also may not be fully aware of the regional context underlying the transportation challenges experienced throughout the region. This middle tier often includes community leaders and opinion leaders who work at the local level.
- » *The Interested Public*: has an inherent interest in transportation challenges but possesses little direct knowledge of transportation policy issues. This group, which is the largest of the three, includes the "general public," but it may also include community leaders or even elected officials who have limited exposure to transportation planning at any level.

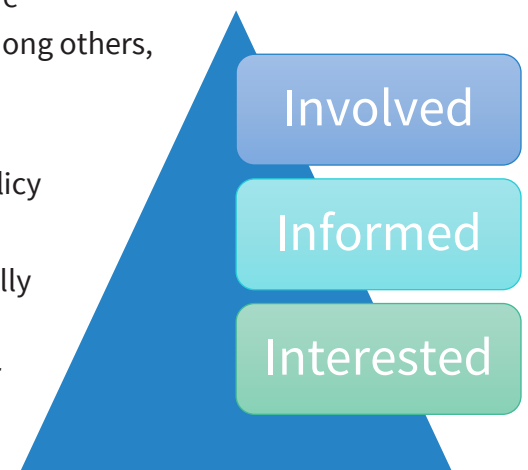


Figure 3 Engagement Triangle

This plan recognizes that transportation planning can be a complex and technical process. Many individuals may never have the time and/or interest to develop a full understanding of the system or process. Therefore, the associated plan goals and policies seek to utilize techniques that will be appropriate for gathering the input and opinions of people with varying amounts of available time, interest, and understanding. The goal of this plan is to move individuals from the lower levels of engagement (interested/informed) into a knowledgeable, involved state.

Accessible Meetings

No one should be excluded from participating in the transportation planning process. To ensure the location and setup of public meetings do not exclude people from participating, public meetings should be held in locations accessible by transit and in buildings compliant with the Americans with Disabilities Act (ADA).

WAMPO meetings are typically held at venues that are easily accessible to a broad cross-section of individuals. When possible, public meetings and events are planned at venues and times that offer free and/or accessible parking, with access to public transit routes during their hours of operation. All WAMPO board and advisory committee meetings are held in facilities that are compliant with the requirements of the Americans with Disabilities Act.

WAMPO will, upon request and adequate notice, aid those with hearing and visual impairments, those with limited English proficiency, individuals who have a transportation disadvantage, and others requiring special assistance. Requests for translation and/or interpretation services will be accommodated according to the WAMPO Limited English Proficiency (LEP) plan.

The WAMPO Limited English Proficiency (LEP) plan identifies populations within the WAMPO service area who have limited (or no) proficiency in the English language. The plan also provides guidelines to help ensure that information and services are accessible to all individuals with LEP. View the plan at www.wampo.org/title-vi.

Members of the public wishing to address topics that require translation/language assistance/services or other support during their presentation are urged to make their request at least 48 hours in advance of the meeting by emailing wampo@wampo.org or calling 316.779.1313.

Members of the public who require special accommodations to participate in WAMPO meetings are asked to request assistance at least 48 hours in advance of the meeting by emailing wampo@wampo.org or calling 316.779.1313. WAMPO will make every effort to meet reasonable requests.

Meeting Notice to the Public

Official agendas for every regular public meeting, including Transportation Policy Body (TPB), Technical Advisory Committee (TAC), and Executive Committee (EC) meetings, will determine the order of business for each meeting. Public notice of these regular meetings will be announced the prior year in November on the WAMPO website via the posted calendar, and reminders sent out through WAMPO social media and email lists.

TPB meetings are announced through a paid public notice in the Wichita Eagle prior to each meeting. Agenda packets will be posted to the WAMPO website and distributed at least five (5) calendar days prior to the meeting via the e-subscription list to those on the public notification list.

Requests to be added to the distribution list may be made at any time by emailing wampo@wampo.org or calling 316.779.1313.

Public notice information is also located in the “Meetings & Events” section of the WAMPO website at www.wampo.org/events. For more information about timely notice of other specific involvement activities, refer to Figure 10 in the Development and Approval Procedures section.



What is a Metropolitan Planning Organization?

Overview

A Metropolitan Planning Organization (MPO) carries out metropolitan transportation planning processes, usually including multiple municipalities, counties, or other units of local government. MPOs are required to represent all urbanized areas with populations over 50,000, as determined by the U.S. Decennial Census. MPOs are designated by an agreement between the governor(s) of the relevant state(s) and local governments. MPOs recognize the critical links between transportation and other societal goals, such as economic health, air quality, environmental resource consumption, and overall quality of life.

It is the job of an MPO to develop a regional transportation vision, direct planning, allocate federal funds, and engage the public and other stakeholders in this process.

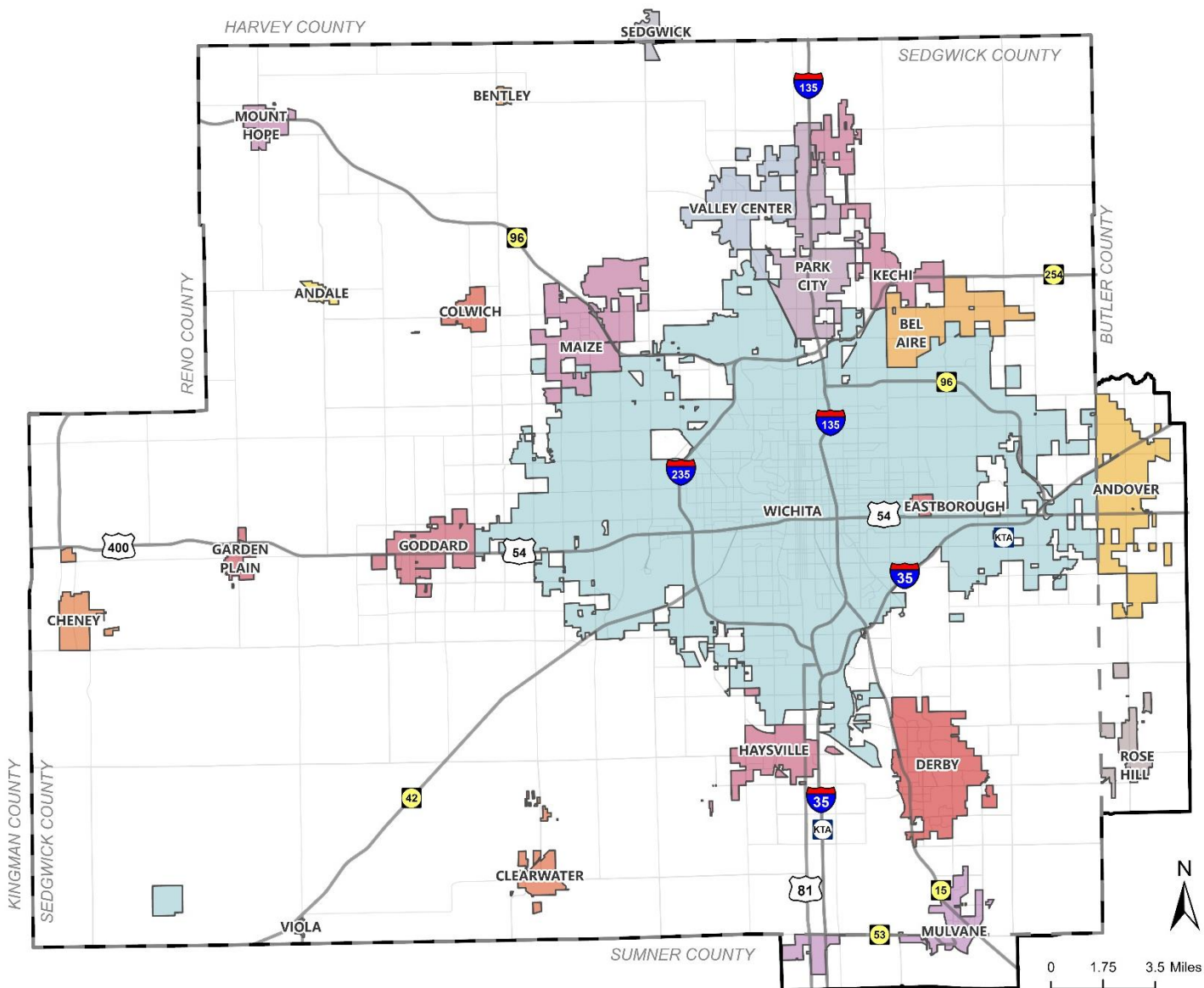
Wichita Area MPO

Wichita Area Metropolitan Planning Organization

The Wichita Area Metropolitan Planning Organization (WAMPO) is the designated MPO for the Wichita metropolitan region, with a planning area of more than 1,036 square miles that includes urban, suburban, and rural communities. WAMPO's geographic boundary includes all of Sedgwick County and parts of Butler and Sumner Counties (Figure 4).

The Wichita Area Metropolitan Planning Organization (WAMPO) is responsible, in cooperation with the Kansas Department of Transportation and Wichita Transit, for carrying out the metropolitan transportation planning process in 22 cities and 3 counties in South Central Kansas. Appendix F has information about each of the cities in the WAMPO area.

Figure 4 WAMPO Planning Area Boundary Map



WAMPO's Mission, Vision, and Core Values

WAMPO's Mission, Vision, and Core Values are what lead us to seek partnerships in the community and encourage us to look into the future to be a better version of ourselves.

MISSION STATEMENT

The Wichita Area Metropolitan Planning Organization (WAMPO) is the lead independent agency for coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities. In engagement with its member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.

VISION

WAMPO aspires to develop an integrated regional transportation network that safely and efficiently moves people and goods to their intended destinations and aligns investments in the region's economic and transportation goals.

CORE VALUES

Fairness

To all member communities and other regional stakeholders in establishing priorities and making high return on investment decisions.

Transparency

In openly communicating the when, what, how, and why of Board and Staff Decision making.

Public Engagement

Actively inviting, listening, and considering the ideas of those who have a stake in the agency's decisions.

WAMPO's Committee Structure

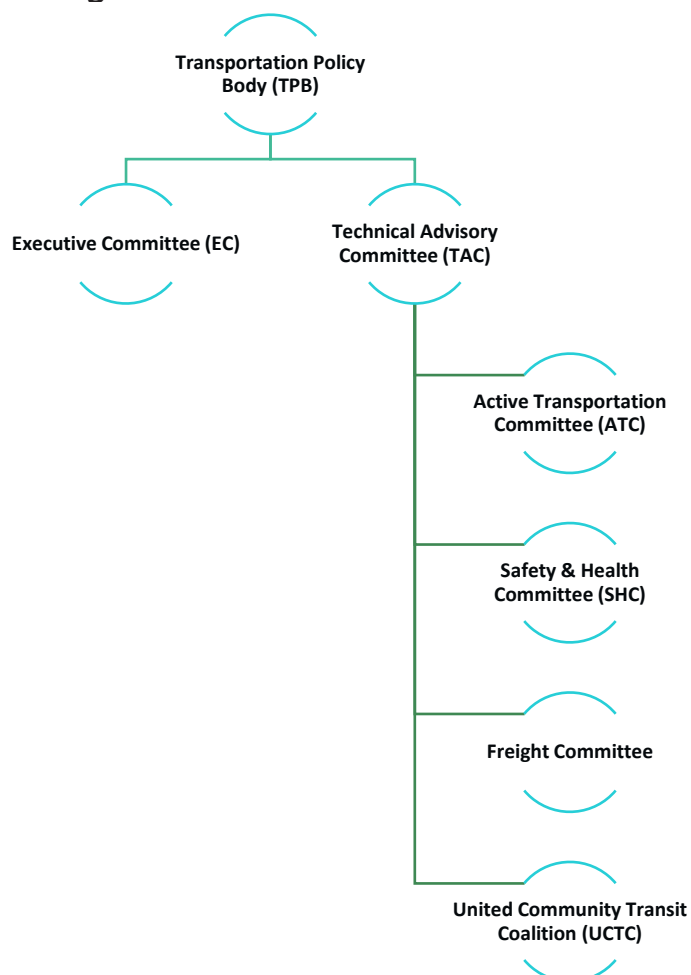
The WAMPO Transportation Policy Body (TPB) holds the authority to approve transportation plans and federal transportation spending in the region (Figure 5). In making transportation decisions, they consider, among other things, recommendations from local advisory committees. These committees offer input from interested individuals, transit users, bicycle and pedestrian interests, businesspeople, representatives of special interest groups, and local technical experts like municipal engineers and planners. The advisory committees are a fundamental way for communities to involve themselves in planning transportation projects. Figure 4 shows the decision-making flow among the WAMPO board and committees.

Committees

The TPB Chair has the authority to organize subcommittees, task forces, steering groups, and other advisory groups or workgroups to guide the development of projects and agency activities, as well as provide expertise on technical transportation issues.

These groups (not TPB or TAC) are typically called together on an ad hoc basis. The composition of these groups is established at the discretion of the TPB and may include members of the public. Meeting agendas are distributed no less than 5 calendar days prior to the meeting.

Figure 5 Committee Structure



Collaborative Public Meetings

Transportation Policy Body (TPB)

www.wampo.org/transportation-policy-body

The Transportation Policy Body is 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. According to the TPB bylaws, special TPB meetings can be held with at least 24 hours' notice prior to the meeting. The TPB bylaws and yearly meeting schedule can be accessed on the TPB webpage.

Technical Advisory Committee (TAC)

www.wampo.org/technical-advisory-committee

The Technical Advisory Committee (TAC) reviews technical information about transportation studies and issues, as well as provides the TPB with their professional recommendations on documents, plans, and activities. They also help with the adoption of transportation documents such as the biennial Transportation Improvement Program. The TAC bylaws do not specify a notice requirement for special meetings. Therefore, the TPB requirement of 24 hours' notice prior to the meeting is utilized. The TAC bylaws and yearly meeting schedule can be accessed on the TAC webpage.

Executive Committee

www.wampo.org/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, administrative matters. As per the bylaws, the Executive Committee membership includes the TPB Chair, the TPB Vice Chair, the TAC Chair (if the TAC Chair is not also 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. The bylaws also state that its membership is re-selected each year with the election of the TPB Chair and Vice Chair. The most recent former TPB Chair serves as a non-voting ex officio member.

The Executive Committee's duties and powers consist of the following, as per the TPB bylaws:

- » Exercise the duties and powers assigned to it by the TPB
- » Have the authority to act on behalf of the TPB (between regular meetings of the TPB or when a necessary quorum is lacking at a regular meeting of the TPB)
- » Supervise the affairs of the TPB between regular meetings

All actions taken by the Executive Committee are subject to prior direction and subsequent ratification by the TPB.

Active Transportation Committee (ATC)

www.wampo.org/active-transportation

The primary activities of this committee are updating reports on pedestrian/bicycle/trails infrastructure and reviewing and updating regional data and mapping. This committee updates the Technical Advisory Committee through reporting discussions on:

- » Inventory of pedestrian/bicycle/trails infrastructure
- » Review of regional pedestrian/bicycle/trails plans
- » System Connectivity in the 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

Safety & Health Committee (SHC)

www.wampo.org/safety-committee

The primary responsibilities of this committee are updating regional technical reports on Safety and Health. This committee will review and update regional data, and will also amend the technical reports through discussions regarding:

- » Updating Safety & Health Data Reports
- » Strategies for Reducing Crashes in the Region
- » Safety concerning all modes of transportation
- » Environment Air Quality including Ozone levels
- » Assisting in the creation of Educational Awareness Tools
- » Exploring new initiatives such as Vision-Zero Goals

United Community Transit Coalition (UCTC)

www.wampo.org/uctc

This coalition will be formed in 2023. It will focus 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 will help to update and implement WAMPO's Coordinated Public Transit-Human Services Transportation Plan (found at www.wampo.org/public-transit).

Freight Committee (FC)

www.wampo.org/freight-committee

The primary responsibility of this committee is to address freight needs in a comprehensive manner and integrate freight planning into the ongoing multimodal transportation planning process.

Project Selection Committee (PSC)

www.wampo.org/project-selection-committee

The Project Selection Committee (PSC) is formed to evaluate candidate projects and develop recommendations for the assigned projects it is selected to review. It is composed of individuals appointed by the Chair of the Transportation Policy Body (TPB). Membership includes representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC meets several times, as needed, throughout a given round of evaluating project needs and developing guidance on which projects should be funded or pursued. At these meetings, the PSC reviews project applications, discusses candidate projects, and develops a recommended list of projects.

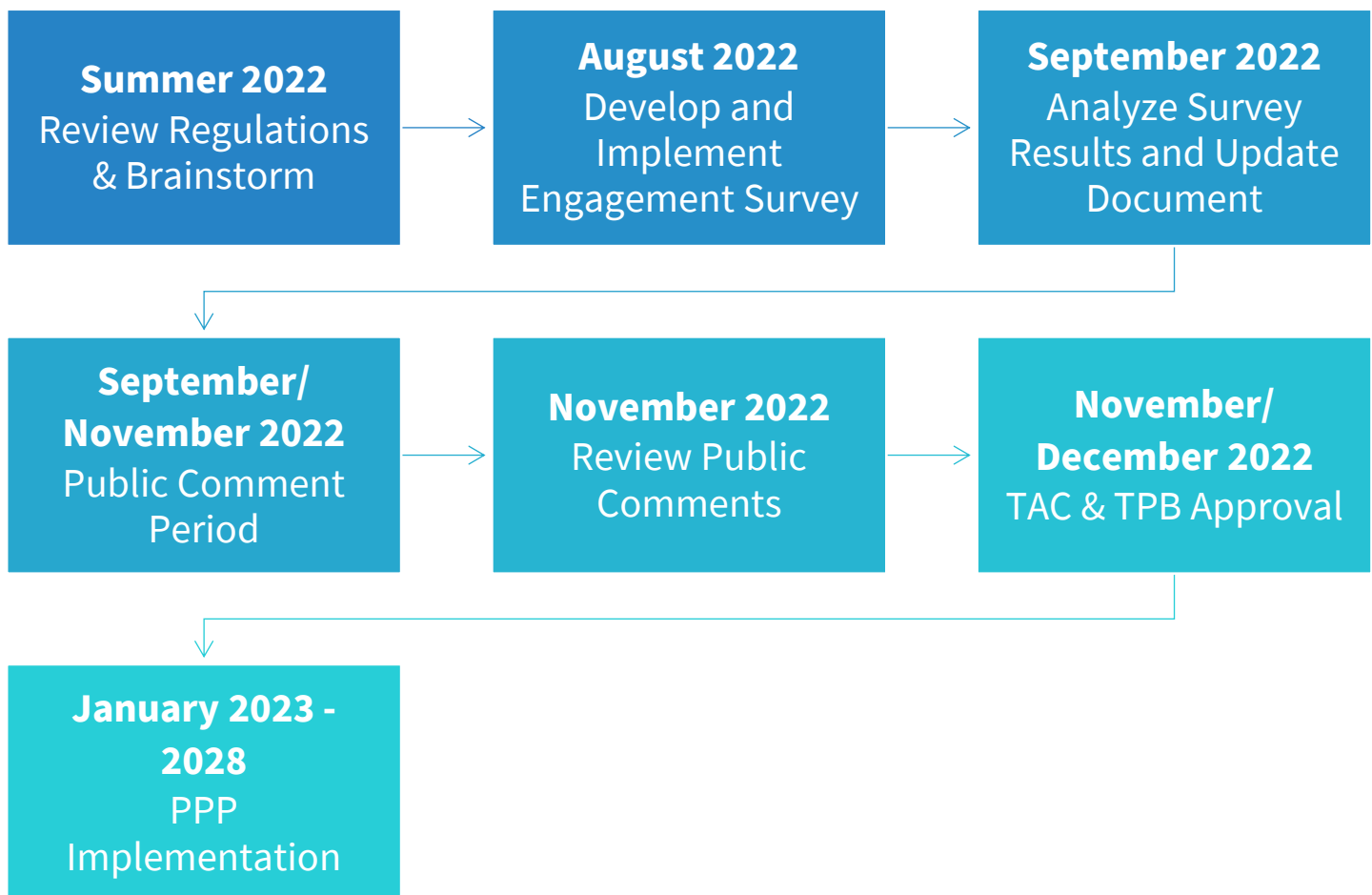
Transportation
Policy Body
Meeting



2022 Public Participation Plan Development

Staff began developing this plan over the summer of 2022. There was a brief public survey period in August 2022, with the results from that survey analyzed by staff to inform the next steps and opportunities to enhance involvement. A public comment period took place from September to November 2022, giving the public 45 days to comment, suggest changes, and ask questions. On December 13, 2022, the Transportation Policy Body approved the 2022 Public Participation Plan for WAMPO's use over the next five years. See Figure 6 for a graphic of this development process. For more information, See [Appendix E: Plan Development](#).

Figure 6 Public Participation Plan Development



Key Survey Results

The Public Participation Survey was available August 15-August 31, 2022. WAMPO staff distributed the survey through email, at schools, at a grocery store, and at a laundromat. 113 survey responses were collected, with none of the questions skipped. The survey results helped inform this plan, especially the question asking how the respondent would prefer to provide input to WAMPO (Figure 7) and the analysis linking ages with communication preferences (Figure 8).

Full data results can be found in Appendix A.

Figure 7 Preferred Public Input Method

When asked “How would you most prefer to provide your input about transportation planning to WAMPO?” respondents selected up to three:

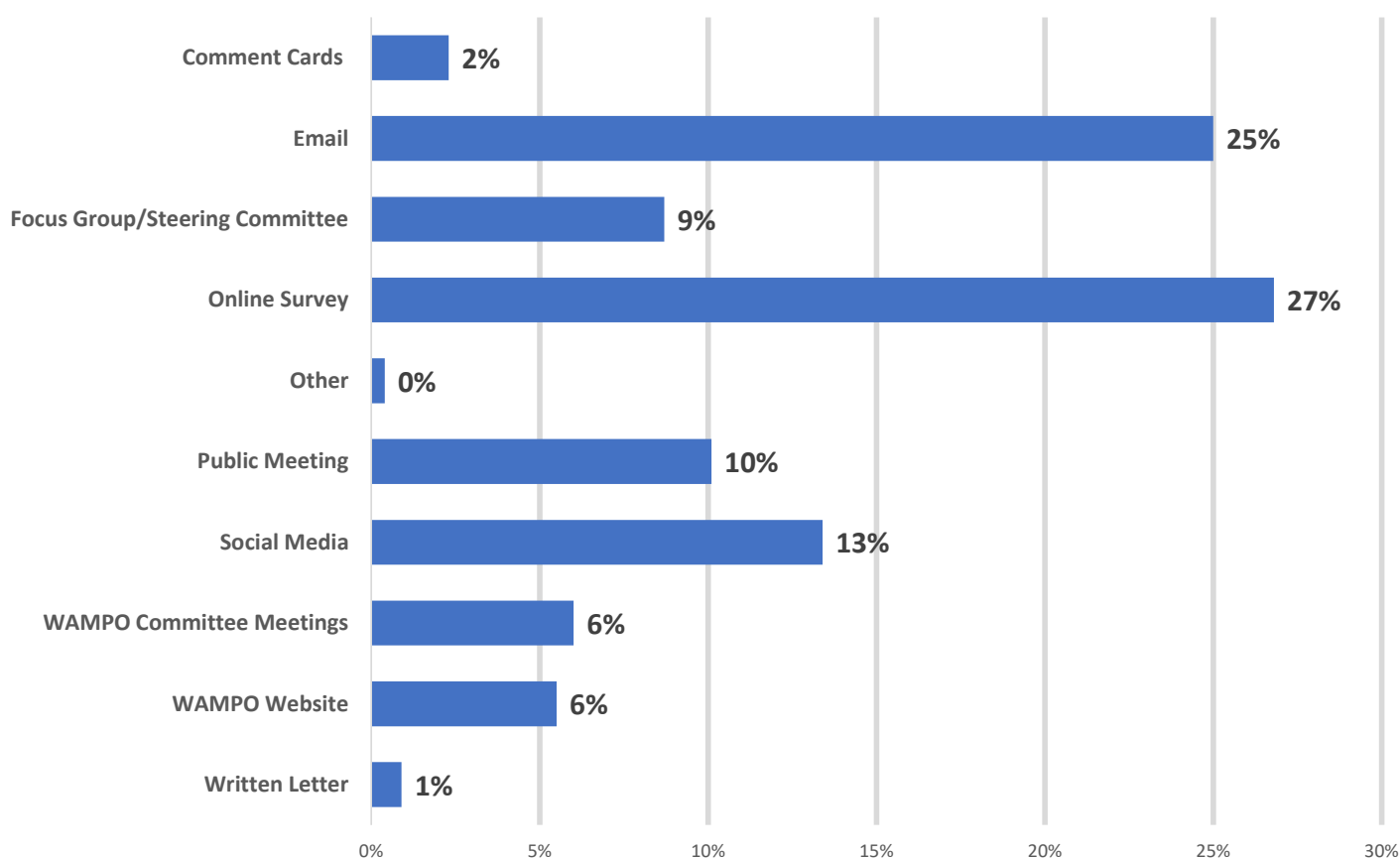
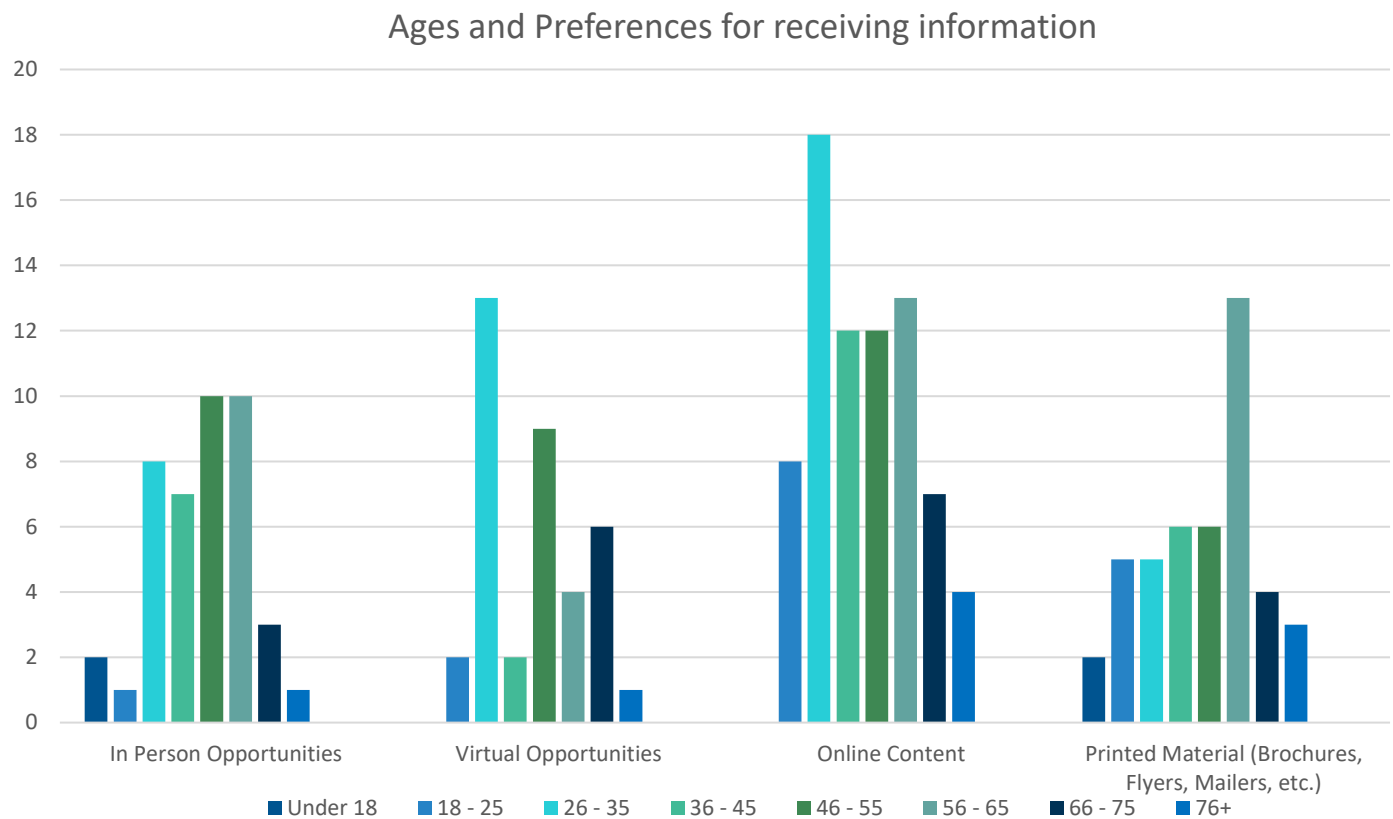


Figure 8 Ages and Preferences



WAMPO staff analyzed the correlation between age and how each age group prefers to give input (Figure 8). People ages 35 & under prefer to give input through online surveys, social media, and emails. People ages 36-55 also prefer to give input through online surveys, social media, and emails. People ages 56 & over prefer to give input through online surveys, social media, emails, and public meetings.

Considering these findings, WAMPO plans to increase the use of online surveys, social media, and emails, since those are the most commonly preferred ways to contact the public.


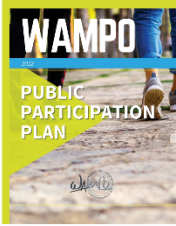


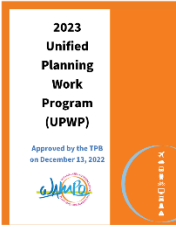

WAMPO Required Planning Documents


WAMPO maintains federally required plans, as well as other important planning documents. Federally required plans shown in Figure 9 include the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, Public Participation Plan, and the Title VI Program Manual/Limited English Proficiency Plan. This section describes the different planning projects and the public participation process for developing and amending the plans.

Figure 9 WAMPO Planning Documents

WAMPO REQUIRED PLANNING DOCUMENTS

WAMPO maintains federally required plans, as well as other important planning documents. Federally required plans include the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, Public Participation Plan, and the Title VI Program Manual/Limited English Proficiency Plan. This section describes the different planning projects and the public participation process for developing and amending the plans.

	Sets the vision and strategy for all regional transportation decision-making for the next 20 years.		Outlines how WAMPO works to achieve public participation in all planning activities.		Includes administrative/oversight activities, regional demographics, board/committee demographic make-up, and planning/programming activities per federal requirements.
	Identifies specific projects planned to be implemented on the transportation system in the WAMPO region over a four-year period.		Outlines the status of WAMPO planning activities, gives details about WAMPO work done in the previous year, and describes the WAMPO work that is scheduled for the upcoming year.		Includes the number and proportion of LEP persons served, the frequency of contact with LEP persons, the importance of programs and services to LEP persons, and the resources available and overall costs of providing language services.



Metropolitan Transportation Plan (MTP)

www.wampo.org/metropolitan-transportation-plan

The Metropolitan Transportation Plan (MTP) sets the vision and strategy for all regional transportation decision-making for the next 20 years. Updated every five years, the plan includes a multimodal list of priority transportation projects and strategies that fit within the region's anticipated funding capacity. If WAMPO is ever designated as an air quality non-attainment area, the MTP will need to be updated every 4 years to comply with requirements set forth in 42 U.S.C. 7407.

After the TPB approves the MTP, it becomes the official long-range plan for the WAMPO region. The MTP is sent to the WAMPO member jurisdictions, who may choose to adopt the MTP. The MTP is sent to KDOT, FHWA, and FTA for informational purposes. Full MTP updates require the TPB to release the plan for a 30-day public comment period. See Figure 6 for the public participation process for the development and review of the MTP.

REIMAGINED MOVE 2040 was approved by the TPB on June 9, 2020. The next full MTP update is required to be completed by June 2025.

MTP Amendments

Amendments to the MTP may be made between full updates to add or change projects, programs, or their Local, State, and Federal funding sources. Additionally, data updates are considered amendments. The TPB releases the draft MTP amendment for public comment prior to official adoption. The appropriate strategies listed in the Techniques Toolbox will be used to engage the public on the development of the plan and the public comment period. The TPB is required to release the plan for public comment. The public comment period is 30 days for full updates and for amendments that add new MTP projects, but 15 days if a project is already in the MTP but moving from the illustrative list to the fiscally constrained list or having its funding-eligibility amount updated. Only chapters and appendices of the MTP to which modifications are proposed will be presented for public comment and approval.

MTP Administrative Adjustments

Administrative adjustments are minor revisions to the MTP that do not require public review and comment or redemonstration of fiscal constraint. Revisions may be made to correct minor inaccuracies or minor language/grammar mistakes, or other corrections that do not change the approved intent or content of the document. If a project needs to be adjusted from one time band to the next time band, this change can be addressed as an administrative adjustment. Once the administrative adjustment is processed, it will be posted on the WAMPO MTP webpage and shared with the TAC and the TPB at their next regularly scheduled meetings.

Transportation Improvement Program (TIP)

www.wampo.org/transportation-improvement-program

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific projects planned to be implemented in the WAMPO region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. The TIP is developed in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Kansas Department of Transportation (KDOT), Wichita Transit, local governments, and other agencies that sponsor TIP projects. The TIP also serves as the Program of Projects (POP) for Wichita Transit. The TIP approval process satisfies the FTA's public hearing requirements for federal transit funds.

The TIP is federally required to be updated at least every 4 years; however, WAMPO typically updates it every 2 years. Once the TPB approves the TIP, it is sent to KDOT, FHWA, and FTA for further approval and then incorporated by reference into the State Transportation Improvement Program (STIP). Full TIP updates require a 30-day public comment period. See Figure 10 for the development and review requirements for the TIP.

The FFY2023-FFY2026 TIP was approved by the TPB on August 9, 2022. The next full TIP update will be completed for FFY2025-FFY2028 in 2024.

TIP Amendments

While the full TIP is typically updated every two years, amendments are scheduled approximately quarterly to maintain the accuracy of the program. Projects are added, removed, or altered through a regular amendment process. Amendments to the TIP often include major changes to total project cost, but the TIP is required to remain fiscally constrained. TIP amendments require a 15-day public comment period. The following types of project changes are handled as formal TIP amendments, rather than as administrative adjustments:

- » Addition or removal of a project
- » Increase in the total cost of a project listed in the TIP by more than 25% or \$5,000,000, whichever is less
- » Any increase in the amount of WAMPO-suballocated federal funding on a project
- » Change to a project scope and/or location (project limits)
- » If the change does not qualify as an administrative adjustment and the change is not occurring during the full 4-year update, then the change will be processed as an amendment.

Emergency TIP Amendments

In the event of a declared state and/or federal emergency, or at the discretion of the WAMPO Director, WAMPO may elect to process emergency-related TIP amendments through an expedited public participation process, with a seven-day, rather than fifteen-day, public comment period (see Figure 10). It is not intended to be used for normal amendments to circumvent the regular public comment period.

The public comment period notice will be shared through the same process as for regular TIP amendments. The TAC and TPB can have special meetings with at least 24 hours' notice prior to each meeting.

TIP Administrative Adjustments

TIP administrative adjustments include all revisions that are not formal amendments. Qualifying revisions are limited to:

- » Reducing the cost of/funding for a project
- » Increasing the cost of/funding for a project by no more than either 25% or \$5,000,000, whichever is less (this rule cannot be evaded by having multiple administrative adjustments to a project that are each below the limit but collectively above the limit), if there is no increase in WAMPO-suballocated funding
- » Changing the programmed Federal Fiscal Year(s) for a project
- » Minor editorial changes that do not alter a project's scope or design

No public-participation requirements apply to TIP administrative adjustments. Once an administrative adjustment is processed, it should be posted on the WAMPO TIP webpage, shared with the TAC and TPB at their regularly scheduled meetings, and shared with the State of Kansas. It will also be reflected in the TIP when the next formal amendment is approved.

Unified Planning Work Program (UPWP)

www.wampo.org/upwp

The UPWP outlines the status of WAMPO planning activities, gives details about WAMPO work done in the previous year, and describes the WAMPO work that is scheduled for the upcoming year. WAMPO staff, in consultation with planning partners (FHWA, FTA, KDOT, and Wichita Transit) and TAC members, draft a new UPWP for the coming year. Typically, the UPWP for the next year is approved at the October or November TPB meeting of the previous year. The UPWP also requires KDOT and FHWA/FTA approval. Full UPWP updates require a 30-day public comment period. See Figure 10 for the public participation process for the development and review of the UPWP.

Amendments are necessary to make major changes to the UPWP, including when projects/work tasks are either added or deleted, or when significant changes are made to the UPWP text and/or budget that exceed 10% of the overall UPWP budget amount. UPWP amendments also require a 15-day public review period as well as official approval from KDOT and FHWA/FTA.

UPWP Administrative Adjustments

Minor corrections or changes and routine data updates can be made to the UPWP through administrative adjustments. These include corrections of errors such as grammatical improvements, corrected calculations, updates of hourly wage rates for staff to reflect pay increases, document formatting revisions, and graphic improvements in the document.

Adjustments are used for routine technical changes and updates to the UPWP text, graphics, and minor budget changes of 10% or less (of the UPWP budget total). Changes to the non-staff budget items (e.g., equipment and supplies budget and movement of hours between tasks) may be changed by more than 10% through an administrative adjustment if they do not change the UPWP budget total cost by 10% or more.

UPWP administrative adjustments do not require public participation. Once the administrative adjustment is processed, it will be posted on the WAMPO UPWP webpage and shared with the TAC and TPB at their next regularly scheduled meetings.

Public Participation Plan (PPP)

www.wampo.org/public-participation

The Public Participation Plan outlines how WAMPO works to achieve public participation in all planning activities. It recommends techniques for engaging the public and states how members of the public can be involved in planning processes. Evaluating the effectiveness of identified techniques for this engagement is an ongoing process between the plan update cycles. This information will be used for subsequent updates to the PPP.

Typically, the Public Participation Plan is updated at least once every five years prior to the Metropolitan Transportation Plan (MTP) development.

Utilizing a new public participation survey would constitute a full update. Full PPP updates require a 45-day public comment period. See Figure 10 for the public participation process for the development and review of the PPP.

PPP Amendments (for small changes)

Amendments consist of small changes, including clarifying or making minor changes to processes or strategies, as well as incorporating federal requirements. This change is required to have TAC and TPB input and comment, along with the public's knowledge and a 30-day Public Comment Period.

PPP Administrative Adjustments

Administrative adjustments are minor revisions to the PPP that do not require public review and comment. Adjustments may be made to correct minor inaccuracies or minor language/grammar corrections, or other corrections that do not change the approved intent or content of the document. PPP administrative adjustments do not require a public comment period. Once the administrative adjustment is processed, it will be posted on the WAMPO Public Participation webpage and shared with the TAC and TPB at their next regularly scheduled meetings.

Title VI Program Manual/Limited English Proficiency (LEP) Plan

www.wampo.org/title-vi

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “program or activity” to include all programs or activities of Federal Aid Recipients, sub-recipients, and consultants/contractors, whether such programs and activities are federally assisted or not.

WAMPO separated the Title VI and LEP requirements into two plans. WAMPO’s Title VI program includes administrative/oversight activities, regional demographics, board/committee demographic makeups, and planning/programming activities, per federal requirements. WAMPO’s Limited English Proficiency Plan (LEP) plan includes a four-factor analysis that includes the number and proportion of LEP persons served, the frequency of contact with LEP persons, the importance of programs and services to LEP persons, and the resources available and overall costs of providing language services. The LEP plan also includes LEP implementation strategies and complaint procedures regarding LEP activities. To date, no LEP or Title VI complaints have been filed on WAMPO.

The FTA requires WAMPO to document its compliance with Title VI by submitting a Title VI Program once every three years. The most recent Title VI Program Manual and Limited English Proficiency Plan were approved by the TPB on July 12, 2022. Thus, the next update is anticipated to occur in 2025.

The Title VI Program Manual and LEP Plan do not require public comment. FTA, FHWA, and KDOT review the documents prior to official approval. The draft plans are also presented to the TAC for a recommendation prior to TPB approval consideration. Once the TPB approves the plans, they are sent to KDOT, the FHWA, and the FTA. The plans are posted on the WAMPO Title VI webpage.

Title VI Program Manual/LEP Plan Amendments

Minor updates to the Title VI or LEP plans would be processed as an amendment. No public participation requirements apply to these amendments. Once the amendment is presented to the TAC and then approved by the TPB, the amended plan is posted on the WAMPO Title VI webpage and sent to KDOT, the FHWA, and the FTA.

Title VI Program Manual/LEP Plan Administrative Adjustments

Updates to contact information would be considered an administrative adjustment. Like other updates to the Title VI or LEP plan, no public participation requirements apply to these administrative adjustments. Once the administrative adjustment is processed, it will be posted on the WAMPO Title VI webpage and shared with the TAC and TPB at their next regularly scheduled meetings.

Other Plans

Non-core planning documents do not have specific requirements regarding public comment periods. However, plans will generally utilize a 30-day public comment period for full updates, which are not required for administrative adjustments.

Data Reports

In general, WAMPO's data reports do not require a public comment process as they are technical in nature.

Public Comment Procedures

Once a planning product is ready for public comment, the following process will be followed.

1. Develop a press release to be sent to the Wichita Eagle for a paid notice to run on the first day of the public comment period. The Wichita Eagle requires notices to be submitted by 11:45 AM on the weekday before the date on which it is requested to be published, which means by 11:45 AM on Friday for notices to be published on Saturday, Sunday, or Monday. Print editions are only distributed on Wednesdays, Fridays, and Sundays.
2. Add "Pending TPB Approval on [insert date]" on the front cover of the document.
3. Attach the press release to the front of the plan, adding a comment to scroll down to view the plan.
4. Post the document to the website, in the "Public Comment Opportunities" section of www.wampo.org/public-participation and on the appropriate specific modal webpage, if applicable.
 - a. If the document is deemed important to the public understanding the transportation planning process and is more than 10 pages, staff will create an Executive Summary to be translated into the languages identified in the LEP plan, currently Spanish and Vietnamese.
 - b. There may be the option to change the language of the text on the website.
 - i. This will not change the language of a PDF, but Executive Summaries will be offered in English, Spanish, and Vietnamese.
 1. If there is a request for a document translation, the feasibility of translating the document will be evaluated. Depending on the size of the document, only specific sections may be translated.
5. Distribute the press release through WAMPO's email distribution lists. The press release should link to the appropriate WAMPO webpage and be sent to the applicable lists, including those for the media, general interest, the TAC, and the TPB. Specific modal lists should be included based on the content of the plan that is opening for public comment.
6. Print (a) copy/ies (English and other languages, as needed) for the WAMPO offices and for the Wichita Public Library and its extensions or other locations as determined.

Development and Approval Procedures

Figure 10 Development and Review for Plans

	MTP				TIP			UPWP			PPP			Title VI/LEP		Other Plans	
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment	Full Update	Amendment	Administrative Adjustment	Full Update	Amendment	Administrative Adjustment	Full Update	Amendment	Administrative Adjustment	Full Update	Administrative Adjustment	Full Update	Administrative Adjustment
How Often	5 yrs	As needed	As needed	As needed	4 yrs	Quarterly	As needed	Annually	As needed	As needed	5 yrs	As needed	As needed	3 Yrs	As needed	As needed	As needed
DEVELOPMENT PROCESS																	
Discuss/Inform TAC and/or TPB about plans during development																	
Public engagement strategies - Survey/data collection - Open house/public meeting/workshop/presentation - Other techniques, i.e. social media engagement, drop-in hours	Required	As needed	As needed		As needed	As needed		As needed	As needed		As needed			As needed		As needed	
REVIEW PROCESS																	
KDOT and FHWA/FTA reviews the draft																	
TPB approval to release Draft for public comment																	
Paid newspaper notice announcing public comment period																	
Place draft for review on WAMPO website																	
Draft available: WAMPO Office Draft available: Wichita Public Library - Advanced Learning Library Branch & potentially other libraries or government public locations																	
Public comment period --> WAMPO website posting and email notice about comment period to e-subscription lists (includes media) (in days)	30	30	15	As needed	30	15		30	15		45	30				30	
Drop-in office hours during public comment period/partnership collaboration presentation/tabling	As needed	As needed	As needed		As needed	As needed		As needed	As needed		As needed			As needed		As needed	
Public meeting during public comment period - options include: - Open House - TAC/TPB, Etc.	Required				As needed			As needed			As needed			As needed		As needed	
Review public comments received																	
Provide a summary of how comments were considered and/or addressed to TAC and TPB																	
TAC reviews draft making a recommendation to TPB																	
TPB considers the final draft for approval																	
The approved document is sent to KDOT, FHWA, FTA and posted online - Give notice of final product to the Advanced Learning Library, WAMPO Office, & potentially other area libraries, WAMPO area City/County Clerks & libraries (full update printed, others emailed)																	
Teal indicates the row is applicable to the item																	

Updated
10/12/22

Techniques Toolbox

There are many techniques that can be used in public participation processes. WAMPO uses a variety of techniques to involve the public in making transportation decisions, including public meetings, workshops, exhibits, and other activities held during the development of transportation plans, studies, and projects. The techniques in this toolbox may not be used for every planning process, but they are available to be selected based on the particulars of the planning process and the requirements WAMPO has laid out in this plan for specific planning documents. Each technique can be found after the summary of all the tools in Figure 11.

Figure 11 WAMPO Techniques



Brochures and Fact Sheets



Brochures and fact sheets provide key points of interest in an easy-to-read manner. They often contain graphics, lists, and answers to common questions. In some cases, these may be a summary of a larger document.

Document Availability for Review and Comment



Printed documents are available at the locations below.

Print Document Locations

- » WAMPO Office, 271 W 3rd St., Ste. 208, Wichita, KS 67202
- » Wichita Public Library – Advanced Learning Library, 711 W 2nd St., Wichita, KS 67203
 - Various other Wichita Public Library branches

Optional Document Locations to Explore

- » Various City Halls across the region
 - Specific locations have yet to be determined and are currently being explored according to capacity and accessibility during this plan period. This section will be updated before or with the 2027 PPP update.

These locations provide people the opportunity to review printed versions of the plans during the public comment period. After members of the public have reviewed the documents, they can provide comments via wampo@wampo.org or by calling 316.779.1313.

After plans are approved, final copies of each plan will be kept at the document review locations as well.

Drop-in Hours



These are specific hours when staff will be available and prepared to talk about a particular project or planning process at the WAMPO office. This is the same format as information tables at public events, but at the WAMPO offices. Handouts and other materials will be prepared for this time. Members of the public can stop by the WAMPO office at any time, but these hours will ensure staff are prepared to speak about requested and/or specified topics. The days and hours will be determined for each planning process and will be included in press releases, posted through social media, pushed through email, and posted on the office's front door.

E- Subscription Lists (Email and Texting)



Currently, WAMPO uses Constant Contact for its e-subscription lists.

Lists include:

- » Bike/Ped Count Volunteers
- » Active Transportation Committee
- » City/County Managers/Administrators
- » Engaged Stakeholders
- » Freight Committee
- » General Public Outreach
- » Media Contacts
- » Project Advisory Committee (PAC)
- » Regional Safety Coalition (RSC)
- » Safety and Health Committee Members
- » TAC Meeting Notice List
- » TIP List
- » TPB Executive Committee
- » TPB Meeting Notice List
- » Transit-Paratransit
- » TPB Transportation Policy Body

Members of the public can sign up for the WAMPO General Public subscription list by going to www.wampo.org/subscribe-to-wampo and clicking our ‘Subscribe here to our emails’ button. Additionally, requests to be added to a specific list or other questions regarding our email process may be made at any time by emailing wampo@wampo.org or calling 316.779.1313.

Texting SMS Option for the Public

Many low-income and rural households do not have reliable internet access through smartphones or broadband connections. However, many people have a mobile phone with SMS and texting capabilities. That makes text/SMS messages a critical tool for disseminating information to hard-to-reach populations, and one with the potential for outsized impact compared to other channels.

Using the SMS and texting option will allow staff to reach more people in a direct way for reminders and event alerts.

Local Media Articles, Advertisements, & Paid Public Notices



Staff will work with local media, including newspapers, radio, and TV, to provide information about WAMPO’s planning processes. Press releases for notable planning activities (including survey periods and public comment periods) will be sent to local media (e.g., newspaper, radio, and TV) outlets, as shown in Appendix B. Staff will be available to answer media questions.

Paid public notices of public comment periods for major planning processes will be published. . Further, TPB meetings will be announced with paid public notices as well. These will be published in the Wichita Eagle newspaper. Advertisements may be placed in the various local media outlets depending on the scope of the planning project. A poster/flyer developed for a project could be used for this advertisement. Staff will work to establish relationships with local media to provide coverage of public participation events and air public service announcements.

Newsletter



The WAMPO newsletter is distributed quarterly online through all email lists, and on the WAMPO website. A printed copy will also be provided at the WAMPO offices. The newsletter

includes announcements of upcoming events/public meetings, results of recent activities, highlights from regional transportation news, and requests for public participation.

Neighborhood Newsletters



Neighborhood newsletters are distributed through neighborhood association contacts. Including articles in neighborhood newsletters can be a great way to get the information to people who are already interested in their neighborhood. These articles can be tailored to specific areas or be broad in nature announcing a survey opportunity. Information about the City of Wichita neighborhood associations can be found at <https://www.wichita.gov/687/Neighborhood-Homeowner-Associations>.

On-Site Tour/Discussion



These tours happen where proposed projects are slated to happen so that staff and guests have the opportunity to “get a feel” for the transportation planning issues and/or proposed improvements that are being discussed, including opportunities and constraints. Participants can ask questions of staff during the tour/discussion. These tours will happen as staff at WAMPO can coordinate with project managers.

Open Houses



Open houses are typically an informal “come and go” educational type of public meeting. Staff are available to answer questions for a set period, and participants can attend at any time during that time frame. A formal presentation is normally not given at an open house. Instead, it features various informational stations where participants can ask questions and provide feedback at each station.

These meetings will be held at a variety of locations throughout the WAMPO region that are convenient (e.g., time, date, and location) and accessible. Ideally, meeting notices/announcements will be posted at least 5-15 days in advance of the scheduled meeting. Notices will be posted on the WAMPO website, distributed using the email distribution lists, and included in a quarterly newsletter (if the timing works).

Partnership Collaboration and Connection



Staff can attend existing meetings, such as local civic group meetings, schools, conferences, and community events, to discuss WAMPO’s purpose and the transportation planning processes. This is a good instance of “going to the people” to enhance public knowledge and engagement with WAMPO.

Posters/Flyers



Signage/posters/flyers can and will be used as necessary to convey information about planning opportunities (including surveys, meetings, or overall processes). Ideal places to hang posters include city halls, community boards, transit centers, buses, etc.

Public Hearings



Public hearings are official meetings where the TPB makes final planning process decisions. These typically occur at the monthly TPB meetings. Agendas for TPB meetings are posted to the WAMPO website and distributed at least 5 days prior to the meetings. Public comment will be asked for prior to voting on action items.

Public Meetings



There are several different types of public meetings, including traditional public meetings with a set presentation and time for questions, open houses, or workshops. Ideally, meeting notices/announcements will be posted at least 5-15 days in advance of the scheduled meeting. Notices will be posted on the WAMPO website, distributed using the email distribution lists, and included in a quarterly newsletter (if the timing works).

Respond to Comments



WAMPO staff are committed to providing a timely acknowledgement and response to all comments and inquiries. When written and oral comments are received in response to a planned public participation process or interagency consultation, a summary analysis report on the disposition of comments shall be made. This report will become part of the final plan, program, or initiative documentation and made available in advance of final decision-making. When asking the Kansas Department of Transportation for comments, the document approval actions will be relayed to them as it progresses.

Social Media



Social media is a fast way to connect with people who would not normally interact with WAMPO through “traditional” forms of communication. Social media posts are used to convey engagement opportunities, including surveys, open houses, volunteering, etc.

WAMPO is in the process of building its social media presence. Interact with WAMPO through one of the accounts below.

Twitter | [@wampoks](#)

Instagram | [@wampoks](#)

Facebook | [@wampoks](#)

LinkedIn | [@wampoks](#)

Information Tables at Local Events & Gatherings



It can be difficult to entice people to add another meeting to their day. To circumvent this challenge, a good strategy is to “go to where the people are” by attending existing public events or community gatherings. Staff can set up a table with material about the planning process and talk to people as they wander by the table. This approach is also effective for asking people to

WAMPO

take surveys, especially if people must wait in line for something, as they may be more likely to take a quick survey while they wait. These outreach/education displays should especially be utilized in communities with minimal engagement in the transportation planning process.

It is important for the information table to include information about what WAMPO is, the Title VI brochure, the language identification cards (from the LEP Plan¹), and specific materials related to the planning process. This may include paper versions of a survey and business cards or other materials with a link and QR code to an online survey.

Various existing events to pursue having information tables at include Final Fridays, farmers markets, events in public spaces (e.g., Naftzger Park), school events, etc.

Stakeholder Interviews & Direct Agency Consultation



One-on-one conversations can help staff determine appropriate and feasible solutions to planning issues. Providing opportunities for stakeholders to meaningfully participate in the transportation planning process is important. In developing the MTP and TIP, WAMPO will consult and/or coordinate planning activities with agencies and officials responsible for other planning activities affected by transportation within the region. In addition to this, the MTP and TIP shall be developed with due consideration of these other related planning activities.

WAMPO will also make a good-faith effort to coordinate its public involvement processes with area transportation planning partners whenever possible. Area planning partners include the Kansas Department of Transportation (KDOT), Wichita Transit, local government jurisdictions, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Increased coordination will assist in enhancing opportunities for public consideration on issues, plans, and programs while reducing costs and duplication of efforts within the region. Appendix C lists various stakeholder agencies.

WAMPO also plans to begin reaching out to groups that interact with people who speak Spanish and Vietnamese so that those groups are not left out of the discussion.

Surveys



Surveys are a good way to gather widespread public opinion, especially from people who are not able to attend in-person meetings. These surveys are conducted online and are either linked or embedded in the WAMPO website. Staff will also prepare paper versions of the survey to take to engagement opportunities or in case someone would rather complete a paper survey. Staff will go to places people already frequent to ask them to participate in the WAMPO planning process by taking a survey. This could include, but is not limited to, farmers markets, Final Friday events, on buses, and in transit centers.

Staff will also assess the feasibility of translating surveys into the region's primary languages spoken by LEP

¹ <https://www.lep.gov/sites/lep/files/media/document/2022-06/i-speak-booklet.pdf>

individuals, currently identified as Spanish and Vietnamese.

Survey opportunities are shared through WAMPO's email lists, social media, newsletters, etc. Surveys will be available for a minimum of 15 days. Staff will develop and analyze survey results as part of the planning process. For surveys that are part of a formal public comment period, staff will include the results as part of the appropriate plan and share the results with TAC and TPB as part of the document approval process.

Videos



Videos are a useful tool to explain concepts or planning processes. There are many ways to create videos: recording a TPB/TAC meeting or presentation, creating a narrated PowerPoint video, creating animated videos, or developing a scripted video.

TPB and TAC meetings recordings are uploaded to YouTube at <https://www.youtube.com/channel/UCZ21qWQmLQ6sGJbt1Rv3xJA>.

Visualization



Visualization techniques help people understand complex information in a graphic format. This could include diagrams, photos, charts, static maps, or interactive mapping.

Voting Activities



Voting activities allow participants to provide anonymous, instant feedback showing their preferred option. When this is done in person with dot stickers on a poster board, other people's preferences can potentially sway someone's responses. Using voting technology, such as Poll Everywhere, provides the ability to participate without seeing others' responses, as the results can be hidden until everyone has voted.

Websites



The WAMPO website provides information about WAMPO activities, plans, reports, meeting agendas, meeting minutes, and staff contacts. Access the website at: www.wampo.org.

Workshops



A workshop is a collaborative type of public meeting. Workshops allow the public to hear a presentation on a particular issue, challenge, or project. Then, the audience is split into smaller group discussions to develop and/or discuss alternatives and ideas. Next, the small groups are reconvened into the larger group, where workshop outcomes are shared with decision makers.

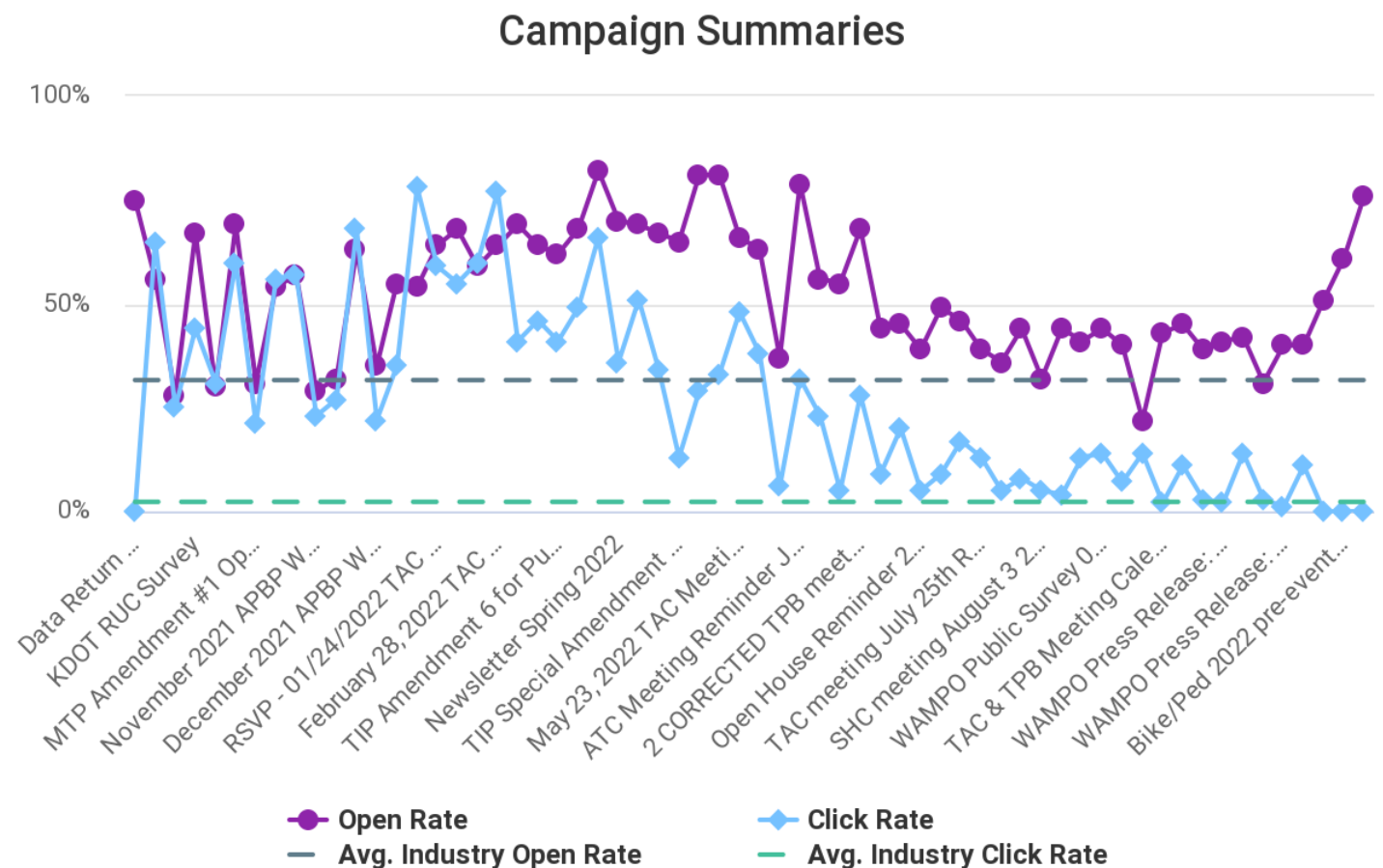
Evaluation

Performance Measures

WAMPO will develop an annual report about WAMPO's interactions with the public. It will include the number of people WAMPO interacted with. Evaluating the PPP goals on an ongoing basis will assist WAMPO staff in managing public involvement activities and highlight opportunities for improvement. Assessing the outcome of these interactions will assist staff in identifying progress at regular intervals, as well as provide indicators of satisfaction and/or the meeting of expectations among members, stakeholders, and the public. Outcomes may be shared with these same groups through annual reporting, progress reports, and/or citizen reports. Appendix D shows an example of the type of information WAMPO will start collecting.

WAMPO staff will keep track of the number of people who have opened or interacted with an email, as shown for emails over a 12-month period in Figure 12.

Figure 12 Constant Contact Emails



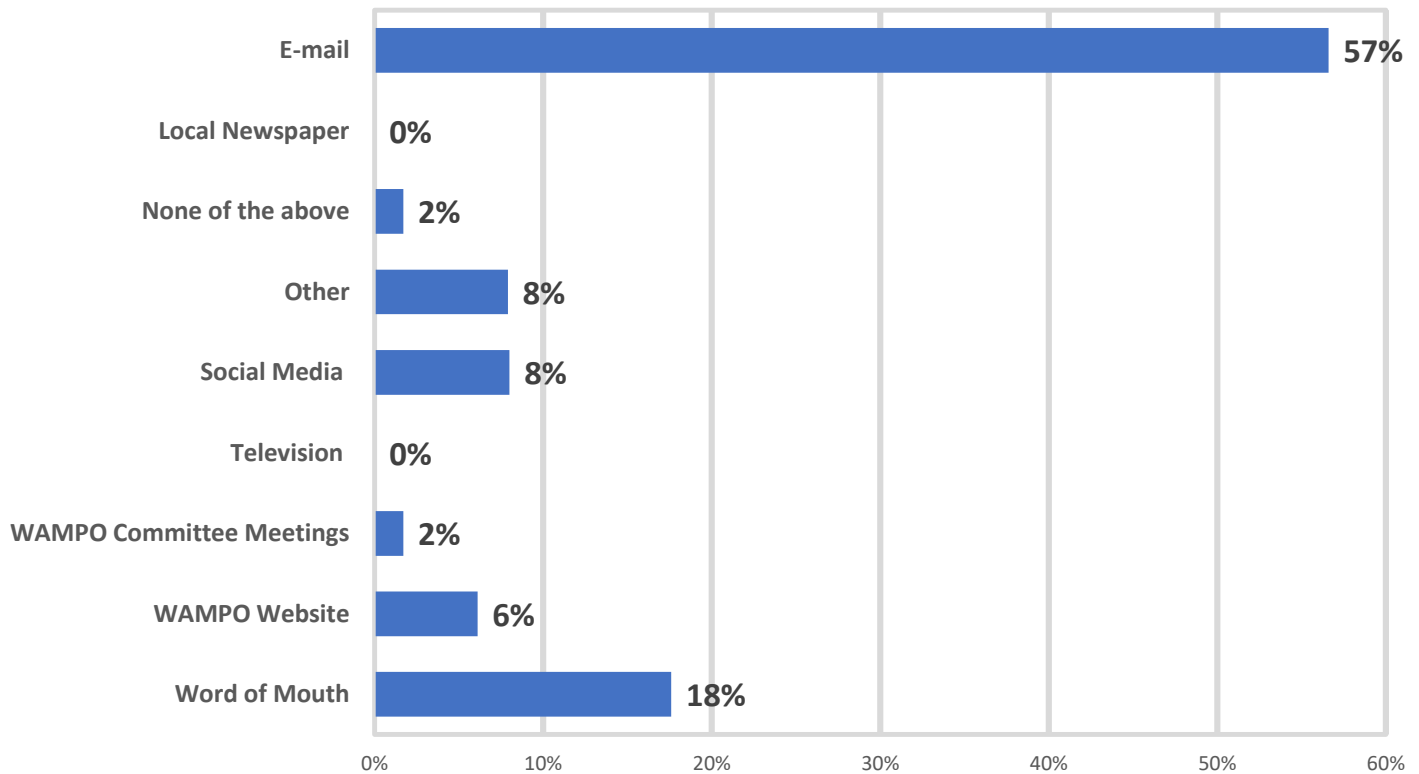
A. Appendix A – Public Engagement

Public Outreach Survey

The Wichita Area Metropolitan Planning Organization Public Participation Plan Survey was available August 15-August 31, 2022. WAMPO staff distributed the survey through email, at area schools, at grocery stores, and at a laundromat. A total of 113 surveys were collected, none of the questions were skipped.

Figure A1 PPP Survey Question 1

When asked “How did you hear about this survey?” respondents indicated:



Other:

» “Poster”

Figure A2 PPP Survey Question 2

When asked “In general, how do you usually hear about news and events in your community?” respondents selected up to three responses:

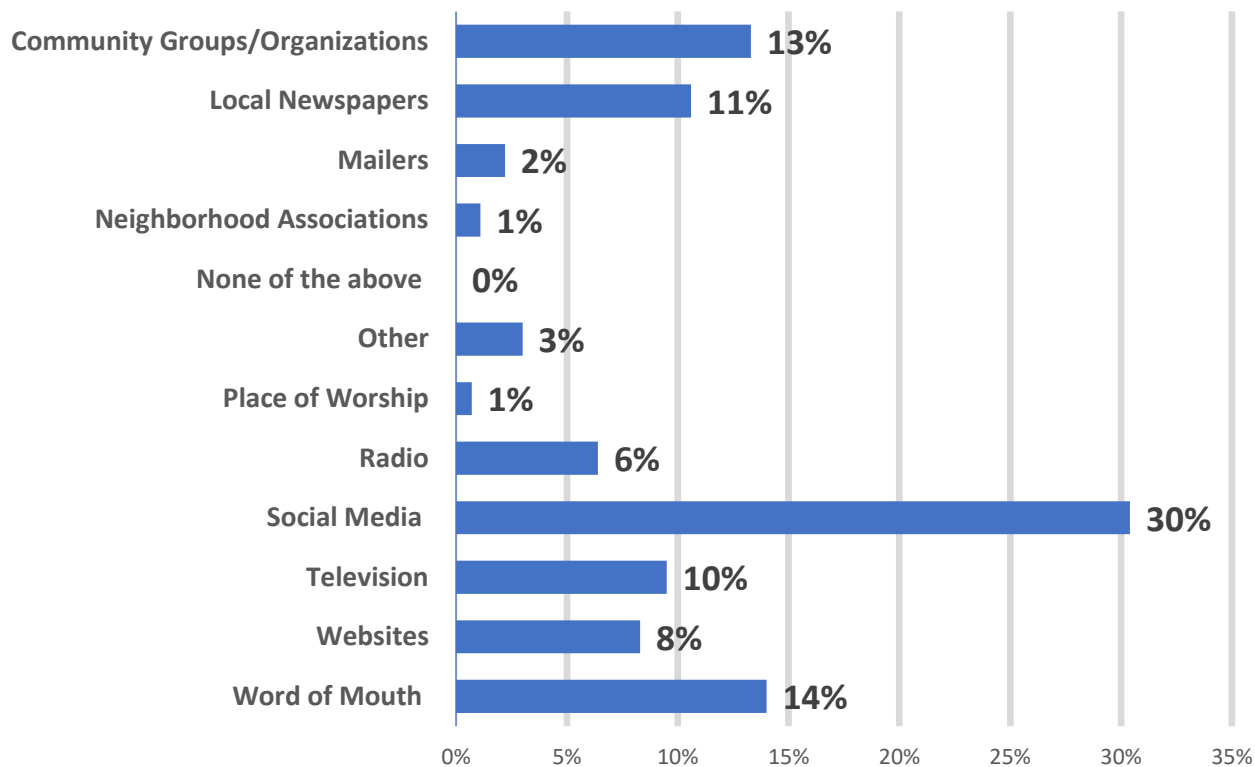
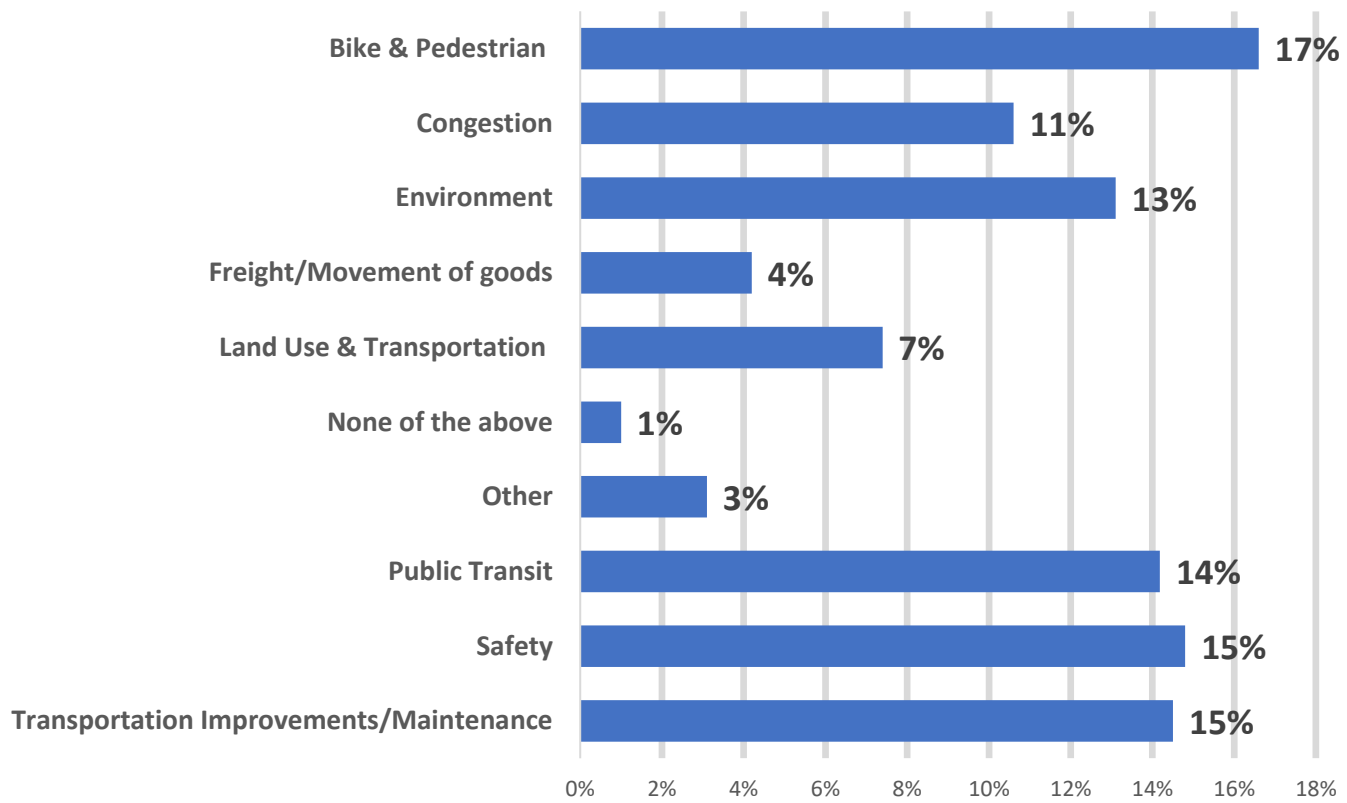


Figure A3 PPP Survey Question 3

When asked “What regional transportation issues are you most interested in?” respondents selected up to three responses:

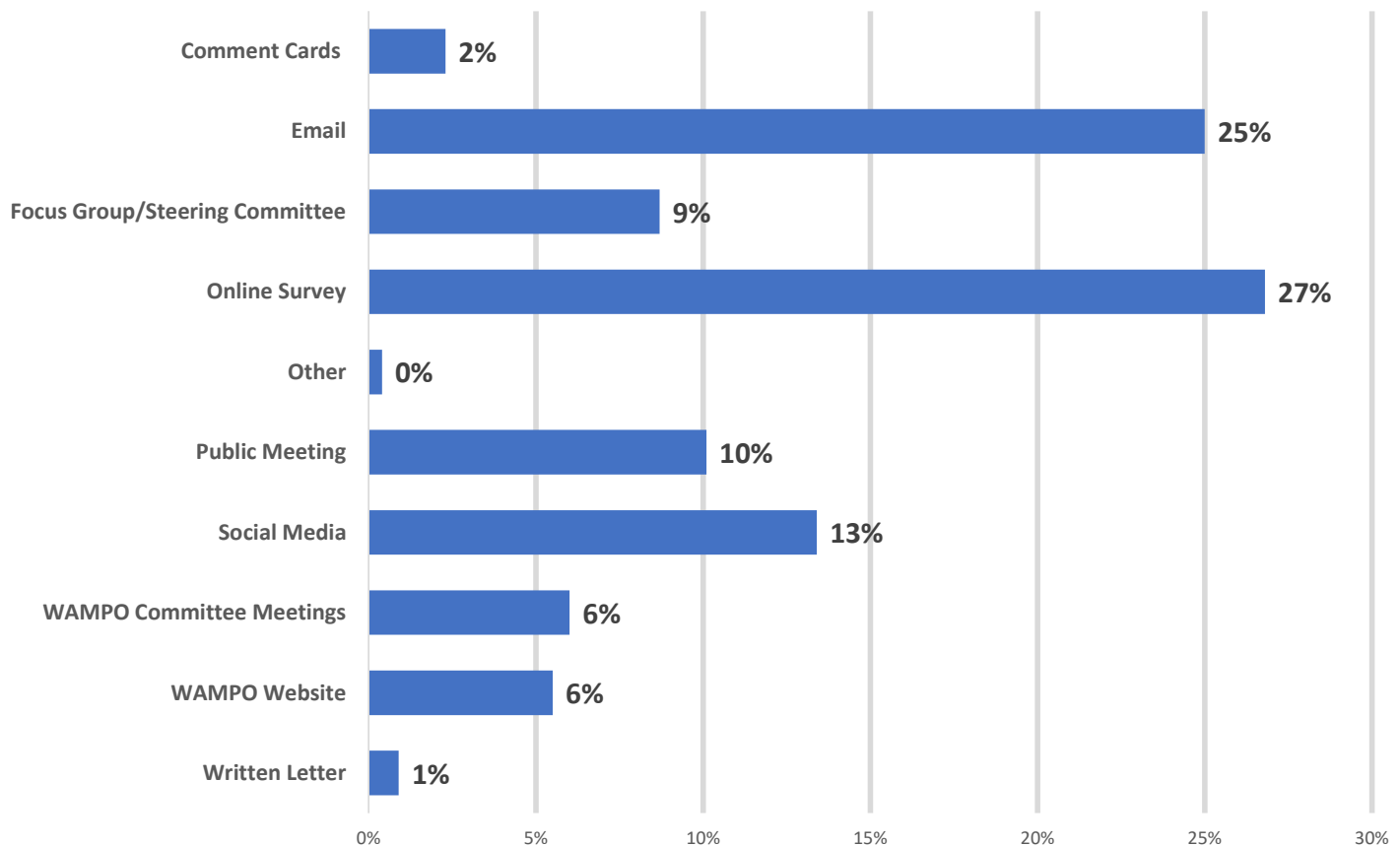


Other:

- » “Rail service”
- » “Ensuring that our transportation infrastructure meets the needs of new and future modes of transportation (i.e., electric vehicles, autonomous vehicles, air taxis, etc.)”
- » “Accessibility in sidewalk paths connecting and appropriate ramps for bikes, wheelchairs, scooters, etc. to get on and off sidewalks.”
- » “We need more/better transportations to/from Park City that are affordable.”
- » “Access to transportation services for the disabled/elderly”
- » “Paratransit (transportation for folks with disabilities)”

Figure A4 PPP Survey Question 4

When asked “How would you most prefer to provide your input about transportation planning to WAMPO?” respondents selected up to three:

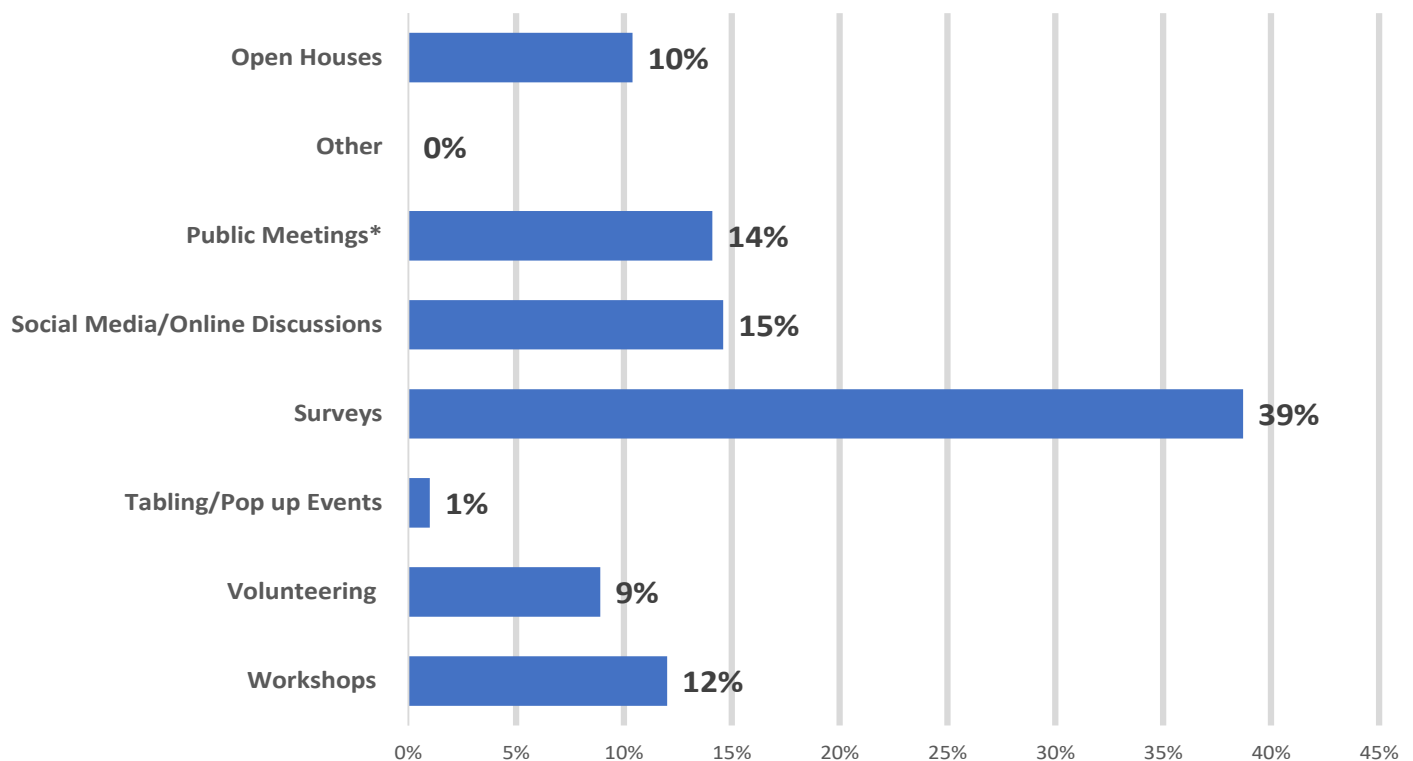


Other:

» “Who cares the director sure doesn’t”

Figure A5 PPP Survey Question 5

When asked “What type of WAMPO-sponsored community engagement activities would you be most likely to participate in?” respondents selected up to two:



*Public Meetings: WAMPO Committee Meetings, e.g., Transportation Policy Body

Figure A6 PPP Survey Question 6

When asked “How would you prefer to have information presented?” respondents selected up to two:

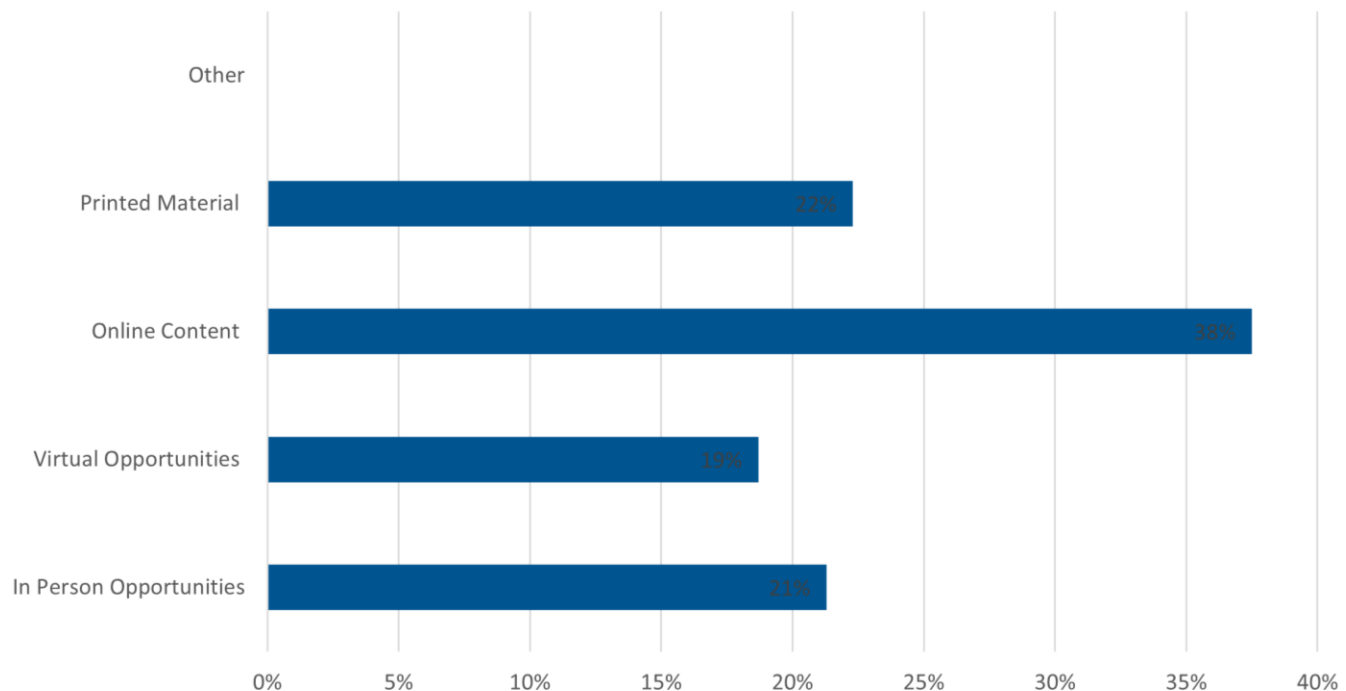
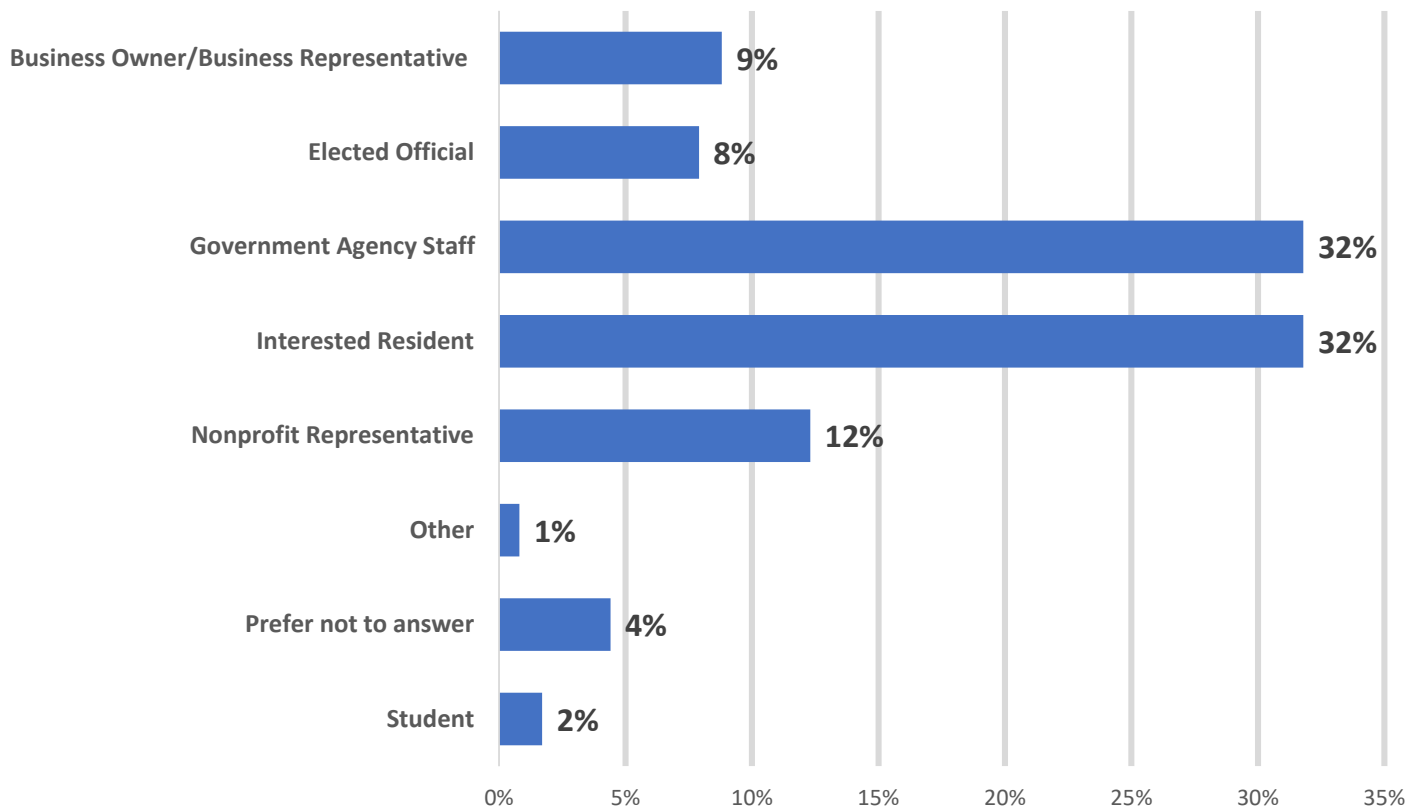


Figure A7 PPP Survey Question 7

When asked “Which of the following best describes you?” respondents indicated:



Other:

» “Registered nurse”

Figure A8 PPP Survey Question 8

When asked “What is your age” respondents indicated:

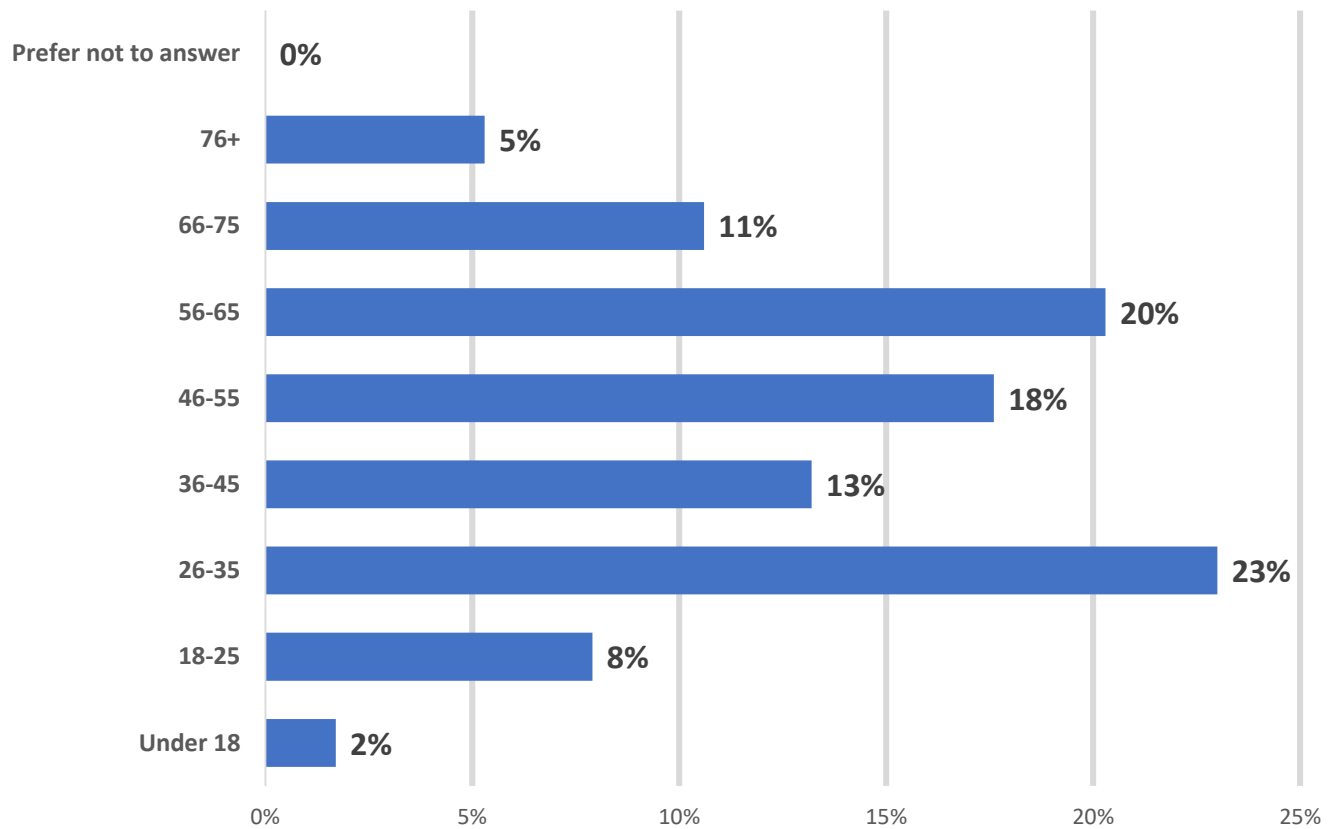


Figure A9 PPP Survey Question 9

When asked “Are you Hispanic, Latino, or of Spanish origin?” respondents indicated:

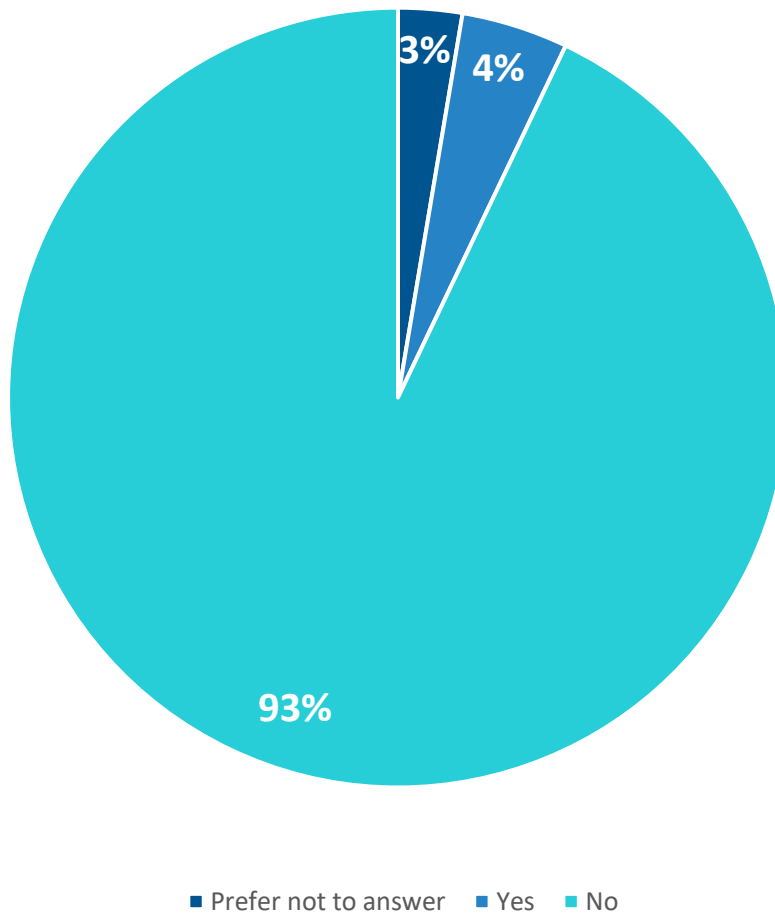
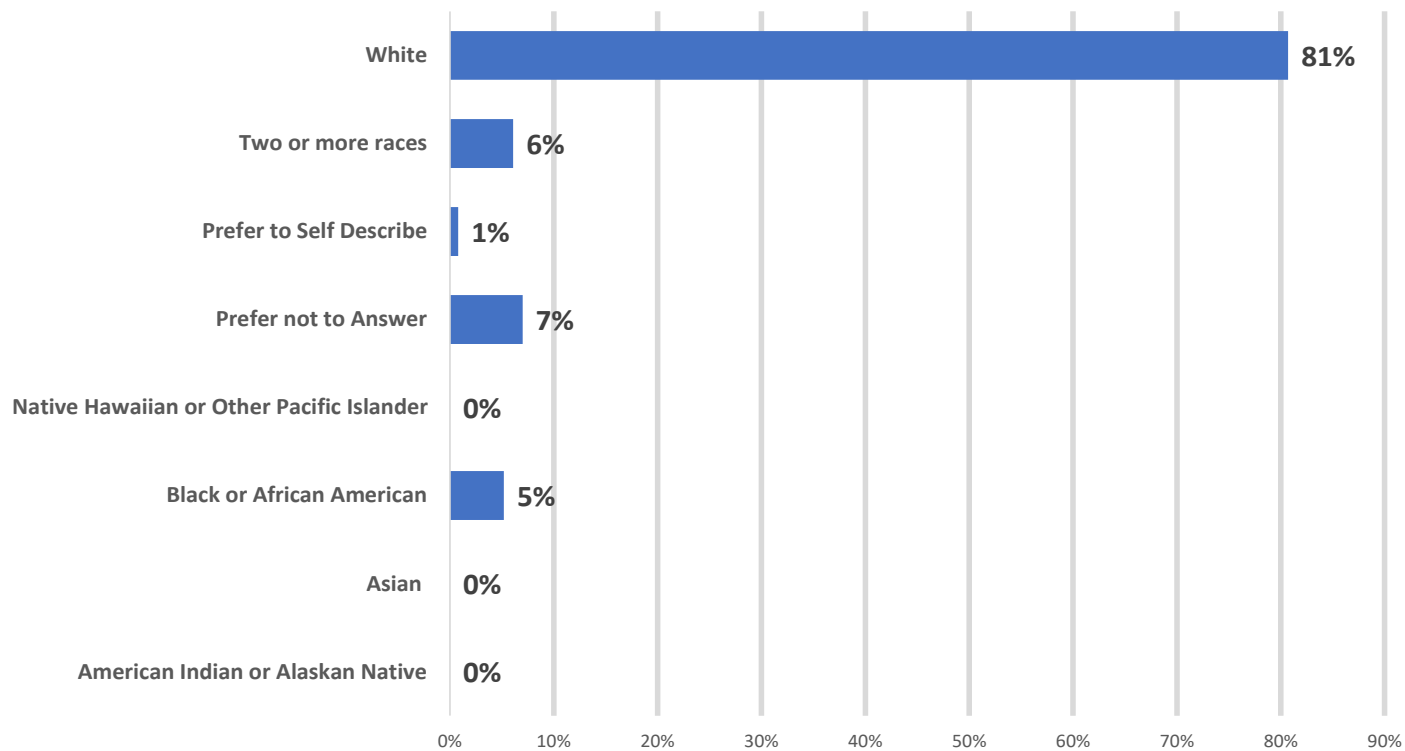


Figure A10 PPP Survey Question 10

When asked “How would you describe yourself?” respondents selected all that applied:

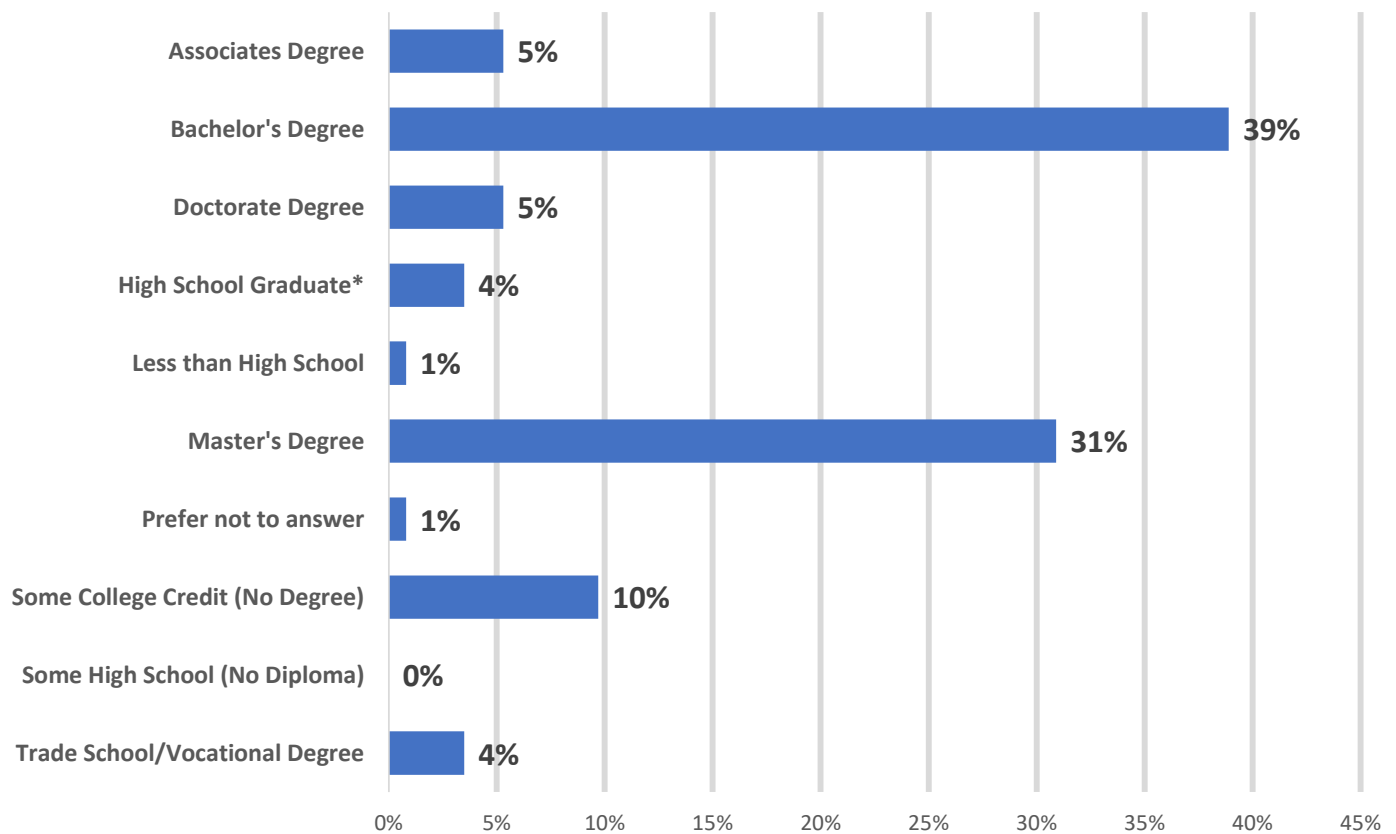


Prefer to Self-Describe:

» “American”

Figure A11 PPP Survey Question 11

When asked “What is the highest degree or level of education you have completed?” respondents indicated:



» *High School Graduate: Diploma, GED, or Alternative Credential

Figure A12 PPP Survey Question 12

When asked “What is your preferred language?” respondents selected all that applied:

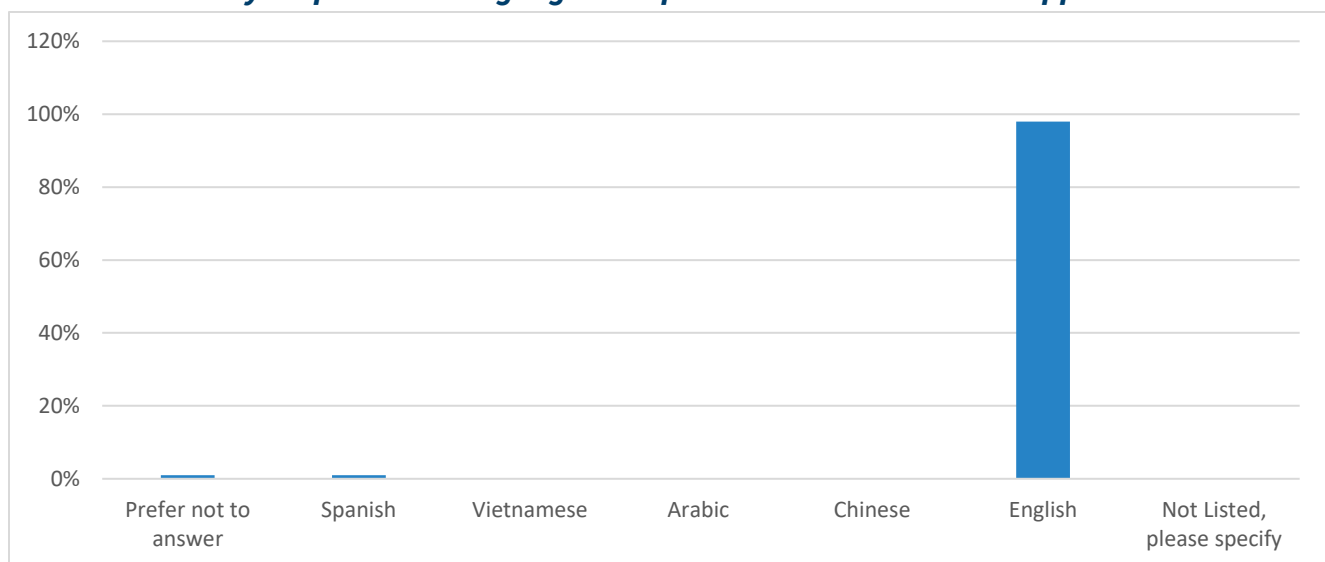


Figure A13 PPP Survey Question 13

When asked “What is your household income?” respondents indicated:

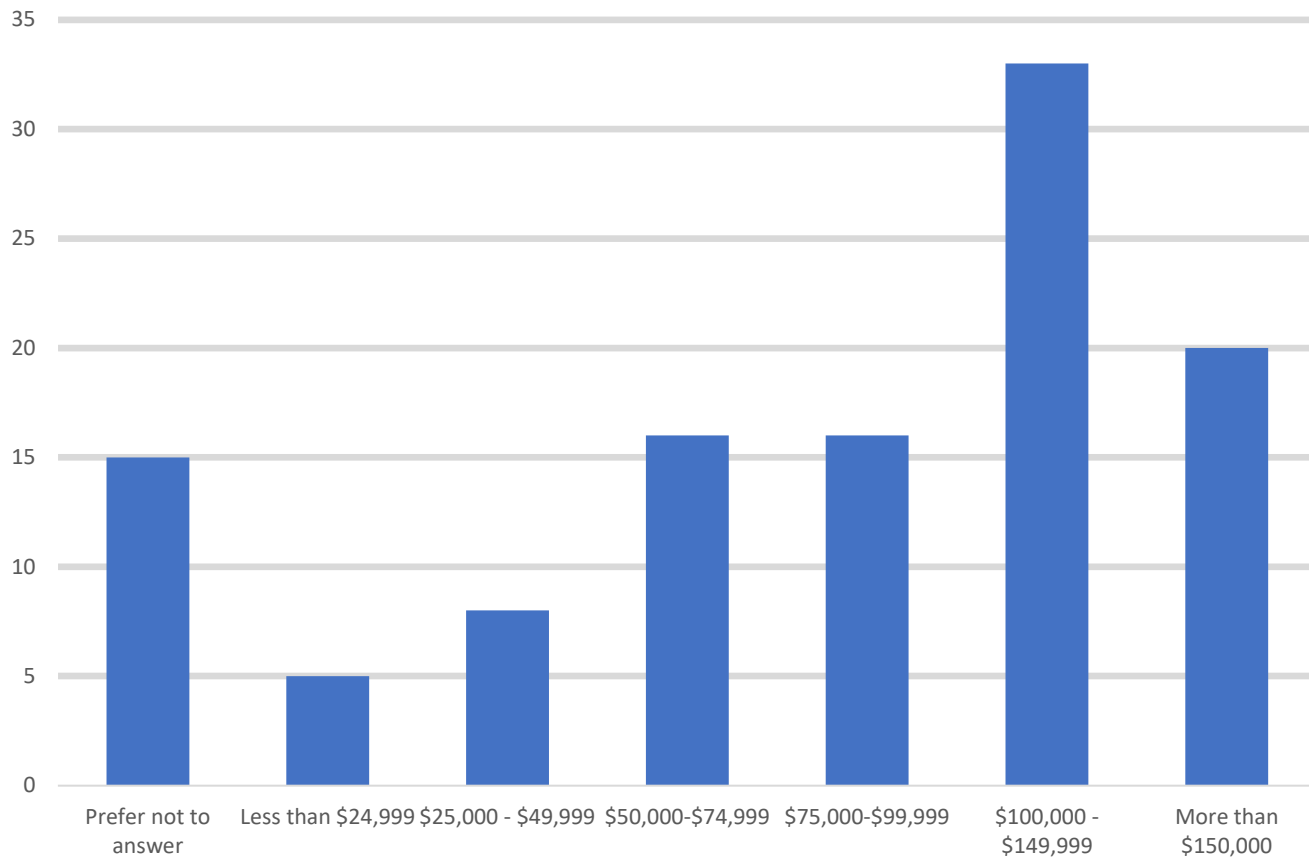
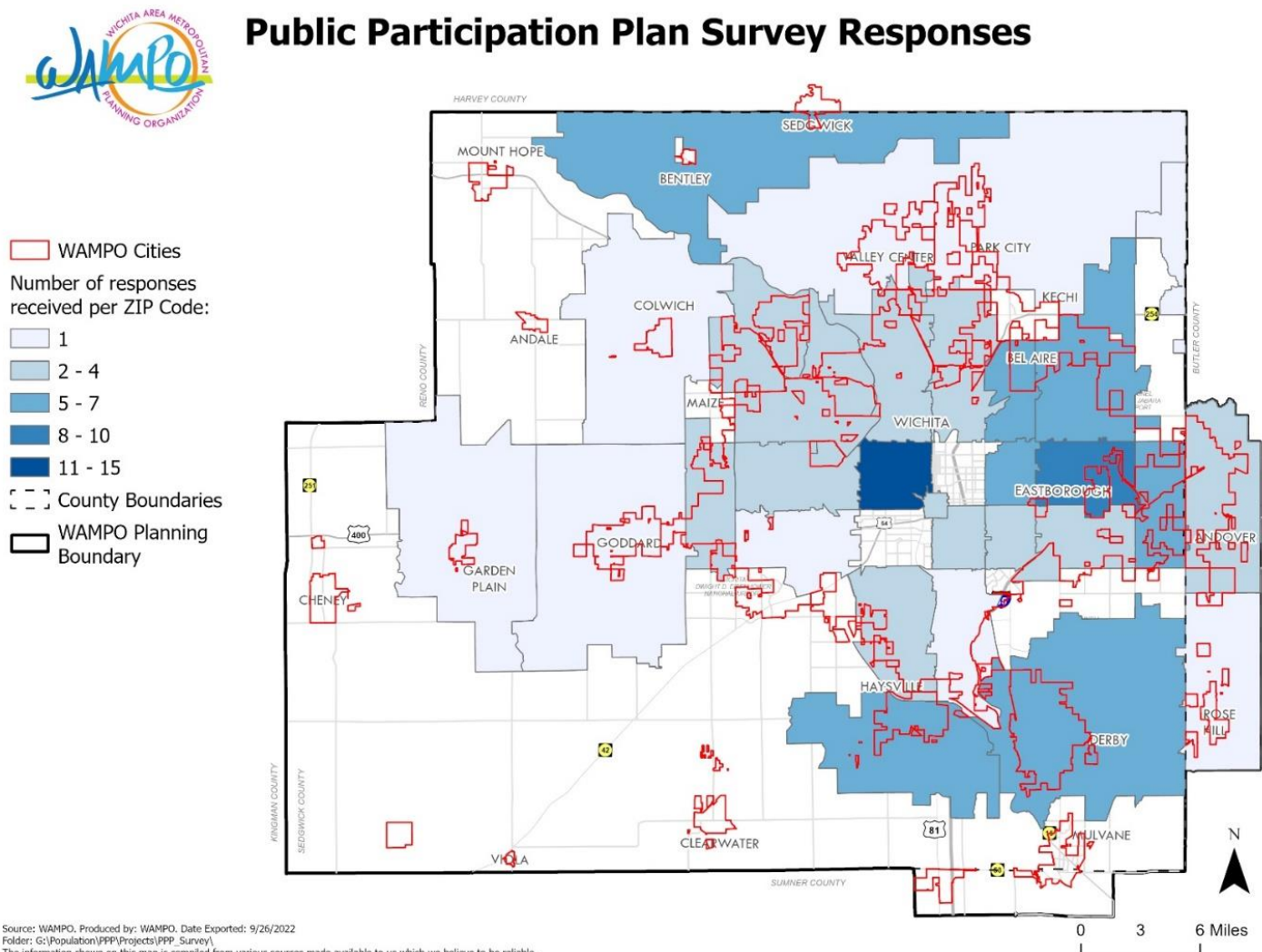


Figure A14 PPP Survey Question 14

When asked “What is your zip code?” respondents indicated:



Title VI Correspondences and Conclusions from Survey

WAMPO staff analyzed the correlation between age and how each age group prefers to give input. People ages '35 & Under' prefer to give input through online surveys, social media, and emails. People ages '36-55' also prefer to give input through online surveys, social media, and emails. People ages '56 & Over' prefer to give input through online surveys, social media, emails, and public meetings. Below, each age group has listed its top 5 ways in which people would prefer to give input. Within the list, the top 3 choices are underlined; online surveys, social media, and emails were in the top three for all three age groups, with the addition of public meetings tying for third place among '56 & Over' age group.

Considering these findings, WAMPO plans to take steps to utilize and increase the quantities of online surveys, social media communications, and emails sent out. This increase in online interaction will help reach those who don't typically interact with WAMPO.

Figure A15 Age Groups' Preferred Ways to Give Input

Ages: 35 & Under	Ages: 36-55	Ages: 56 & Over
<u>Online Surveys - 21</u>	<u>Online Surveys - 25</u>	<u>Online Surveys - 27</u>
<u>Social Media - 12</u>	<u>Email - 18</u>	<u>Email - 26</u>
<u>Email - 10</u>	<u>Social Media - 8</u>	<u>Social Media - 9</u>
Public Meeting - 8	Focus Group - 7	<u>Public Meeting - 9</u>
Focus Group - 4	WAMPO Committee Meetings - 5	Focus Group - 8

Title VI Correspondences

The following questions from the survey are of particular relevance to Title VI requirements:

- » How would you most prefer to provide your input about transportation planning to WAMPO?
- » What type of WAMPO-sponsored community engagement activities would you be most likely to participate in?
- » How would you prefer to have information presented?
- » What is your Preferred Language?

Public Comments on the PPP

A 45-Day public-comment period took place from September 30, 2022, through November 14, 2022.

WAMPO received zero comments during the public-comment period.

B. Appendix B – Media Contacts

American Towns » pr@americantowns.com	Biz Journals » broy@bizjournals.com Bill Roy » dhmccoy@bizjournals.com Daniel McCoy	KCTU » rjdickens@kctu.com » R. J. Dickens
Associated Press » rhegeman@ap.org Roxana Hegeman » apkansascity@ap.org AP Kansas City	City of Wichita » City7feedback@wichita.gov City of Wichita Channel 7 » mlovely@wichita.gov	KDOT » jb.wilson@ks.gov J.B. Wilson
Ark Valley News » news@arkvalleynews.com	Derby Informer » mail@derbyinformer.com	KFDI » news@kfdi.com
Maize Newspaper (The Clarion) » clarionpublisher@gmail.com Joey Young	KCTU » kctu@kctu.com	KPTS » tv8@kpts.org Channel 8 Kansas Public TV
Wichita Eagle » letters@wichitaeagle.com » mworths@wichitaeagle.com Marcia Werts » dlefler@wichitaeagle.com Dion Leffler	KFDI » glawson@kfdi.com George Lawson	TCV Pub » press@tcvpub.com The Community Voice
Sedgwick County » nicole.gibbs@sedgwick.gov	KMUW » eckels@kmuw.org Carla Eckels	Sherman Broadcast Group » ddcsherman@aol.com
KAKE » news@kake.com	KNSS » www.audacy.com/knss/contact-us	KWCH » news@kwch.com
Wichita Life » wichitalifeict@gmail.com	KSN » connect3news@ksn.com » news@ksn.com » rich.wood@ksn.com Rich Wood	The Beacon » hello@thebeacon.media

C. Appendix C – Stakeholder Agencies

The following *Consultation Procedures* table highlights the typical agencies and officials that WAMPO consults and/or coordinates with for the development of the MTP and TIP.

Figure C1 Consultation Procedures

Contact	Agency Role	Involvement
Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD), planning departments of member jurisdictions	Representatives of local land-use authorities	Agency representatives will be engaged in consultation at the initiation of both the MTP and TIP document development, with ongoing communication until approval.
Greater Wichita Partnership	Economic development representatives	
Kansas Department of Health and Environment, U. S. Fish and Wildlife Service, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers	Environmental protection and resource agencies	Participating representatives will have the opportunity to review and comment on draft material prior to approval.
Coordinated Transit District #9, Greyhound, taxi companies	Private providers of transportation	Consultation will match the public review and comment timeline and procedures outlined in this document.
Owners/operators of airports in the WAMPO planning area	Airport representatives	
Kansas Motor Carriers Association, railroad operators in area	Freight representatives	

D. Appendix D – Public Participation Tracking

WAMPO will create a tracking sheet documenting what was done for each public comment process.

Public Participation Tracking Sheet

[illegible]

E. Appendix E – PPP Plan Development

In Summer 2022, WAMPO began the process of updating the 2017 Public Participation Plan. Since the previous PPP adoption, Title VI and the LEP Plan have become increasingly important to consider, especially since WAMPO is striving to provide a more welcoming atmosphere where people feel comfortable leaving public comments and making WAMPO processes and activities more transparent.

Reviewing federal regulations to make sure WAMPO was compliant with them led to sending a survey to the community and requesting to know what they wanted in regard to receiving or providing information, which helped to craft this plan.

Once the survey had provided insights on how to distribute information and receive public input, WAMPO staff sent the draft PPP to various federal agencies for review. Once those reviews were complete, WAMPO adjusted the document based on comments received and distributed the draft PPP for a 45-day public-comment period, during which WAMPO performed various tabling events, hosted an open house, and held open office hours to give the public time to come and visit with WAMPO regarding the new Public Participation Plan.

Once the 45-day public-comment period was over and all comments had been taken under consideration, the draft PPP was presented to the TAC and TPB for review and approval.

The Public Participation Plan was approved at the December 13, 2022, TPB meeting. After it was approved, it was put into effect.

F. Appendix F – WAMPO Area Connections

WAMPO’s jurisdictions are described below.

Areas that WAMPO Covers	
WICHITA	Wichita is the largest city in Kansas, the primary hub of the greater WAMPO area, and the county seat of Sedgwick County. Incorporated in 1870, it is the principal city of the greater Wichita metropolitan area. Wichita has the largest school district in Kansas, with over 5,600 full-time employees. As of 2020, Wichita’s population was 397,532, of which approximately 67% are in the labor force ² . It has been dubbed the “Air Capital of the World” because of the presence of various aircraft design and manufacturing facilities, such as Textron Aviation, Bombardier Learjet, Airbus, Spirit AeroSystems, as well as housing major airports such as Dwight D. Eisenhower National, Colonel James Jabara, Westport, Beech Factory, and Cessna Aircraft Field.
DERBY	Derby was incorporated in 1903 but was originally named El Paso until 1956. McConnell Air Force Base is located between Wichita and Derby with a Wichita ZIP code, and many found a home in Derby when space on base became occupied. As of 2020, Derby’s population was 25,625, of which approximately 67% are in the labor force ³ . Many jobs in the Derby area are based in either construction, retail, or real estate. Derby supports home-based businesses and large manufacturing companies like BRG Precision. Derby is served by their own public school district, as well as two private schools.
ANDOVER	Andover was incorporated in 1957. As of 2020, Andover’s population was 14,892, approximately 70% of which are in the labor force ⁴ . Surrounded by farmland, the city was devastated by an F5 tornado that forced the town to rebuild in 1991. Andover again experienced extensive damage from an F3 tornado in April 2022. Updated streets, sewers, and water lines encouraged fresh development. Andover is served by their own public school district and is also home to a branch campus of Butler Community College. Andover has placed a great emphasis on newer retail properties, education, and building residential properties for young families. Vornado Air is currently headquartered in Andover.
HAYSVILLE	Incorporated in 1951 and colloquially known as the “Peach Capital of Kansas,” for their historic peach orchard, Haysville has a population of 11,262 as of 2020. Haysville has approximately 60% of the population in the labor force ⁵ . Like Andover, Haysville faced a destructive tornado in 1999 that damaged 150 homes and 27 businesses. Haysville is served by their own public school district. Included in their school district is Campus High School, located in Wichita.

² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2079000&tid=ACSDP5Y2020.DP03>

³ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2017800&tid=ACSDP5Y2020.DP03>

⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2001800&tid=ACSDP5Y2020.DP03>

⁵ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2031125&tid=ACSDP5Y2020.DP03>

PARK CITY	Park City is one the newest cities in the WAMPO region, incorporated in 1980. As of 2020, Park City's population was 8,333, of which approximately 74% are in the labor force ⁶ . Many of the workers are gainfully employed, in part, due to recent employment growth from industries such as Crosswinds Casino, Park City Arena, and an Amazon fulfillment center. The city does not have their own public school district, rather, students are split between the Wichita and Valley Center school districts.
BEL AIRE	Bel Aire is another newer city in this region and was incorporated in 1980. As of 2020, Bel Aire's population was 8,262, of which approximately 67% are in the labor force ⁷ . The city does not have their own public school district. They are served by both the Wichita and Towanda school districts.
VALLEY CENTER	The city of Valley Center was first incorporated in 1885 and is conveniently located near I-135 and US-8/K-15. As of 2020, Valley Center's population was 7,340, of which approximately 69% are in the labor force ⁸ . The Valley Center Public School District and alternative school serves communities from all over the WAMPO area, including Park City, Kechi, and Wichita.
MULVANE	Mulvane is the second oldest city in the region, being first incorporated in 1883. When it was founded, it was located at the junction of five Santa Fe rail lines and is still a convenient point today, south of Wichita. As of 2020, Mulvane's population was 6,286, of which approximately 68% are in the labor force ⁹ . Mulvane is served by their own public school district. The Kansas Star Casino and a Cowley County Community College satellite campus are in Mulvane.
MAIZE	The city of Maize was first incorporated in 1915. Growth really hit the area in the 1950s and has continued rapidly in recent years as Wichita expands further northwest. As of 2020, Maize's population was 5,735, of which approximately 68% are in the labor force ¹⁰ . Maize is served by their own public school district, including an alternative, nontraditional school.
GODDARD	Goddard is also one of the older municipalities in the region and was first founded in 1883 and incorporated in 1910. As of 2020, Goddard's population was 5,084 of which approximately 69% are in the labor force ¹¹ . Manufacturing, educational services, health care, and social assistance are the main labor draws for Goddard. Because US-54 and US-400 run concurrently through Goddard, it is easy for citizens to flow in and out of the city. Goddard is served by their own public school district. There is also a Catholic private school in the city.
ROSE HILL	Rose Hill is in Butler County and was incorporated in 1955. As of 2020, Rose Hill's population was 4,185, of which approximately 69% are in the labor force. ¹² Cook Airfield is a recreational airport located nearby and is a major draw for the city. The community has their own public school district.

⁶ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2054450&tid=ACSDP5Y2020.DP03>

⁷ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2005337&tid=ACSDP5Y2020.DP03>

⁸ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2073250&tid=ACSDP5Y2020.DP03>

⁹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2049100&tid=ACSDP5Y2020.DP03>

¹⁰ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2044200&tid=ACSDP5Y2020.DP03>

¹¹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2026725&tid=ACSDP5Y2020.DP03>

¹² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2061250&tid=ACSDP5Y2020.DP03>

CLEARWATER	Clearwater is one of the older cities in Sedgwick County and was incorporated in 1885. On the Chisholm Trail, the city began as a small trading post and has consistently increased in population ever since. Clearwater is served by their own public school district. As of 2020, Clearwater's population was 2,653, of which approximately 67% are in the labor force. ¹³
KECHI	Kechi is a city located to the northeast of Wichita and was incorporated in 1957. Kechi is served by both the Wichita and the Valley Center Public School Districts. The city is 15 minutes from the Dwight D. Eisenhower National Airport and Downtown Wichita. As of 2020, Kechi's population was 2,217, of which approximately 71% are in the labor force. ¹⁴
CHENEY	The City of Cheney was first founded in 1883 as a station and shipping point on the Santa Fe Railway and Cheney State Park. The Cheney Reservoir has since become a popular recreation destination for many in the area. Cheney is served by their own public school district, operating. As of 2020, Cheney's population was 2,181, of which approximately 63% are in the labor force. ¹⁵
SEDGWICK	The city of Sedgwick lies within both Harvey and Sedgwick Counties and calls itself "a little town with a big heart." Sedgwick is one of the earliest incorporated cities, second to Wichita, in the WAMPO region and was incorporated in 1872. The city positions itself to have the pleasures of small-town living but close to big city jobs—ideal for commuters. Sedgwick is served by their own public school district. As of 2020, Sedgwick's population was 1,603, of which approximately 63% are in the labor force. ¹⁶
COLWICH	A rural-suburban city, Colwich has faced continued population expansion and economic growth. Colwich was found in in 1887 and is located approximately 5-miles northwest of Wichita. Colwich does not have their own school district. They are served by the Renwick Public School District, which supports Andale and Garden Plain, as well. As of 2020, Colwich's population was 1,455, of which approximately 74% are in the labor force. ¹⁷
GARDEN PLAIN	Located west of Wichita, Garden Plain was founded as a junction between Wichita and Kingman on the Wichita and Western Railroad. Since its incorporation in 1903, the city has seen an increase in population because of its family-oriented community. Garden Plain is served by the Renwick Public School District, which supports Andale and Colwich as well. As of 2020, Garden Plain's population was 948, of which approximately 77% are in the labor force. ¹⁸
ANDALE	Andale was founded as a station and shipping point on the Missouri Pacific Railroad in the 1880s and incorporated in 1901. Andale is supported by the Renwick Public School District, which supports Garden Plain and Colwich, as well. As of 2020, Andale's population was 941, of which approximately 74% are in the labor force. ¹⁹

¹³ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2013925&tid=ACSDP5Y2020.DP03>

¹⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2036225&tid=ACSDP5Y2020.DP03>

¹⁵ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2012775&tid=ACSDP5Y2020.DP03>

¹⁶ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2063800&tid=ACSDP5Y2020.DP03>

¹⁷ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2015100&tid=ACSDP5Y2020.DP03>

¹⁸ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2025375&tid=ACSDP5Y2020.DP03>

¹⁹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2001775&tid=ACSDP5Y2020.DP03>

MOUNT HOPE	Mount Hope was founded in 1874 and incorporated in 1887. They are served by the Haven Public School District in Reno County, outside of the WAMPO area. As of 2020, Mount Hope's population was 806, of which approximately 65% are in the labor force. ²⁰
EASTBOROUGH	Eastborough was incorporated in 1937 and is an enclave of the city of Wichita, dubbed "Wichita's finest residential section." ²¹ Being surrounded by Wichita, Eastborough does not have its own school district, instead sending its students to the Wichita Public School District or Wichita area private schools. As of 2020, Eastborough's population was 756, of which approximately 63% are in the labor force. ²²
BENTLEY	Bentley was founded as a depot on the Kansas Midland Railway in 1888 but was not incorporated until 1959. The rail line has since been abandoned but the city is growing as a residential destination. Bentley does not have its own school district. It are served by the Halstead Public School District in Harvey County, outside of WAMPO boundaries. As of 2020, Bentley's population was 560, of which approximately 58% are in the labor force. ²³
VIOLA	Viola was first founded in 1870 as a town off the Englewood branch of the Santa Fe railroad but has faced a decreasing population since the late nineteenth century. The city was incorporated in 1909. Viola does not have their own school district. Instead, the community is served by the Conway Springs Public School District in Sumner County which is outside of WAMPO boundaries. As of 2020, Viola's population was 115, of which approximately 72% are in the labor force. ²⁴

²⁰ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2048900&tid=ACSDP5Y2020.DP03>

²¹ City of Eastborough Newsletters, www.eastborough-ks.gov/history/history.php

²² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2019300&tid=ACSDP5Y2020.DP03>

²³ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2006125&tid=ACSDP5Y2020.DP03>

²⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2074025&tid=ACSDP5Y2020.DP03>