

REGIONAL TRANSIT IMPLEMENTATION PLAN

DRAFT FINAL REPORT

February 2025



Table of Contents

Table of Contents.....i

Table of Figures.....iii

Table of Tables.....iv

Introduction1

 WAMPO Region and Study Area.....1

 Approach2

 Regional Transit Implementation Plan Goals3

Service Recommendations4

 Recommendations for Action.....5

Governance Options for Service Expansion8

 Overview.....8

 Analysis of Governance Alternatives10

 Steps to Implementing a Transit Authority.....16

Authority Formation Documents18

Background: Transit Service Overview20

 Current Systems.....20

Background: Transit Market and Demand Analysis26

 Market Analysis26

 Transit Demand Analysis37

 Latent Demand.....42

New Service Alternatives Screening45

 Screening Criteria45

 Service Alternatives47

 Develop Wichita Transit Express Routes.....48

 Extend Wichita Transit Routes.....51

 Develop Park-and-Ride Lots on Wichita Fringe53

 Add to Sedgwick County Transportation Hours54

 Add to Sedgwick County Transportation Capacity.....55

 Establish New Community-Based Demand Response Service (Intra-Community Trips Only).....56

 Establish New Community-Based Demand Response Service (With Inter-City Travel Options)57

 Collaboration with Transportation Network Companies (TNCs) (Uber/Lyft).....58



Establish Vanpool Program59

Regional Service Route to El Dorado and Butler Community College.....61

Public and Stakeholder Engagement62

Stakeholder Committee62

Pop-Ups.....63

Public Meetings – February 2024.....63

Public Meetings – June 2024.....64

Employer Outreach.....65

Community Questionnaire65

DRAFT

Table of Figures

Figure 1. WAMPO Regional Transit Implementation Plan Study Area2

Figure 2. Regional Transit Implementation Plan Phases/Focus3

Figure 3. Population Density, WAMPO Area Outside Wichita27

Figure 4. Employment Density, WAMPO Area Outside Wichita28

Figure 5. Population and Employment Density, WAMPO Area Including Wichita29

Figure 6. Population and Zero-Vehicle Household Density31

Figure 7. People with Disabilities and Older Adults32

Figure 8. Percent of Working People with Lower-Wage Jobs33

Figure 9. Commuter Travel Flows35

Figure 10. Major Activity Centers.....36

Figure 11. WAMPO Area Cities by Ring39

Figure 12. Interest in Using Transit63

Figure 13. Support for Increasing Local Taxes.....63

DRAFT

Table of Tables

Table 1. Recommended Service Actions by Jurisdiction7

Table 2. Overview of Transit Authority Board Organization and Responsibilities14

Table 3. Wichita Transit Service Details20

Table 4. Sedgwick County Transportation Service Details21

Table 5. Butler County Transit Service Details22

Table 6. Derby Dash Service Details23

Table 7. Haysville Hustle Service Details23

Table 8. Mulvane Senior Center Service Details24

Table 9. Park City Senior Center Service Details24

Table 10. Sedgwick County Transportation Trip Patterns, December 2022-November 202338

Table 11. Trip Counts by Ring and Purpose40

Table 12. Trip Percentages by Ring and Purpose40

Table 13. Current SCT Ridership Among Sedgwick County Communities41

Table 14. Transit Demand Model Predictions.....43

Table 15. Transit Demand Model Results for Sedgwick County Communities43

Table 16. Side-by-Side Comparison of Current and Modeled Transit Use44

DRAFT

Introduction

This Regional Transit Implementation Plan was conducted on behalf of the Wichita Area Metropolitan Planning Organization (WAMPO) starting in 2023 and concluding in 2025. The plan evaluates and recommends transit alternatives that most effectively serve the needs of WAMPO area residents.

WAMPO Region and Study Area

WAMPO is the Metropolitan Planning Organization (MPO) for the Wichita metropolitan region. MPOs are federally required regional policy bodies in urbanized areas with populations over 50,000. MPOs recognize the critical links between transportation and other societal goals such as economic health, air quality, social equity, environmental resource stewardship, and overall quality of life.

WAMPO is responsible, in cooperation with the State of Kansas and Wichita Transit, for carrying out the metropolitan transportation planning process in its planning area, which includes all of Sedgwick County, as well as parts of Butler and Sumner Counties (encompassing the cities of Andover, Rose Hill, and Mulvane). Altogether, the planning area contains 22 cities and a total population of 547,230 as of the 2020 Decennial Census. Not all of these cities and residents are currently served by public transit providers.

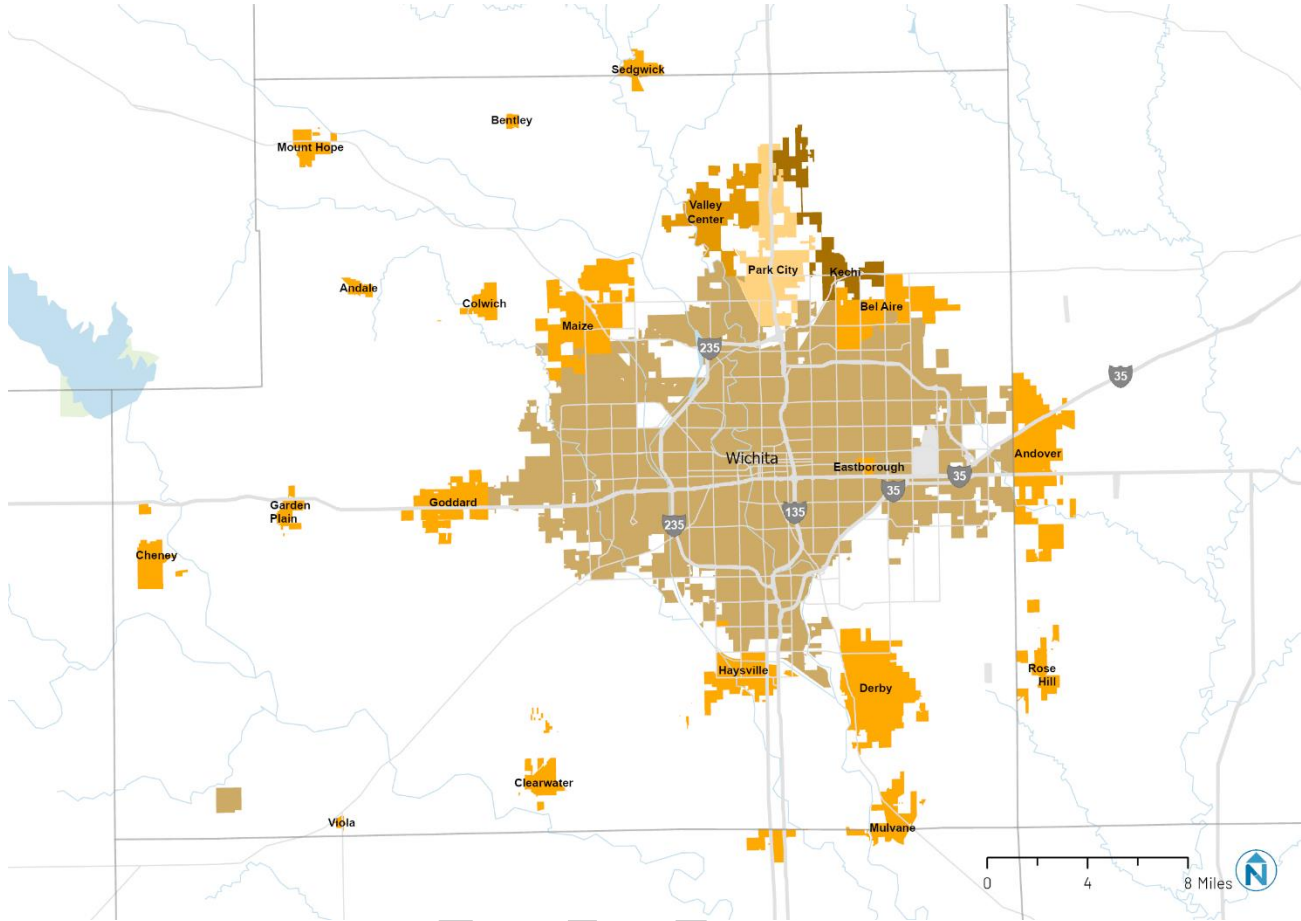
The WAMPO region and communities covered by the study are listed below and shown on the map in Figure 1.

- Andale
- Andover
- Bel Aire
- Bentley
- Cheney
- Clearwater
- Colwich
- Derby
- Eastborough
- Garden Plain
- Goddard
- Haysville
- Kechi
- Maize
- Mount Hope
- Mulvane
- Park City
- Rose Hill
- Sedgwick
- Valley Center
- Viola
- Wichita

Project Team

The project was led by WAMPO's Executive Director, Transportation Planner, and additional staff. SRF Consulting Group supported plan development. Oversight was provided by a stakeholders' committee that included elected officials and staff from WAMPO jurisdictions.

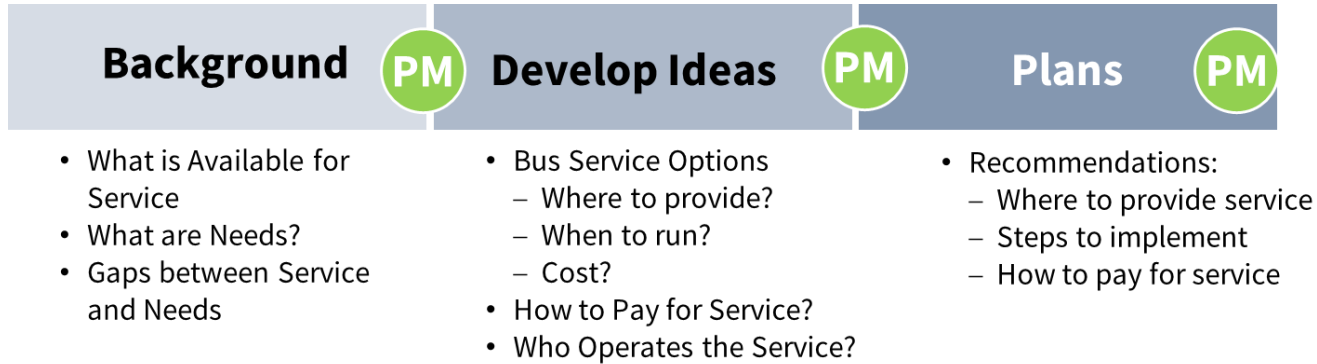
Figure 1. WAMPO Regional Transit Implementation Plan Study Area



Approach

The Regional Transit Implementation study was organized into three distinct phases, which are highlighted in Figure 2. The process followed allows analysis and input from a diverse audience to be incorporated into decision-making. Integrated into each phase, or step, of the planning process were opportunities for gathering input from stakeholders including current service users, potential riders of new service ideas, representatives from each of the jurisdictions in the region, employers, and the general public. Through each step, the team worked through questions critical to defining current and future needs; opportunities to fill needs/gaps; and the details of how to start-up, pay for, and manage new services in the region.

Figure 2. Regional Transit Implementation Plan Phases/Focus



PM PUBLIC MEETING

Regional Transit Implementation Plan Goals

The final study recommendations were developed by identifying key study goals during the early phases of stakeholder engagement, then evaluating different service concepts that addressed one or more of those goals. One of the initial tasks in completing the plan was to work with stakeholders from each of the WAMPO region jurisdictions to document the range of strengths, weaknesses, opportunities, and threats across the region. As there is substantial diversity in needs and opportunities, the approach of gathering early input from a range of participants was critical. Input integrated into the process came from:

- A community survey was administered early in the process to gather input from interested general public stakeholders.
- A workshop where staff from each jurisdiction were invited to participate in a discussion of current needs relative to service available and opportunities to fill the identified gaps.
- Analysis of current service provided through Wichita Transit, community-based service, and service provided through each of the counties in the WAMPO region.
- Information gathered at community pop-up events in coordination with public engagement for the WAMPO Metropolitan Transportation Plan (MTP) update that has an overlapping timeline for completion.

Through the combination of these technical and outreach efforts, the following goals for plan development and service provided were defined:

- Goal 1 - Identify service that improves regional **access to jobs within Wichita**. The focus of this goal is identifying and coordinating connections between where people live in the region and where jobs are located in Wichita.
- Goal 2 - Identify service to enhance the **connections between where people live and where they go** to access critical and non-critical services in the region. The emphasis was on residents living outside Wichita and their need to access locations within Wichita or one of the outlying communities for non-work services such as shopping, medical services, school, or visiting others.
- Goal 3 - Identify service to improve **access to expanding/growing employment opportunities** in the region that are located **outside Wichita**.

Service Recommendations

Service concepts were evaluated through a combination of quantitative and qualitative measures. The quantitative measures are listed below. The report section, New Service Alternatives Screening (page 45), outlines the methods and assumptions used to develop data inputs for these screening criteria.

- Potential ridership from implementation of the service concept.
- Capital and operating cost, with an emphasis on the local cost responsibility. Transit funding for capital and operating comes through four sources:
 - Fares paid by users.
 - Federal funding through formula and discretionary grant programs.
 - State funding through the Kansas Department of Transportation (KDOT).
 - Local matching funding to match federal and state sources, plus costs beyond the match. While the senior mill levies in Sedgwick and Butler Counties raise enough local funding for the minimum match required for federal funds, transit demand in select communities would support more service than the minimum match provides.

Qualitative measures used to review each of the service alternatives were:

- Support of one or more service themes based on needs and goals for service. Throughout the study, it was emphasized that ideas proposed to be advanced need to make sense and champions need to be able to articulate the purpose for the idea. Whether a concept aligns with one or more themes helps demonstrate its relevance and strengthens the case for support.
- Community and/or community leader support. Implementation of any of the alternatives requires investing local funds into vehicles, software, facilities, drivers, maintenance, and administrative personnel. Elected community leaders need to be able to justify the investment as good for the community before they can support allocating local funds annually. In part, their decision is based on what they hear from residents and business constituents. Thus, including the level of support as a criterion for evaluating each alternative is critical.

Assessment of how well each concept addresses or supports a theme took into account the needs of the people connected to each theme. Two of the themes focus on commuters/workers and businesses in the region, whether within or outside Wichita. Thus, those service concepts that support people getting to and from work (no matter when they need to travel) would be in line with Theme 1: Enhancing the Commute (to Wichita) and Theme 3: Supporting Fringe Employment. Theme 2: Increasing Fringe/Rural Access and Accessibility focuses more on people in the communities around Wichita and their need for transportation to medical services, shopping, getting to school or visiting others.

SERVICE IMPROVEMENT THEMES

Theme 1: Enhancing the Commute to

Wichita – Improving regional travel to employment and other key destinations inside of Wichita.

Theme 2: Increasing Fringe/Rural

Access and Accessibility – Improving the ability of people to complete trips within the region that have one or both ends outside Wichita.

Theme 3: Supporting Fringe

Employment – Improving access to/from the employment opportunities located outside Wichita city limits.

Traveler profile elements such as when travel is needed and how flexible arrival and departure times need to be can be quite different. The range of service concepts supports each of the themes to a different level. For example, service alternatives that have the Wichita Transit Center as a hub extend the service area of a concept to much of the metro area population in its ability to connect people with jobs. These alternatives better support Theme 1 and Theme 3. Commuter-based concepts have been defined to operate during the traditional commute times of the day, which do not typically correspond with when people shop or schedule medical appointments, limiting the support for Theme 2.

The level of support for a given concept was determined by providing representatives from each jurisdiction with a description of each of the concepts and the ridership cost estimates with a request to review and provide feedback on their community's support. Representatives were given the option of defining their support as:

- Do not support the idea/concept for the jurisdiction.
- Support the idea and have interest in being the provider of the service.
- Support the idea and have interest in being a partner, including providing local match funding, for the concept.

Representatives from each jurisdiction were provided access to an online questionnaire through which they could review the alternatives and provide feedback as to the level of support for the concept. WAMPO staff distributed the questionnaire to 24 jurisdictions (cities/towns and counties in the WAMPO region).

Jurisdictions were offered the opportunity for a virtual meeting with WAMPO and consultant staff to review the ideas with potential for their area. In these meetings, each concept was introduced, the results of the quantitative assessment were summarized, and representatives were asked to provide input regarding their support of the concept.

Of the 24 jurisdictions contacted, 9 provided feedback through the online questionnaire or through the virtual meeting. Feedback received was incorporated into the alternatives screening.

Recommendations for Action

The number of jurisdictions providing input on their level of support for the service alternatives was not complete enough to provide a set of recommendations across the region. Thus, recommendations for action were divided into:

- Short-term proposals – These are service options for which one or more jurisdictions provided positive support feedback, options that can be effectively implemented by a single jurisdiction, and options that do not require other jurisdictions to also support the concept.
- Aspirational proposals – The concepts represent those supporting a need and theme, those that result in enough ridership to support an argument for implementation, and those with a reasonable local cost element. However, the targeted service jurisdiction either did not provide feedback through the online leader outreach or responded through a virtual meeting that the current need does not meet a threshold for action.

Table 1 displays the summary of short-term and aspirational proposals by jurisdiction in the region. Displayed in the table are service recommendations for each jurisdiction, a combination of cities and counties, in the

WAMPO area. The table is intended to document high-level recommendations determined through a combination of the quantitative and engagement tasks completed as part of the study work.

Drilling in more detail for each jurisdiction can be accomplished through a combination of the material in Table 1, service and cost assumptions included in the New Service Alternatives Screening section (page 45), cost estimates (including estimates of local responsibility) in Appendix A, and input from community leaders (when available). Additionally, the table also identifies jurisdictions (green shaded) where added service, other than residents requesting more rides from their current service provider, is not likely warranted. This conclusion was developed based on:

- Population: Transit users make up less than one percent of the population. Thus, lower population communities will likely have a difficult time establishing an expanded service program they can financially sustain for the long term as ridership would be low.
- Distance from Wichita: Throughout the region, Wichita is the principal destination for medical, shopping, work, training, and other services. As the distance between a community and Wichita increases, the cost of providing each trip will also increase. As the number of travelers per trip will be low, more distant communities from Wichita will find it difficult to justify more service.
- Level of latent (unserved) demand. The potential amount of latent demand (estimated need that is not supported through current service) has been estimated for each community. In communities with similar current use and estimated demand, there is likely little incentive to provide more service as the increment of use would be limited while costs would go up.

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WAMPO Regional Transit Implementation Plan

Table 1. Recommended Service Actions by Jurisdiction

Jurisdiction	Recommendation by Service Alternative														
	Option 1A	Option 1B	Option 1C	Option 1D	Option 2A	Option 2B	Option 2C	Option 3	Option 4	Option 5	Option 6A	Option 6B	Option 7	Option 8	Option 9
Sedgwick County									●	●				●	
Butler County									●	●				●	
Sumner County									●	●				●	
Andale									●	●				●	
Andover	NA	NA	●	NA	NA	NA	NA	NA	●	●	●	●	●	●	●
Bel Aire	NA	NA	NA	NA	NA	NA	●	NA	NA	NA	●	●	●	●	NA
Bentley									●	●					
Cheney									●	●					
Clearwater									●	●	●	●			
Colwich									●	●					
Derby	●	NA	NA	NA	●	NA	NA	NA	●	●	NA	NA	NA	●	NA
Eastborough														●	
Garden Plain	NA	NA	NA	●	NA	NA	NA	NA	●	●	NA	NA	NA	●	NA
Goddard	NA	NA	NA	●	NA	NA	NA	NA	●	●	●	●	NA	●	NA
Haysville	Response to Questionnaire Suggested No Additional Service														
Kechi									●	●	●	●		●	
Maize									●	●	●	●		●	
Mount Hope									●	●					
Mulvane	●	NA	NA	NA	●	●	NA	NA	●	●	NA	NA	NA	●	NA
Park City	NA	●	NA	NA	NA	NA	NA	NA	●	●	●	●	NA	●	NA
Rose Hill									●	●					
Sedgwick									●	●					NA
Valley Center	NA	●	NA	NA	NA	NA	NA	NA	●	●	●	●	NA	●	NA
Viola									●	●					

Legend

- Short-term service expansion
- Aspirational service concept
- Additional service beyond county-based service expansion is not likely warranted

More Detailed Service Alternative Label

- Option 1A – Derby Express Service
- Option 1B – Park City and Valley Center Express Service
- Option 1C – Andover Express Service
- Option 1D – Garden Plain and Goddard Express Service
- Option 2A – Extend Wichita Transit Local Service to Derby
- Option 2B – Extend Wichita Transit Local Service to Haysville
- Option 2C – Extend Wichita Transit Local Service to Bel Aire
- Option 3 – Develop Park and Ride Lots on Wichita Fringe
- Option 4 – Add to Sedgwick County Transportation Hours
- Option 5 – Add to Sedgwick County Transportation Capacity
- Option 6A – Establish New Community-based Demand Response Service (Intra-community Trips Only)
- Option 6B – Establish New Community-based Demand Response Service (with Inter-city Travel Options)
- Option 7 – Collaboration with TNCs (Uber/Lyft)
- Option 8 – Establish Vanpool Program
- Option 9 – Andover to El Dorado Regional Service

Governance Options for Service Expansion

Overview

Within the WAMPO region, public transit service is provided through a combination of municipal operations (Wichita Transit, Derby Dash, and Haysville Hustle) and county services (Sedgwick County Transportation and Butler County Transit) that operate independently with some overlapping service areas. Each agency is governed by their own board or management structure and service coordination between the public transit providers is limited.

The service assessment recommendation carried forward for the Regional Transit Implementation Plan included:

- Short-term Concepts – These represent service concepts that have received support from community leaders based on their understanding of need, benefits of the service concept, and local funding share responsibility.
- Aspirational Concepts – These concepts address a need in the region/community, however, added review by the locality served by the service is needed before a final recommendation can be developed.

Many of the service concepts discussed as alternatives to address a gap would be community-based, meaning they were introduced and discussed as a service in a specific community. The service could be either within the community or have added options for connecting the community to the remainder of the region. If multiple service concepts were implemented at the community level, opportunities for coordination between communities would likely arise. Coordination opportunities include a broad range of activities central to operating service in a community. Figure 3 displays the range of activities each agency would likely need to conduct on a daily, weekly, monthly, or annual basis to provide service for their constituents.

Figure 3. Coordination Opportunities Across Transit Service



Many, if not all, of the listed activities can be coordinated to some degree between two or more providers. Coordination could be focused on one of the activities or multiple activity areas. The purpose of the remainder of this section is to highlight the range of options for managing or governing shared responsibility for coordination.

Below are three governance options to consider for coordinating service within the WAMPO region. Key to selecting the locally preferred option is aligning the level of local control a community/agency desires for making decisions regarding service parameters (the amount of service provided, the type of service provided [demand response, fixed route, other], vehicles used to provide service, fares to charge, whether a contractor is used to provide service or government employees, etc.) and the cost-effectiveness of the service. Based on the population of the communities representing potential expansion areas, if individual agencies were created, many/all would be small (four to six employees and one or two service vehicles). Understanding the unique nature of skills required to provide transit service and the limited number of people in the region with those skills, it is likely that personnel in each agency would have differing levels of expertise in each area displayed in Figure 3. Sharing some responsibilities across the smaller agencies would allow access to a broader employee pool to find people to fill the range of positions needed for local service operations, while not requiring them to be in-house employees or contractors.

Alternatives for supporting partial to full-service coordination include:

1) Interlocal Agreements for services:

- Two or more communities establish a formal agreement or series of agreements for **one community to provide a service to another**.
- The agreement lays out the responsibilities of one party for providing a service and how the other party will pay for the purchased service. It is critical to manage the use of agreements because as the number of agreements increases, it becomes more complex to keep track of costs and payments to be made between the communities.
- No new legislation is required.
- Locally, Wichita and Sedgwick County use an Interlocal Agreement to establish roles and responsibilities for participation in the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) Until passage of the Regional Metropolitan Transit Authority (RMTA) in 2022, Omaha Metro Transit for decades used interlocal agreements to extend a combination of local and express transit service from Omaha to communities surrounding Omaha, including Papillion, Ralston, La Vista, and Bellevue.

2) Joint Powers Agreement for services:

- Two or more communities establish a formal agreement for **sharing responsibility for one or multiple elements associated with transit service**. For example, two communities could share the responsibility of transporting passengers between the communities. The agreement would outline the responsibilities each community has and how they share the cost of the service element. There are no limits to how integrated services between two or more communities could be shared using this option.
- No new legislation is needed.

- Examples of locations using Joint Powers Agreements to define roles and responsibilities for providing transit service in the Fargo (ND) - Moorhead (MN) metropolitan area and Muskegon County, MI. Fargo-Moorhead uses a series of agreements to outline each community's responsibility for the cost of bus operations, maintenance of the downtown transit center, and maintenance of the shared transit administration/garage building. Muskegon County operates service across five communities in the region through Joint Powers Agreements.

3) Transportation/Transit Authority

- Legislation to establish an authority exists.
- May need to obtain legislative approval for a new authority. In Kansas, authorities are established at the city level and in a 2010 revision to the earlier statute, "city" was defined as Topeka. Expanding the concept to the Wichita region may require adding communities to the statute definition of "city".
- Creates a new jurisdictional subdivision with powers to buy, own, and sell assets; receive federal funding; borrow money for capital purchases; hire and manage staff; enter into contracts; and other powers/responsibilities.
- Transit authorities in Kansas do not have the authority to levy taxes. The authority legislation allows cities/counties to levy up to one mill for operations and capital facilities of the transit service provided by an authority.
- An authority can sell transit service to non-member jurisdictions. Thus, not every community needs to be a member of the authority to benefit from the potential for more service in the region (provided through the authority). Cities/agencies buying service would be customers of the authority and would not be voting members.

Analysis of Governance Alternatives

Transit agency governance should address each agency's unique challenges and needs. In the case of existing and/or new service in the WAMPO area, strategies need to be coordinated in a way that supports cost-effective and transparent operations across a range of service concepts, including:

- Fixed route service in Wichita and in communities outside Wichita that can support service.
- Demand-response service.
- Regional/commuter service.
- Vanpool service.

Each of the alternative governance concepts presented has the potential to address the needs that currently exist in the region and for most future service conditions. Additionally, in the region interlocal agreements and joint powers agreements are regularly used in most, if not all, jurisdictions that may have the need and desire to add transit service. Thus, there is not much benefit to expanding on the elements and characteristics of these options in this analysis.

Governing and managing service coordination through a regional transit authority would be a new concept for the Wichita region. The formation of a transit authority constitutes the creation of a government agency or a

public-benefit corporation to provide public transportation within a specific region. In Kansas, there are two transit authorities, one in Kansas City and one in Topeka. The Kansas City area authority is a bi-state entity, including Kansas and Missouri, that was established in 1966 through the consent of the US Congress. The transit authority for the Topeka region was established in 1955 by the Kansas Legislature, with a substantial expansion of the defined authority area in 2010. The expansion extended the coverage to 90 miles outside the corporate limits to Topeka. The benefit of the expansion was to support extending regional service to Kansas City, Lawrence, Manhattan, and Emporia.

Outlined in the following section are key functional elements regarding organizing and operating a local or regional transit authority as outlined in Kansas state statutes. Documenting key elements of the state statutes will provide a resource for decision-makers to review in the future should there be the appetite to consider the alternative as a means of providing the current level of service and/or additional regional services.

Metropolitan Transit Authority Act

The statute defined through Article 28 of the state statutes documents the pertinent aspects of the Metropolitan Transit Authority Act. Legislation as it presently is organized references Topeka as the “city” defining the region in regional authority. Thus, coordination is needed with the state legislature to make appropriate changes or additions to the statute to support its use in the Wichita area.

Purpose of the Act

The purpose of this act is to permit local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities, persons, associations, and corporations to provide public transit services and facilities in a manner that best aligns with the needs and development of local communities.

General Powers of a Transit Authority

A transit authority under the statute has the power to acquire, construct, own, operate, and maintain a transportation system in the metropolitan area. For the Topeka metropolitan area, the coverage area encompasses areas within 90 miles of the city limits. With the defined coverage limits, regional service to locations as far away as Kansas City can be planned, operated, and reviewed in Topeka. Thus, the use of the statute to encompass the Wichita metropolitan area would be appropriate.

Governing Board

State statutes outline the parameters of the governing board including:

- The governing board will consist of five members serving four-year terms.
- Members must be residents of the metropolitan area and possess recognized business abilities.
- Board members are to be appointed by the mayor and approved by the city governing body (council or commission) of member jurisdictions. Each jurisdiction joining the authority would appoint its own representative.
- Board members and employees of the authority shall not hold another federal, state, county, or municipal office (except an honorary office).
- The board will elect a Chair. The board will also appoint a secretary and a treasurer, who do not need to be elected members of the board.

Board Meetings

The transit board must hold regular meetings, at least once a month. Three members of the board must be present to establish a quorum. Action on resolutions requires a majority (three members) vote for approval.

Hiring Managers/Staff

The board has the authority to hire staff, including a transit manager, attorney, engineer, and other staff as warranted and is responsible for setting wages and benefits. State statutes outline the basics of hiring and terminating employee rules.

Federal Grants/Loan

The authority shall have power to apply for and accept grants and loans from the federal government or any agency for any purpose associated with transit service and enter into agreements with the federal government in relation to administering applicable grants or loans.

As outlined in the earlier introduction of an authority as an option for governing transit service in the region, establishing an authority would include the need to discuss how federal formula funds are provided to the authority. Within any metropolitan area, there is a designated recipient of federal funds. Presently, Wichita Transit is the designated recipient and there can only be one per metropolitan area. For metropolitan areas the size of Wichita, the designated recipient is determined by the governor through notifying the Federal Transit Administration. The designated recipient is the entity that receives all formula-based federal transit funding. An authority is eligible to pursue and directly receive discretionary grant funds, however, in order to be a direct recipient of formula funds, a request must be made to the governor to support naming the authority as a direct recipient. As is also noted in the earlier section, if Wichita is not a member of the authority, periodic agreements must be established for the method for allocating federal funds between the authority and Wichita Transit.

Budgets

The board must finalize and adopt an annual budget before the start of each fiscal year. The tentative budget shall be considered by the board and, subject to any revision and amendments as may be determined, shall be adopted prior to the first day of the ensuing fiscal year as the budget for that year. No expenditures for operations and maintenance in excess of the budget shall be made during any fiscal year, except by the affirmative vote of at least four members of the board.

As soon after the end of each fiscal year as may be expedient, the board shall cause to be prepared and print a complete and detailed report and financial statement of its operation and its assets and liabilities.

3 Types of FTA Funding Recipients

Designated Recipient

Named by the governor as the local jurisdiction or public transit operator to receive and apportion all FTA formula funds. There is one designated recipient per metro area.

Direct Recipient

An entity authorized by the designated recipient or the state to receive formula funds directly from the FTA.

Sub-recipient

An entity that receives federal transit funding through a pass-through with the designated recipient. The designated recipient is responsible for monitoring compliance associated with use of the funds.

Modernization Fund

The board is responsible for rehabilitating, reconstructing, and modernizing all portions of the transportation system and to maintain at all times an adequate and modern transportation system suitable and adapted to the needs of the municipalities served. To accomplish the tasks, the board is responsible for establishing a Modernization Fund. The Modernization Fund shall be disbursed for the purpose of acquiring or constructing extensions and improvements and betterment of the system, to make replacements of property damaged or destroyed, to purchase and cancel its revenue bonds and certificates prior to their maturity at the price of not to exceed their par value, and to redeem and cancel its revenue bonds and certificates according to their terms. The board may make temporary loans from the modernization fund for use as initial working capital.

Borrowing Money

In the event the authority can justify spending more money in a year than it takes in through the authorized mill levy, fares, and state and federal funds, the authority has the power to borrow money to replace fleet vehicles, build/maintain facilities, operations, and/or improve the transit system. Within the state statute, an authority has the right to sell bonds, from time to time, to generate more immediate revenue.

Tax Levies

Under the current statutes, an authority does not have the power to levy taxes. This power stays with the cities or counties that are members. Cities and counties in which an authority is established have the authority to levy property tax up to one (1) mill to benefit the transit services and transit capital investment.

Fares and Service Rules

The board has the authority to set the rules and regulations associated with service, such as operating hours and days, types of service provided, routes, and other operations parameters.

The board is responsible for setting the fares to be charged for service, including the option of fare-free service, as long as the defined revenue plan covers the cost of service, facilities, vehicle fleet, debt repayment, etc.

Bidding For Services and Capital Assets

Advertisements for bids shall be published once in a daily newspaper of general circulation published in the metropolitan area, at least 10 calendar days before the time for receiving bids. The advertisement shall also be posted on readily accessible bulletin boards in the principal office of the authority. The advertisement shall state the time and place for receiving and opening bids and, by reference to plans and specifications on file at the time of the first publication or in the advertisement itself, shall describe the character of the proposed contract in sufficient detail to fully advise prospective bidders of their obligations and to ensure free and open competitive bidding.

Contracts

The board has the authority to enter into contracts for service, construction, supplies, materials, and equipment. Selection of contractors/consultants is required to be lowest responsible (qualified) bidder. The statutes provide parameters for defining a qualified bidder.

The board may enter into written contracts with the employees of the authority or representatives of any labor organization authorized to act for such employees, concerning wages, salaries, hours, working conditions and pension or retirement provisions

Table 2 documents key elements of the responsibilities and functions of a regional transit authority.

WAMPO Regional Transit Implementation Plan

Table 2. Overview of Transit Authority Board Organization and Responsibilities

Characteristic/Responsibility	Key Information
Establishing Transit Authority	<p>The council or other governing body of each jurisdiction desiring to participate passes an ordinance stating their intent to participate.</p> <p>Based on SRF’s interpretation of the current state statute, the legislature would need to approve a change (this assumption is based on the inclusion of “Topeka” as the city referenced in the current legislation.</p>
Make Up of Governing Board	<p>The decision-making body of the local jurisdiction appoints representatives. Based on the current legislation, the Board includes five (5) members.</p> <p>Terms are set at four (4) years.</p> <p>Members of the Board must be residents of the metropolitan area.</p> <p>The Board is responsible for appointing a Chair and Secretary, even before the bylaws are set. Positions can be added based on the bylaws.</p> <p>The authority can compensate Board members for their service.</p> <p>Depending on the number of jurisdictions interested in membership, a request to modify the board size may be desirable to allow individual jurisdiction representation and to allow proportionate by population representation (i.e. if Wichita is a member, it may be warranted to allow more than one representative.</p>
Meetings	<p>The Board must meet at least once per month.</p> <p>Notes/minutes/resolutions of the Board must be retained and be open for public review.</p> <p>The manager is responsible for providing reports to the Board during meetings.</p>
Hiring a Transit Manager	<p>The Board has the authority to hire a person or corporation to manage operations.</p>
Federal Grants/Loans	<p>The authority has the ability to receive federal grants.</p> <p>Wichita Transit is the Designated Recipient of federal funding coming to the metropolitan area. If Wichita Transit is a member of the authority, the governor can transfer the Designated Recipient status to the authority. If Wichita Transit is NOT a member, the governor COULD, but is not likely to, change the Designated Recipient</p>

WAMPO Regional Transit Implementation Plan

Characteristic/Responsibility	Key Information
	status to the authority. If the authority is not the Designated Recipient, annually or at some agreed-upon period, the authority and Wichita Transit must negotiate a funding split. The final decision for the splits falls to Wichita Transit, as the Designated Recipient.
Funding Operations	<p>Transit Authority does not have the power to levy taxes.</p> <p>Each member jurisdiction is permitted to levy up to one (1) mill on taxable property (KSA 1202814), however, Topeka levies 4.2 mills for the purposes of supporting operations and capital investment. If the concept in the Wichita region is pursued, additional research as to the ability to override the one (1) mill threshold should be investigated.</p>
Banking	All funds for the authority must be placed in an account in the name of the authority.
Setting Fare and Service	The authority has the power to establish the fare to be charged for service and the level of service provided.
Borrowing	<p>The metropolitan transit authority shall have the power to borrow money for the purpose of acquiring any transportation system, or acquiring necessary cash for working funds, or for acquiring, constructing, extending or improving its transportation system.</p> <p>The authority may issue, sell, and dispose of its interest-bearing bonds, short-term notes, or obligations.</p>
Purchasing/Leasing	<p>The authority has the power to purchase and dispose of the equipment (cars, buses, and mechanical equipment) and property required to conduct service.</p> <p>Copies of any purchase agreement or lease are to be provided to the clerk of each city in which the authority operates.</p>
Contracting	<p>The authority has the ability to advertise projects for bid. Selections of the vendor for a bid exceeding \$10,000 must go to the lowest responsive bidder.</p> <p>Sale of any property of more the \$2,500 must be to the highest responsive bidder.</p>

Steps to Implementing a Transit Authority

Initiation of a standalone authority typically includes requesting each of the jurisdictions interested in being a member to pass resolutions to enable the authority's formation. This effort may require an individual champion of the action who possesses enough public trust or influence to facilitate the momentum necessary; often, citizen committees or exploratory committees are also formed to build acceptance. Once finalized, discussions of contract service provision or board representation would follow. Some considerations before starting the transit authority process include:

- **Board Representation and Decision Equity:** Ultimately, board representation would be determined by the state statute albeit with input from the local jurisdictions. Ideally, the composition of the board should be held off until enough support is garnered for the effort. As previously stated, the final transit board should be formed to provide equity by reflecting the sources of local funding.
- **Transfer or Lease of Assets and Facility Ownership:** Several jurisdictions that could be members of the authority may presently provide transit service and own assets. These assets could be leased or transferred through a sale to the authority. This includes vehicles, equipment, and facilities. Details of the lease or transfer would be agreed upon by the local jurisdiction governing body (city council or county commission) and the authority. Federal interests can be transferred to another or new grantee.
- **Funding:** Outlined in state statute is the ability of the member jurisdictions to levy up to one (1) mill on property taxes to fund transit provided through an authority. These funds could be used for operations, facility investments, and fleet needs.

Advancing the authority concept would need support from policymakers at the local and state level, which will require an organized plan for getting from the current position to one with enough support for implementation. Policy development steps typically include the following local actions:

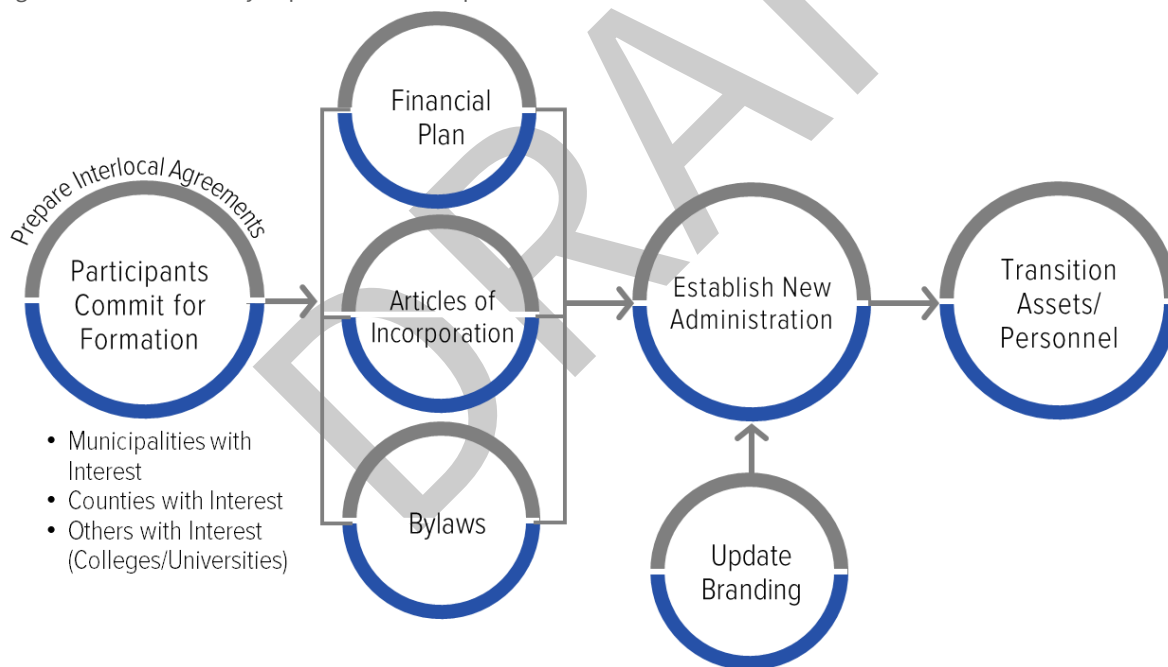
- 1) Drafting a transit authority strategic plan that will help identify objectives and consensus issues to be implemented during the establishment of the transit authority. It must also revisit funding splits for services provided, shared capital purchases, and state of good repair investments relative to decision responsibility and benefits.
- 2) Drafting an operating agreement between jurisdictions and the proposed transit authority covering the anticipated range of services provided through the authority.
- 3) Drafting asset lease or transfer agreements from the current owners to the authority, including clauses on insurance and liability.
- 4) Drafting an organizational structure and board composition, including:
 - a. Criteria for representation and qualifications, by jurisdiction.
 - b. Draft human resources, employment, compensation, and benefits policies of transit authority staff.
- 5) Drafting a preferred financial implementation plan for revenue collection.

Critical steps to advancing the start-up of an authority are displayed in Figure 4 and will require the following procedural steps:

- 1) Organize the authority and finalize board composition.
- 2) Appoint/elect the transit authority board of directors.
- 3) Prepare and adopt an authority strategic plan, operating agreement, and transit asset lease or transfer agreement.

- 4) Determine the opportunity for the transit authority to be an FTA funding subrecipient for the Wichita metro area. This step becomes very critical if Wichita Transit is not a member of the authority. Presently, Wichita Transit is the designated recipient of federal transit funds coming to the Wichita region, which means all federal funding allocated annually goes to, or must pass through, Wichita Transit. Each metropolitan area can have only one designated recipient of federal funds. If Wichita Transit is not a member of the authority, the authority would need to establish an agreement with Wichita Transit regarding how much funding would be provided to authority services before being able to access federal funding. Additionally, the amount would need to be negotiated each year and the amount allocated would be controlled by Wichita Transit. There is a process for a provider other than Wichita Transit to be a subrecipient of federal funds, which allows federal funds to come directly to the authority, but the amount would still need to be determined through working with Wichita Transit. Other regions that include subrecipients generally work out a multi-year funding split formula with the designated recipient. This process can require a significant amount of time to complete and is critical to the long-term stability of an authority.
- 5) Draft Articles of Incorporation. The content of the Articles of Incorporation is outlined in the next section.
- 6) Board appoints a transit director.
- 7) Develop Bylaws detailing how the authority will conduct business. General parameters of Bylaws are outlined in the next section.

Figure 4. Transit Authority Implementation Steps



- 8) Start collecting authorized revenue (property tax levy/sales tax/utility fee).
- 9) Select a transit operating contractor.
- 10) Transfer assets from the current owner jurisdiction to the transit authority.
- 11) Transfer transit staff from the Transit Board to the new authority.
- 12) Start operations under a new operating contract between the authority and the selected transit operations contractor.

Authority Formation Documents

In most states, the formation of a transit authority requires a set of Articles of Incorporation and Bylaws that are adopted by each participating jurisdiction. Examples of these documents from another community are included in the report appendix. The sections that follow explain the purpose and importance of each of the documents.

Articles of Incorporation

Articles of Incorporation (the “articles”) is a document filed with the state to create a corporation. Most states ask for only basic information about the corporation, but some require more information than others. All states require an in-state registered agent. The corporation’s existence legally begins when the state files the articles. In a sense, the Articles of Incorporation create a contract between the state, the corporation, and in this case, the jurisdictions that would be members.

Typically, the articles must contain, at the very least:

- Name of the public authority.
- List of incorporating political subdivisions.
- Purpose of the corporation (also known as the public authority).
- Powers, duties, and limits of authority for the corporation.
- Officers and how they were selected.
- Who is responsible for filing the Articles of Incorporation.
- How the Articles of Incorporation can be amended.

Bylaws

The Bylaws for an authority typically dictate how members communicate with each other, how decisions are made, how to add new members or allow members to leave, the makeup of the board, and other operating parameters. Key elements of the Bylaws include:

- Overview of the Board of Directors (Board), including:
 - How members are appointed and the period of their term.
 - Voting protocols.
 - The process for removing a board member or how resignations are handled.
 - Meeting schedules, quorum requirements, and a code of conduct for the board.
 - How public participation is accommodated.
 - Officer roles and responsibilities.
 - Staffing for the authority.
- Administration and Additional Duties, including:
 - Financial management and funding cycles.

Authority bylaws ensure consistent and transparent operations for the authority defining how it will function internally and interact with member jurisdictions

- Audit requirements.
- Order of business, which outlines a standard meeting agenda and rules of order to be followed during meetings.
- Bylaw amendment process.

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Background: Transit Service Overview

Transit users in the WAMPO area are served by multiple agencies, each of which serves a different geographic area. Transit providers in Sedgwick County include Wichita Transit, Sedgwick County Transportation (SCT), Derby Dash, Haysville Hustle, and multiple senior centers. Butler County also provides transportation between select cities. This section provides an overview of the services available.

Current Systems

Wichita Transit

Wichita Transit provides fixed-route and paratransit service within Wichita city limits. It was established as a department of the City of Wichita in 1966, after the city took over transit provision from the private company that had run the system previously.

Although it is by far the largest and most central service provider in the metro region, Wichita Transit’s service does not extend to the enclave city of Eastborough or contiguous suburbs such as Derby or Haysville. The agency periodically revisits the idea of partnering with other jurisdictions to expand service to suburban communities; however, its primary focus has been on achieving fiscal sustainability within its existing operations. Table 3 documents key characteristics of Wichita Transit’s service.

Table 3. Wichita Transit Service Details

Vehicles	At peak service, 18 paratransit vans and 28 fixed-route buses are in circulation.
Eligibility	Service is open to the general public, except for paratransit.
Routes/Service Area	Wichita Transit has 17 fixed routes organized in a radial network centered on the downtown transit center. Wichita Transit also operates two fare-free special transit services: a downtown trolley called the Q-Line, and a university circulator serving the Wichita State University campus while classes are in session. A flex service called the Westside Feeder provides trips within two zones in which fixed route service is unavailable or hard to reach. ADA complementary paratransit, a separate demand-response service for people with disabilities or health conditions that prevent them from using fixed-route, is available anywhere within the city of Wichita.
Hours	Fixed-route service operates from 5:30 AM to 7:30 PM on weekdays and 6:00 AM to 6:30 PM on Saturdays. The Westside Feeder follows a similar schedule but ends half an hour earlier. Services do not operate on Sundays or holidays.
Reservations	Both paratransit and the Westside Feeder require reservations at the same phone number, at least one day and up to seven days in advance. Trips can be scheduled between 8:00 AM and 5:00 PM Monday through Friday and between 8:00 AM and 2:00 PM on Saturdays. Subscription trips can be booked on the Westside Feeder only for work trips, and on paratransit for any regularly recurring trip.

Fares	<p>A single cash fare costs \$1.75 for adults and \$1.50 for youth ages six to 18. A reduced \$0.85 fare is available for seniors 65 and older, Medicare recipients, and people with disabilities. Children five and under ride free. Unlimited ride passes are also available by day, week, and month. Students can buy passes by the month, semester, or school year.</p> <p>The Westside Feeder charges \$1 to travel to a bus stop, \$2 to travel within one zone, and \$3 to travel between zones. A half-fare is available for Medicare recipients, and people with disabilities.</p> <p>A paratransit fare is \$3.50.</p>
Main Funding Sources	FTA Section 5307 and 5310

County-Run Services

Two counties within the WAMPO area offer limited transportation services in small cities and/or rural areas outside Wichita city limits: Sedgwick County (which contains Wichita and most of its suburbs) and Butler County (which borders Wichita to the east).

Sedgwick County Transportation

Sedgwick County’s Department on Aging houses Sedgwick County Transportation (SCT), a countywide demand-response service. This service is described in Table 4. Sedgwick County also operates a volunteer transportation program called RSVP, wherein volunteers use their personal vehicles to make certain trips that supplement the service provided by SCT itself.

Table 4. Sedgwick County Transportation Service Details

Vehicles	Rides are provided using a variety of vehicles, including taxi cabs, minibuses, and vans. Some buses and vans are wheelchair-accessible. Seven of SCT’s own vehicles are circulating at maximum service, operated by Sedgwick County staff. SCT also contracts with TRUST Transportation to provide supplemental taxi service for ambulatory passengers.
Routes/Service Area	Service area is Sedgwick County. Persons residing outside of the Wichita city limits may receive trips to and from Wichita or a neighboring community, but not within their community. At this time there is no allowance/availability for travel across county lines; for example, Wichita to Andover (provided by Butler County Transportation) or Andale to Newton.
Eligibility	Residents of the city of Wichita are generally not eligible. County residents 60 or older are eligible to use the service for non-emergency medical and critical-care trips. Other eligibility categories include caregivers for older adults, people with disabilities, and members of the general public living outside Wichita. An eligibility application is required. It includes questions designed to understand the applicant’s specific needs, as well as demographic questions to document populations served.
Hours	SCT offers trips between 8:00 AM and 5:00 PM Monday through Friday, with earlier or later reservations available depending on staff availability. Reservations are booked on a first come, first served basis. On 11 holidays a year, the office is closed and there is limited transportation service.

Reservations	Customers must telephone to book a ride between 8:00 AM and 4:30 PM, Monday through Friday. Trips are booked on a first come, first served basis.
Fares	A one-way ride costs \$3.
Main Funding Sources	FTA Section 5311 and 5310, as well as Sedgwick County mill levy.

Butler County Transit

Butler County Transit has provided a curb-to-curb demand response service for the general public since 1992. It serves several cities within Butler County as well as the City of Wichita. The transit program is housed within the county’s Department on Aging.

Butler County’s programs have expanded over the years. As recently as 2015, service ran only one day a week in Andover and there was not a connection between Wichita and Andover. Table 5 outlines current service characteristics.

Table 5. Butler County Transit Service Details

Vehicles	Seven in 2022, all wheelchair-accessible
Routes/Service Area	<p>The Wichita Route travels into Wichita every Wednesday and Thursday. It arrives in Wichita at 10:30 AM and leaves at 2:00 PM. Specific destinations in Wichita are available on request, as long as they are no further west than Broadway.</p> <p>Service is also available within the City of Andover Monday through Friday, 8:30 AM to 12:00 PM.</p> <p>Service is available within the cities of Augusta and El Dorado between 9:00 AM and 3:00 PM, Monday through Friday. It is also possible to ride from Augusta to El Dorado in the morning and from El Dorado to Augusta in the late afternoon.</p>
Eligibility	The service is open to the general public, any age.
Hours	Operating hours vary by city.
Reservations	Customers are advised to call to schedule a ride 24 hours in advance.
Fares	<p>Fares vary by origin and destination. For an in-town trip – i.e. one that begins and ends in the same town/city -- the fare is \$0.50 per stop. An intercity trip within Butler County is \$2 one-way. Traveling into Wichita is a \$4 one-way trip.</p> <p>Discounted ticket books are also available. An in-town ticket book costs \$10 and includes 25 rides. A Wichita ticket book buys three round trips for \$20.</p>
Main Funding Sources	FTA Section 5307 and 5311, as well as Butler County mill levy.

City Services

In addition to Wichita Transit, two smaller cities in the WAMPO area provide transportation of their own. Both Derby and Haysville offer demand-response services for the general public within their city limits.

Derby Dash

The Derby Dash provides on-demand, accessible transportation for people who live within the city of Derby. It launched in April 2007. In 2022, it had 228 riders, making 8,123 trips using a two-vehicle fleet. One vehicle at a time is used for service, with the other kept as a spare for use during scheduled and non-scheduled service. Staff includes four part-time drivers and one coordinator. Table 6 documents current service characteristics.

Table 6. Derby Dash Service Details

Vehicles	Derby has one vehicle in circulation at a given time, with a second vehicle kept as a spare. Both are wheelchair-accessible, but whether a given customer can be accommodated will depend on the size and weight of their wheelchair.
Routes/Service Area	Derby city limits.
Eligibility	All people living within Derby city limits.
Hours	Service hours are Monday through Friday, 7:30 AM to 4:30 PM. The service does not operate on holidays.
Reservations	Reservations are first come, first served.
Fares	A one-way ride costs \$2. Customers must purchase a ride card at one of the five available locations in Derby: Derby Senior Center, City Hall, Derby Recreation Center, Dillons Marketplace, or Dillons on Greenway Street.
Main Funding Sources	FTA Section 5310 and 5307, as well as the City of Derby general fund.

Haysville Hustle

The Haysville Hustle is a demand-response service operated by the City of Haysville Senior Center. It launched in November 2020. In 2022, the Haysville Hustle had 154 riders, making a total of 3,320 trips on one vehicle. Table 7 documents current service details.

Table 7. Haysville Hustle Service Details

Vehicles	One vehicle.
Routes/Service Area	Trips must originate between east of Hoover, south of 55th Street, west of Hydraulic, and north of 95th Street. The bus will transport patrons within Haysville city limits, with stops available at limited locations in Wichita (47th and Broadway – Dillons Supermarket area) and Derby (63rd at K-15 and Rock Road between 63rd Street and Madison).
Eligibility	All people living within Haysville city limits.
Hours	8:00 AM to 4:30 PM, Monday through Friday.
Reservations	Reservations provided by telephone. 24-hour notice for reservations is recommended.
Fares	Pre-purchased tokens are required. Each token costs \$2.00 and is good for a one-way ride. A minimum of four tokens (\$8.00) is required for purchases. Tokens can be purchased at the Senior Center or by phone. Phone purchases will be delivered by a Hustle driver at the time of the passenger’s first trip following ordering.
Main Funding Sources	FTA Section 5310 and the City of Haysville general fund.

Senior Centers

Two senior centers operate transportation programs geared exclusively to their clientele. Both programs are open only to seniors and operate on an occasional basis, with trips scheduled for activities and outings.

Mulvane Senior Center

The Mulvane Senior Center provides transportation for organized activities, which can include excursions to Wichita’s theaters, museums, and other sights, as well as trips to other communities in the region hosting events of interest to older adults. Trips are not organized on a set schedule.

In the future, Mulvane plans to operate a general-public transportation system using a vehicle for which it received federal 5310 grant funding in 2023. Table 8 documents current service characteristics.

Table 8. Mulvane Senior Center Service Details

Vehicles	One vehicle.
Routes/Service Area	Currently undefined. General public service area in discussion.
Eligibility	Currently, Mulvane residents 55 or older who participate in Senior Center activities.
Hours	7:30 AM to 2:30 PM, Monday through Friday.
Reservations	Participants RSVP to outing invitations.
Fares	N/A
Main Funding Sources	City of Mulvane and Sedgwick County Department of Aging.

Park City Senior Center

The Park City Senior Center operates a volunteer transportation program for older residents of Park City, Bel Aire, Kechi, and Valley Center. This service is brand-new, having launched only in 2023. Since it started, about 50 to 60 seniors have used the service each month. Its current monthly budget is about \$300 a month for fuel. Table 9 outlines current service elements.

Table 9. Park City Senior Center Service Details

Vehicles	One vehicle.
Routes/Service Area	There is no dedicated staff for transportation, which restricts trips to Senior Center outings.
Eligibility	Park City, Bel Aire, Kechi, and Valley Center residents 65 or older.
Hours	Outings several times a month.
Reservations	Residents RSVP to outing invitations.
Fares	No charge for outing trips.
Main Funding Sources	FTA Section 5310 and City of Park City general fund.

Lyft Pilot

From April to December 2023, the Park City Senior Center piloted a point-to-point transportation service for eligible residents aged 65 and older through the Lyft Concierge program, using a one-time grant from Sedgwick County. The grant expired at the end of 2023 and has not been renewed.

The Senior Center used the grant funding to subsidize Lyft rides such that riders did not incur any costs. The Senior Center paid for the cost of each trip at a rate of \$5 for trips beginning and ending in Park City and \$15 to \$20 for trips between Park City and Wichita.

September 2023 was the month with the highest trip volume during the pilot. In that month, the Lyft Concierge program served 55 trips primarily between the hours of 7:00 AM and 5:00 PM. About 64 percent of trips involved travel between two jurisdictions, whereas the remaining 36 percent involved travel within one jurisdiction.

Based on information provided by the Park City Senior Center, the cost of a pre-scheduled Lyft Concierge ride was typically about twice the cost of a non-scheduled ride. The reason for this price difference is unclear, though Lyft similarly charges the general public a higher rate for pre-scheduled rides. Trips through Lyft Concierge were available anytime a Lyft driver was available, though reservations could only be made during the Senior Center's business hours.

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Background: Transit Market and Demand Analysis

This section of the Regional Transit Implementation Plan includes an analysis of the WAMPO area in terms of its propensity for transit use and its actual transit use, as measured in data from existing services. Together with comments from community leaders, this information gives an indication of the extent, nature, and location of transit demand, suggesting the types of service that may be most needed.

Market Analysis

A transit market analysis looks at the ways people live and move through an area to identify potential transit markets. It incorporates population and employment density, demographic characteristics associated with transit use, travel flows, and major destinations.

Population and Employment Density

There are approximately 540,000 people in the WAMPO region and nearly 395,000 people, or 73 percent, live in Wichita.

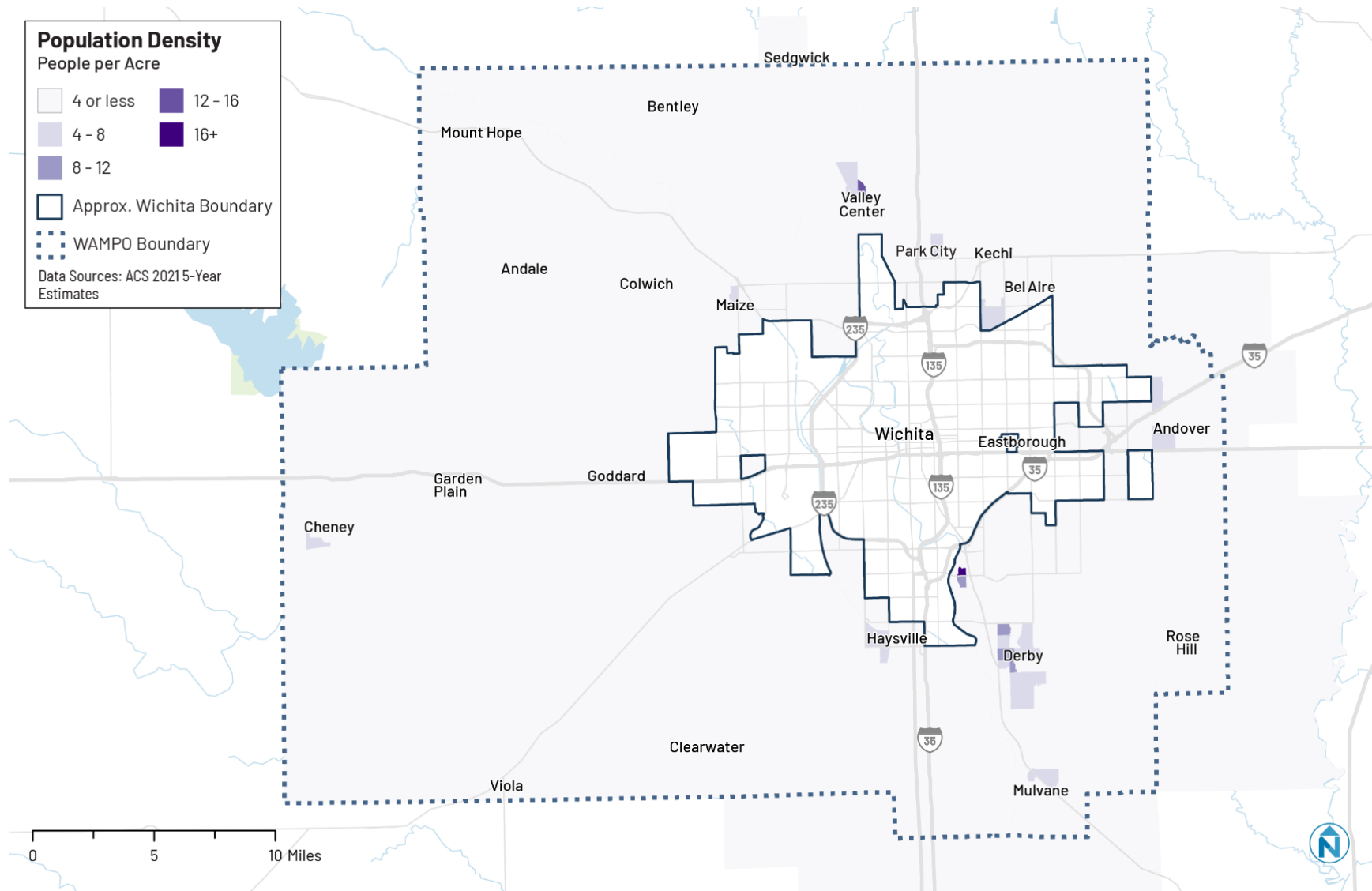
Outside of Wichita, the region is generally rural, and the region's population and employment densities are correspondingly very low. The highest population densities (Figure 5) are between four and 12 people per acre and are found in communities near Wichita, including Derby, Andover, Kechi, Park City, Bel Aire, Valley Center, and Mulvane. Employment concentrations (

Figure 6) are found in only a few locations directly to the east of Wichita city limits.

Population and employment density are most effectively analyzed in conjunction, as people are more likely to use transit if it can connect them with nearby jobs. Figure 7 (page 29) displays the composite population and employment density of the WAMPO area. Wichita has the highest composite densities, particularly in the city center. However, the map also shows that Andover and Derby are about as dense as most of the city of Wichita. Moreover, the high concentration of aviation-related jobs immediately beyond Wichita's borders has little to no transit service, suggesting untapped demand for services.

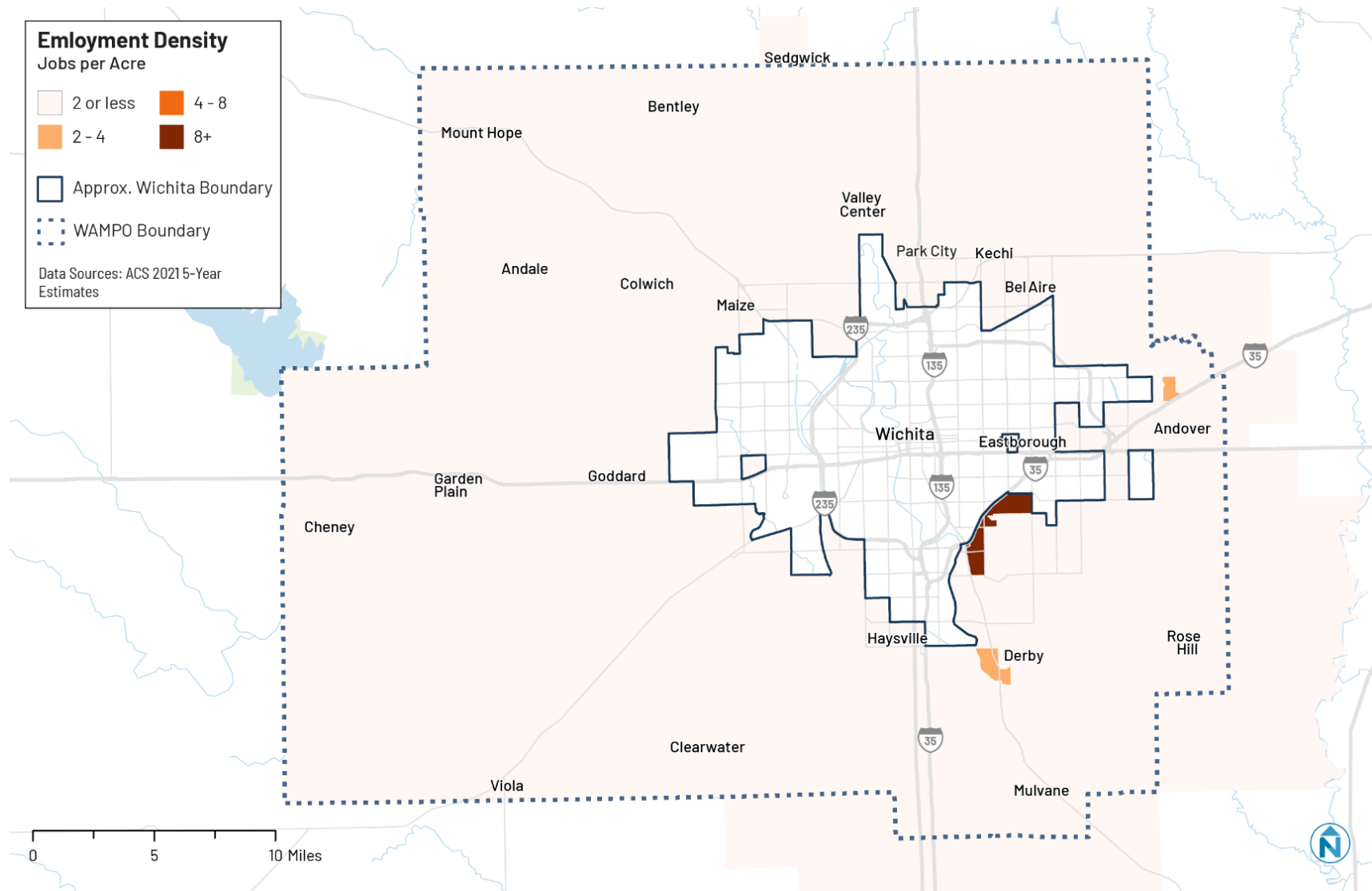
WAMPO Regional Transit Implementation Plan

Figure 5. Population Density, WAMPO Area Outside Wichita



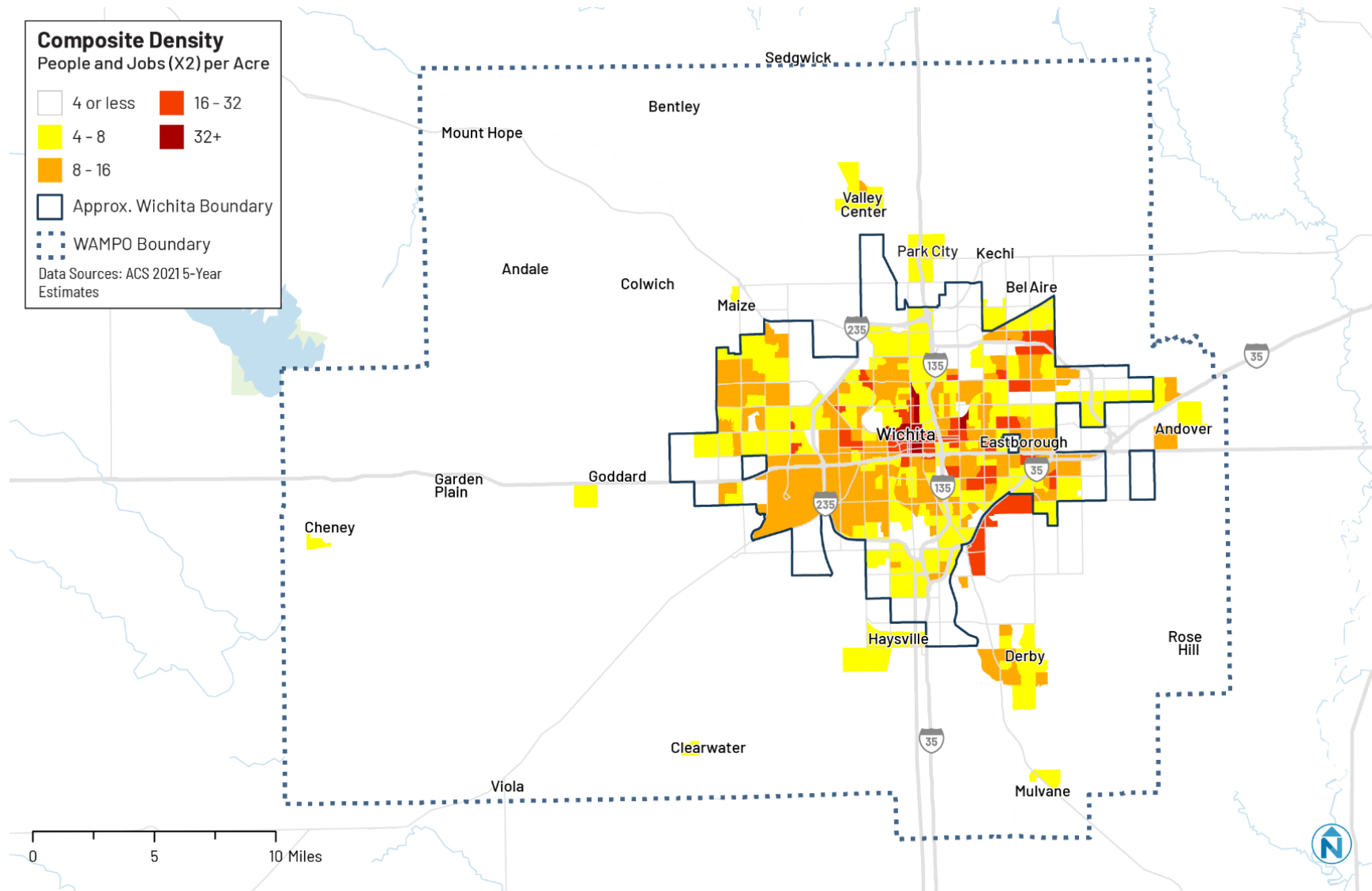
WAMPO Regional Transit Implementation Plan

Figure 6. Employment Density, WAMPO Area Outside Wichita



WAMPO Regional Transit Implementation Plan

Figure 7. Population and Employment Density, WAMPO Area Including Wichita



Demographic Characteristics

Density tells only part of the story; demographics are also a significant predictor of transit use, based on three key motivations: absence of a household car, physical inability to drive, and low income.

Households without motor vehicles typically have higher demand for transit. Figure 8 identifies the locations in the study area with the greatest densities of both individual residents and zero-vehicle households. It is a bivariate map, meaning that it shows a combination of two different variables. The darker the pink shade, the higher the population density; the darker the blue shade, the higher the density of zero-vehicle households; and where the map is purple, there are high densities of both population and zero-vehicle households. These purple communities tend to be adjacent to the city of Wichita and to include more multi-family development than more distant parts of the WAMPO area. The cities of Cheney and Clearwater are exceptions.

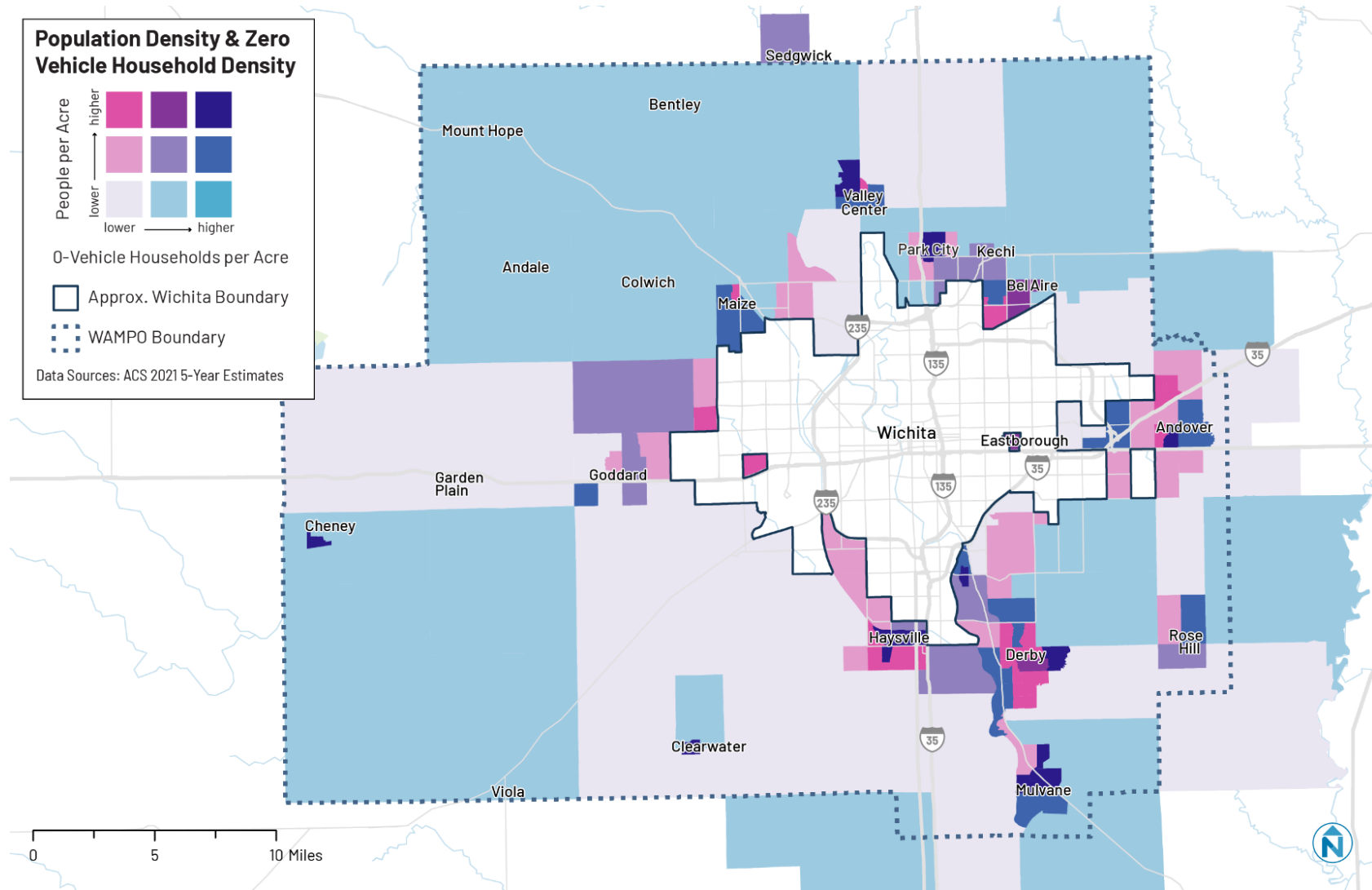
Physical barriers to driving affect both people with disabilities and seniors. Figure 9 shows a bivariate map of the disabled and senior populations of each block group in the WAMPO area. The areas with the highest percentages of both populations are found to the north and south of Wichita: to the north, around Valley Center, Park City, and Maize, and to the south, around Haysville, Derby, and Mulvane.

Throughout the study area, there are high percentages of seniors by census block group. This could mean that a significant number of residents prefer to age in place. Transit service can support this desire.

Finally, many transit users are relatively low-income. Figure 10 shows the home locations of workers with low-paying jobs. It draws from the [Longitudinal Employer-Household Dynamics \(LEHD\)](#) Origin-Destination Employment Statistics (LODES) dataset, which groups jobs into three wage tiers. The lowest tier is defined as no more than \$1,250 per month, or \$15,000 a year.¹ The block groups with the largest percentages of low-paid workers are in the unincorporated areas immediately southeast of Wichita. However, there are block groups throughout the WAMPO area where at least a quarter of workers are in this bracket, including Cheney, Sedgwick, Rose Hill, Clearwater, Haysville, Derby, and Mulvane.

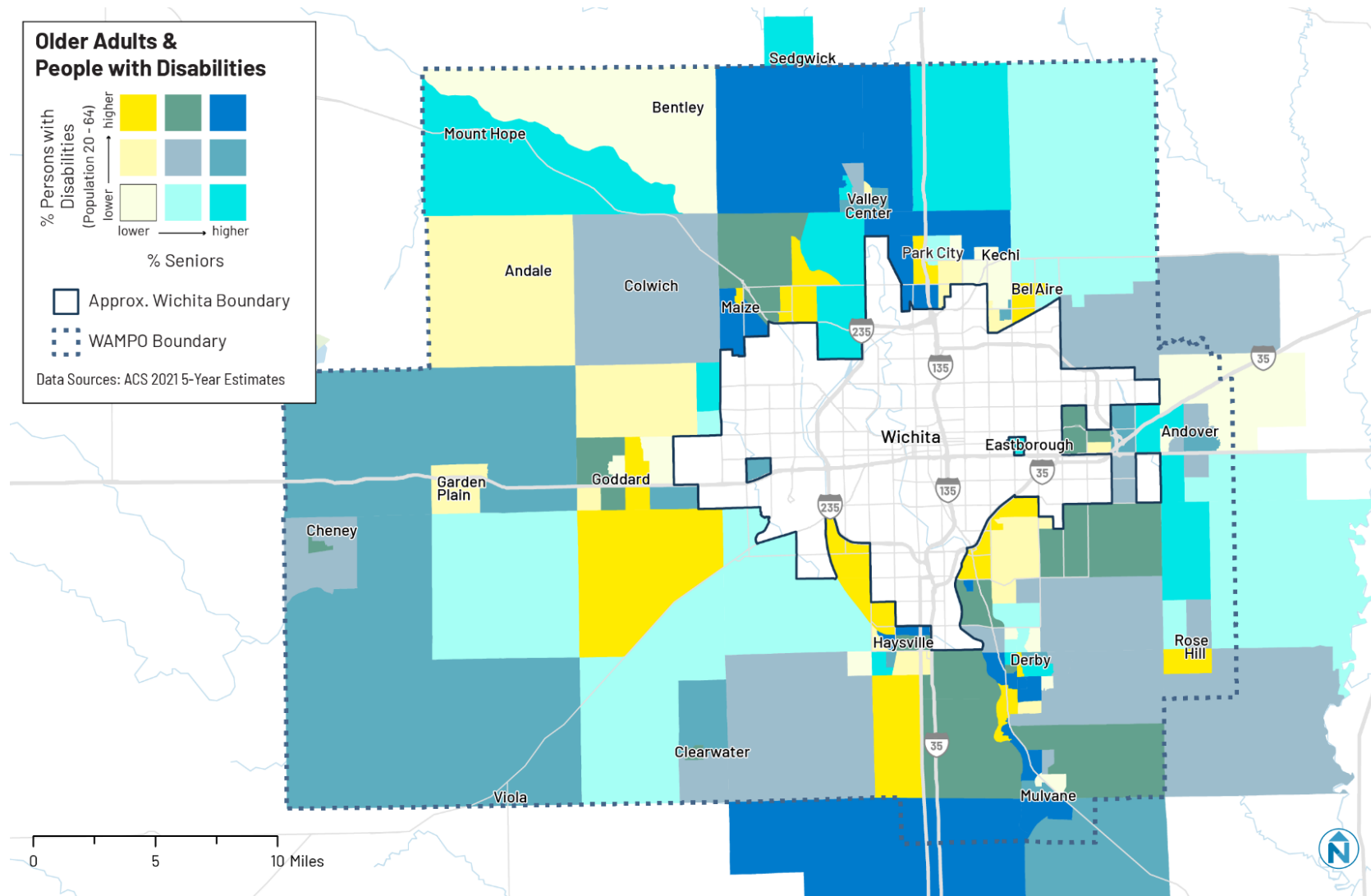
¹ LODES data are typically narrowed down to “primary” jobs, i.e. the job that earned an individual the most money in the data year.

Figure 8. Population and Zero-Vehicle Household Density



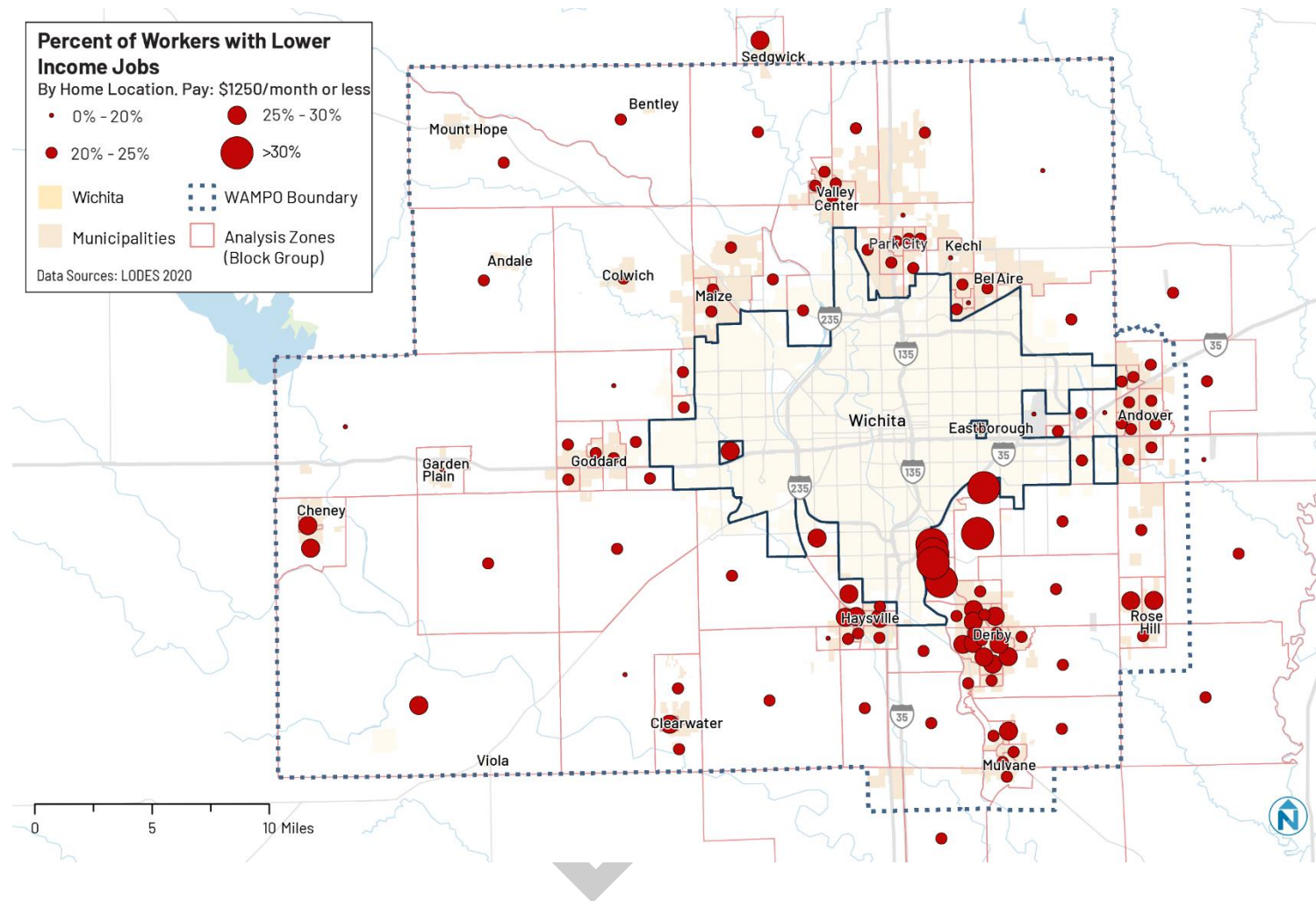
WAMPO Regional Transit Implementation Plan

Figure 9. People with Disabilities and Older Adults



WAMPO Regional Transit Implementation Plan

Figure 10. Percent of Working People with Lower-Wage Jobs



Employment and Activity Patterns

Figure 11 shows the volume and direction of work trips in the WAMPO area, using a model that divides the area into six zones.²

Wichita is a major center of gravity; it is the principal destination for commute trips from any of the outlying communities and rural areas, and it is also the primary source of inflow commutes in other cities in the area.

Commuter trips between outlying communities (such as Clearwater to Mulvane and vice-versa) are relatively few in number. Thus, transit service between most outlying communities or rural residential areas is generally unlikely to have a large market.

There are, however, several employers in outlying areas where commuter service has potential. These are mapped in Figure 12, along with other activity centers such as hospitals, shopping areas, and schools. Outside of Wichita, the general trend shows activities in these locations:

- Derby: Shopping and medical.
- Andover: Shopping, education, and medical.
- Park City: Employment and shopping.
- Goddard: Education and shopping.
- Unincorporated Oaklawn and nearby aviation hub: Employment.

Several major employers include the Amazon fulfillment center between Valley Center and Park City; Spirit Aerosystems, Textron, and other aviation-focused organizations; and the Dillons distribution center in Goddard.

For detailed information on each community's employment and commute characteristics, please visit [WAMPO's Regional Commuter Flows](#) web page.

² The data are LEHD Origin-Destination Employment Statistics (LODES). They are based on the registered location of employers.

Figure 11. Commuter Travel Flows

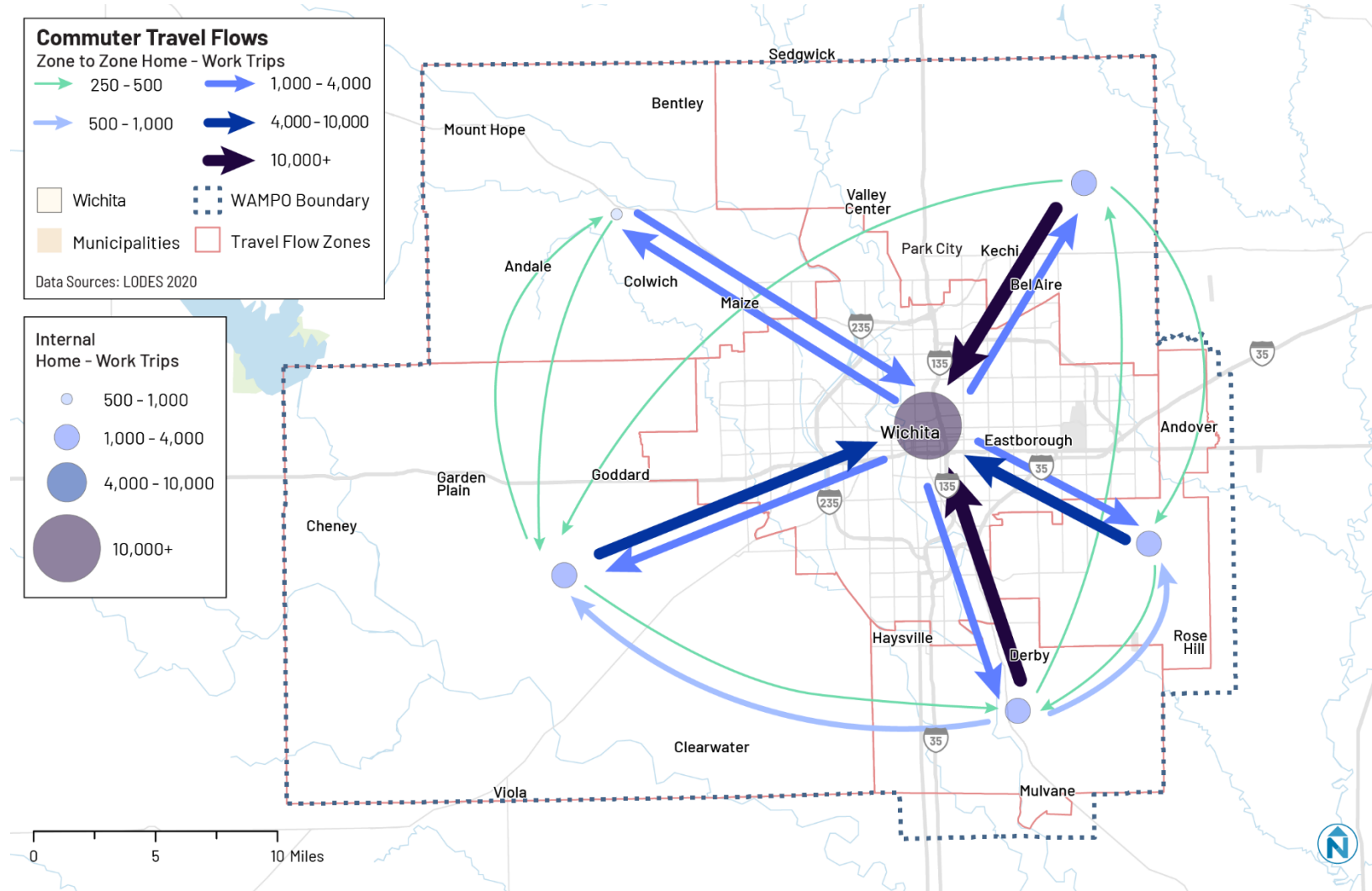
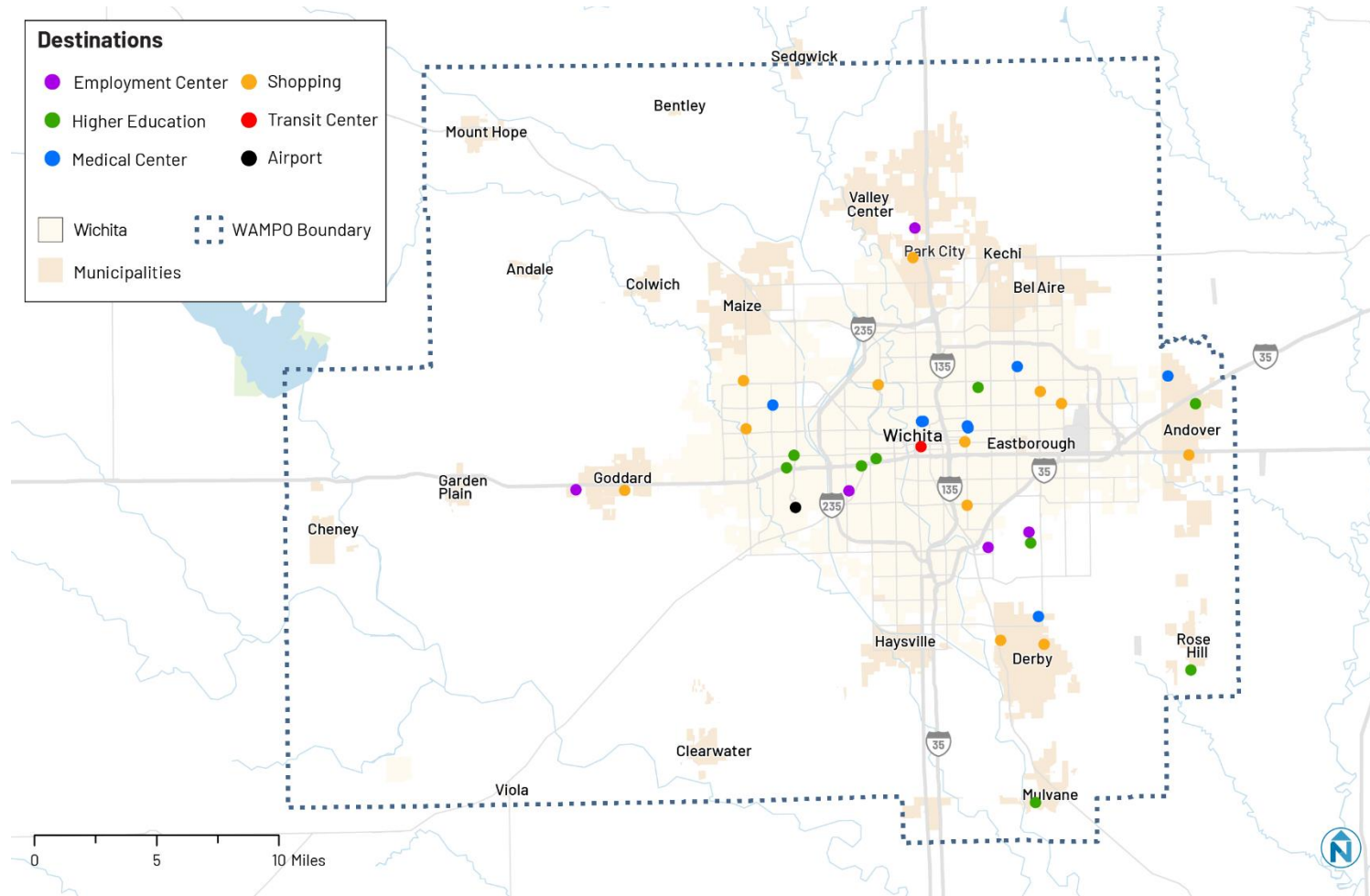


Figure 12. Major Activity Centers



Transit Demand Analysis

The previous section focused on non-transit data to identify the latent demand for transit. This section examines the data from existing providers to identify how WAMPO area residents are currently using the available services. Understanding current service can help identify the location and nature of service expansion most useful to potential riders. The key analyses rest on Sedgwick County Transportation (SCT) data, as SCT is the primary transit provider for 17 of WAMPO's 22 municipalities as well as unincorporated Sedgwick County.

Derby Dash

The Derby Dash provides on-demand, accessible transportation for people who live within the city of Derby. It launched in April 2007. In 2022, it had 228 riders, making 8,123 trips on two vehicles. Staff includes four part-time drivers and one coordinator. It operates exclusively within the city of Derby.

Haysville Hustle

The Haysville Hustle is a demand-response service operated by the City of Haysville Senior Center. It launched in November 2020. In 2022, the Haysville Hustle had 154 riders, making a total of 3,320 trips on one vehicle. It operates primarily within Haysville, with limited destinations in Derby and Wichita.

Butler County Transit

Butler County Transit has provided a curb-to-curb demand response service for the general public since 1992. Presently, its service within the WAMPO area consists of service within Andover on weekday mornings and service from Andover to Wichita two days a week. Additional service is available between Augusta and El Dorado, which are not in the WAMPO area. From October to November 2023, there were a total of 627 trips made to or from cities in the WAMPO area; extrapolating to a full year suggests 7,524. Trips exclusively within the WAMPO area totaled 556, which extrapolates to 6,672. The majority of trips in the WAMPO area are conducted within Andover city limits.

Sedgwick County Transportation

SCT runs the most extensive transit service available outside of Wichita. Using a combination of in-house drivers and contract service, it offers door-to-door intercity service throughout the county. Eligible riders must live within rural Sedgwick County (not Wichita).

Table 10 shows trip data from December 2022 through November 2023, divided into trips that are made from one destination in Wichita to another; trips made from one community outside Wichita to another; and trips made between Wichita and another community. It demonstrates that the vast majority of Sedgwick County's user base is traveling to or from Wichita. Among those, close to half are work-related trips. Medical and Other also represent significant shares. Trips in the Other category include destinations associated with shopping, disability services, recreation, and government services.

Figure 13 shows communities grouped into rings based on their population size and distance from Wichita, to aid in creating more useful geographic areas for service assessment. The rings are defined as follows:

- Ring 1 contains cities with contiguous borders: Derby, Bel Aire, Valley Center, Park City, Kechi, Haysville, and Maize. While not represented in the SCT data, Andover is also in this ring.
- Ring 2 contains slightly more distant cities: Goddard, Mulvane, and Colwich. While not represented in the SCT data, Rose Hill is also in this ring.

- Ring 3 contains the even more distant and smaller communities of Garden Plain, Andale, Sedgwick, Mount Hope, and Bentley.
- Ring 4 contains Cheney, Clearwater, and Viola.

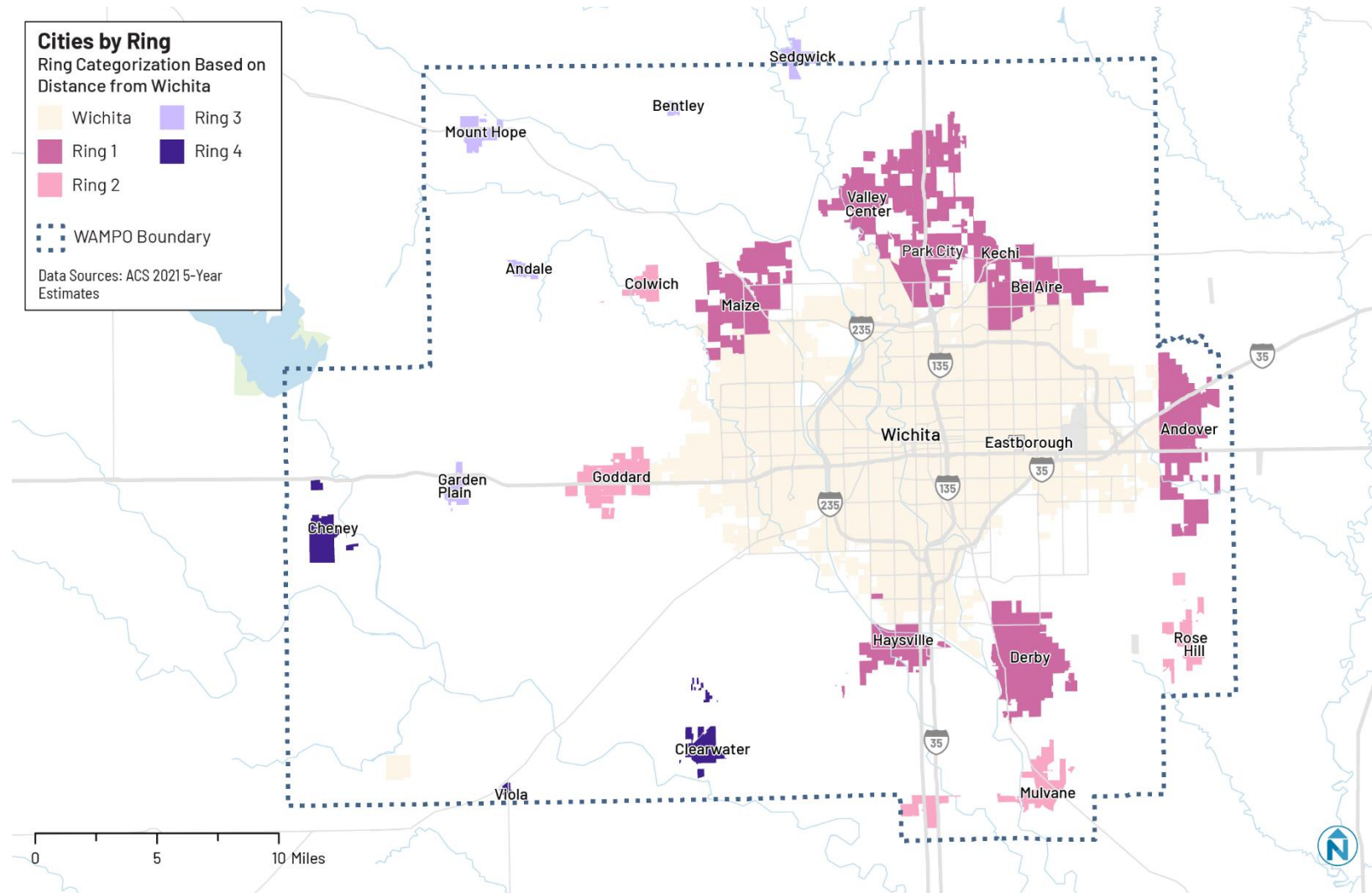
Table 10. Sedgwick County Transportation Trip Patterns, December 2022-November 2023

Trip Location	Trip Count	Percentage of Total	Trips by Purpose			
			Education	Medical	Work	Other
Within Wichita	280	4%	-	83	120	77
Outside Wichita	133	2%	11	64	27	31
To/From Wichita	7,429	95%	108	1,841	3,475	2,005

Source: SRF analysis of Sedgwick County data

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Figure 13. WAMPO Area Cities by Ring



Among those trips headed from outlying communities to Wichita, an examination of trip purpose by ring suggests that the trips made from adjacent communities are predominantly work-related, whereas trips from farther communities are more diverse in their purpose.

Table 11 displays the number of trips from each ring by purpose, and Table 12 displays the same data as percentages of the ring total. The period shown is the same as Table 10, December 2022 to November 2023.

Table 11. Trip Counts by Ring and Purpose

Ring	Education	Medical	Work	Other	Total
1	5	671	1,616	226	2,518
2	-	90	205	63	358
3	-	161	103	291	555
4	103	103	168	261	635

Source: SRF analysis of Sedgwick County data

Table 12. Trip Percentages by Ring and Purpose

Ring	Education	Medical	Work	Other	Total
1	0.2%	26.6%	64.2%	9.0%	100%
2	-	25.1%	57.3%	17.6%	100%
3	-	29.0%	18.6%	52.4%	100%
4	16.2%	16.2%	26.5%	41.1%	100%

Source: SRF analysis of Sedgwick County data

The data in Table 11 also indicate that almost two-thirds of these trips are made from communities in Ring 1, but that beyond this point use does not diminish with distance – in fact, use in more distant communities increases slightly. The diversity of uses also increases with distance. This is consistent with the pattern of activity centers shown earlier; with fewer activity centers further out from Wichita, riders who live further out are more likely to need to leave their own communities.

SCT Volunteer Services

In addition to SCT’s regular service, the County funds a volunteer transportation service offered through several municipal senior centers. This service does not have the same limitations on origins and destinations. In the analysis year, it provided a total of 1,722 trips. About a fifth of these trips (331) were to or from Wichita, but the volunteer service data also show demand for trips within Mulvane, within Derby, between Sedgwick and Bentley, and between Derby and Mulvane. The largest share of volunteer service trips (718) were made within Mulvane. The majority of these trips (576) involved the Mulvane Senior Center. Another significant share of trips (364) were made between Bentley and Sedgwick. The majority of these trips involved the Bentley Eagle Senior Center or the Sedgwick Senior Center.

Intensity of Transit Use by Community

The communities served by SCT vary in size, demographics, and urban/rural character, all of which influence their likelihood to generate transit trips. Table 13 shows each community’s boardings per capita as a ratio to the countywide average. Several communities stand out as having boardings per capita that are higher than the average, namely Park City, Maize, Garden Plain, Sedgwick, Cheney, and Clearwater. The unincorporated community of Peck also has relatively high boardings per capita; however, as there are only two unique home addresses in the trip database, this is probably due entirely to a small number of frequent users, rather than being reflective of the community’s general tendency to use transit. Communities with a ratio greater than one are considered relatively transit-intensive.

Looking at the geographic location of the communities with the most intensive transit use, it appears that adjacency to Wichita is not the sole factor. For example, they include relatively distant Cheney, but not adjacent Kechi.

Table 13. Current SCT Ridership Among Sedgwick County Communities

Community	Annual Boardings	Population	Boardings per Capita: Local to County Average Ratio	Unique Home Addresses in Trip Database	Relative Transit Use
Derby	1,154	25,551	1.00	20	Low
Bel Aire	227	8,341	0.60	8	Low
Valley Center	144	8,448	0.38	8	Low
Park City	450	7,703	1.29	6	High
Kechi	2	2,949	0.01	1	Low
Haysville	334	10,891	0.68	12	Low
Maize	310	6,071	1.13	8	High
Goddard	229	5,119	0.99	9	Low
Mulvane	132	6,003	0.49	5	Low

Colwich	14	1,513	0.20	3	Low
Garden Plain	411	1,059	8.57	7	High
Andale	53	1,169	1.00	N/A	Low
Sedgwick	68	1,465	1.03	5	High
Mount Hope	24	818	0.65	3	Low
Bentley	1	452	0.05	N/A	Low
Cheney	152	2,380	1.41	N/A	High
Clearwater	351	2,544	3.05	6	High
Peck	135	82	36.37	2	Low
Viola	8	203	0.87	2	Low

Source: SRF analysis of Sedgwick County data

Latent Demand

This section looks at the potential for latent demand in different WAMPO communities (i.e., the potential ridership that is not fully captured because of limitations in the existing services).

Observations by SCT staff and other stakeholders offer some evidence of latent demand in the region:

- Within SCT’s operations, reservation space is typically booked up at least a day in advance. This situation typically indicates a level of demand that exceeds capacity. It should be noted, however, that advance bookings also tend to create a de facto service limit, as advance bookings are known to suppress demand compared to services that offer flexible same-day bookings.
- Elected officials and other representatives of communities in Sedgwick County report that their residents often request intracity transit, a service that is not offered by SCT.
- As described earlier, some of these communities have access to volunteer services offered through senior centers. These services see robust use; they effectively boost Sedgwick County’s ridership by 20 percent.

Latent Demand

The increment of service demand that is not satisfied when the desired service level is not available due to cost/lack of resources.

A more quantitative way to identify latent demand is to use a model. The best model currently available for rural demand-response transit was developed at the National Center for Transit Research in 2016. It uses the service and population characteristics available from the National Transit Database (NTD) and the American Community Survey (ACS) and was built using reported ridership from hundreds of rural transit systems.

As a prelude to this analysis, the model was tested against Sedgwick County’s rural transit systems by comparing predicted ridership for the Sedgwick County, Derby, and Haysville services with their actual reported ridership. As Table 14 shows, there is a large difference between predicted and reported ridership. While disparities this large are undeniably attributable in part to limitations in the model itself, they also suggest that latent demand for transit service exists.

Table 14. Transit Demand Model Predictions

Agency	Model	Annual Ridership	Ratio
Sedgwick County Transportation	33,069	7,842	4.2
Derby Dash	19,107	8,123	2.4
Haysville Hustle	4,063	3,320	1.2

Source: NTD, Sedgwick County, and City of Haysville. Annual ridership is most recently available (2022 for Derby and Haysville and 2023 for Sedgwick County).

The results of applying the model individually to all WAMPO communities³ are shown below in Table 15. The modeled results are shown side-by-side with the number of annual trips started in each community. Other information contained in Table 15 includes:

- The ratio between the modeled demand and actual ridership.
- A binary value indicating whether each community has low or high latent demand. If the model-to-actual ratio is more than 10, the community is judged to have high demand. Otherwise, low is assigned. The use of such a large ratio for the threshold between “low and “high” is to account for potential overestimates in the model.

Table 15. Transit Demand Model Results for Sedgwick County Communities

Community	Model Results	Annual Boardings	Model to Actual Ratio	Latent Demand
Andale	620	53	11.7	High
Andover**	7,201	3,180	2.3	Low
Bel Aire	4,366	227	19.2	High
Bentley	698	1	698	High
Cheney	2,764	152	18.2	High
Clearwater	2,384	351	6.8	Low
Colwich	1,293	14	92.4	High
Derby*	8,026	1,154	7	Low
Garden Plain	502	411	1.2	Low
Goddard	2,291	229	10	Low
Haysville*	3,686	334	11	High
Kechi	2,529	2	1,264.50	High
Maize	10,867	310	35.1	High
Mount Hope	3,185	24	132.7	High
Mulvane	4,805	132	36.4	High
Park City	3,296	450	7.3	Low
Peck	128	135	0.9	Low
Sedgwick	1,882	68	27.7	High
Valley Center	6,033	144	41.9	High
Viola	1,840	8	230	High

*The modeled demand for Derby and Haysville only applies to SCT; the model takes into account the fact that other demand-response services are available in these cities and accordingly adjusts predicted demand downward.

**Andover is the only community whose ridership statistics come from Butler County rather than Sedgwick County.

³ Rose Hill is excluded because it does not have transit service currently.

It should be noted that the model estimates demand for ridership generally, not demand for intercity service specifically. Some of the latent demand it demonstrates would therefore only be applicable to trips within the city. This is likely also the reason that the largest difference between modeled demand and actual ridership is seen in SCT’s service.

The communities with the highest estimated latent demand are not necessarily those that are currently the most transit-intensive. Table 16 shows the transit intensity of each community side by side with its level of latent demand. Maize and Sedgwick are the only communities to show both high transit intensity and high latent demand.

Table 16. Side-by-Side Comparison of Current and Modeled Transit Use

Community	Relative Transit Use	Latent Demand
Derby	Low	Low
Andale	Low	High
Andover	N/A	Low
Bel Aire	Low	High
Bentley	Low	High
Cheney	Low	High
Clearwater	High	Low
Colwich	Low	High
Garden Plain	High	Low
Goddard	Low	Low
Haysville	Low	High
Kechi	Low	High
Maize	High	High
Mount Hope	Low	High
Mulvane	Low	High
Park City	High	Low
Peck	Low	Low
Sedgwick	High	High
Valley Center	Low	High
Viola	Low	High

It is also clear that no matter whether current or latent demand is under discussion, distant rural communities are as likely as inner-ring suburbs of Wichita to display relatively high values. These data suggest that a regional transit enhancement would be more effective and more equitable than an enhancement focused on specific cities or on the inner ring.

New Service Alternatives Screening

In order to make recommendations that met the study’s goals most effectively, a list of 15 individual service concepts was developed and then narrowed using consistent qualitative and quantitative screening criteria. During the planning process, “one-pagers” for each alternative were created to help concisely communicate the different alternatives and the assumptions and data built into the evaluation. This section presents brief explanations of the screening criteria followed by content adapted from the one-pagers to reflect the finalized versions of each alternative.

Screening Criteria

Themes Supported

The first criterion used to evaluate transit alternatives for the greater Wichita area is whether or not each alternative supports one or more specific service themes. The planning team developed three service themes with the intention of capturing the overarching goals for transit service in the region articulated by input from the public and project partners. The three themes and associated evaluation questions are:

Theme 1: Enhancing the Commute to Wichita – Would the alternative improve travel from WAMPO areas outside of Wichita to employment and other key destinations inside of Wichita (including return trips)?

Theme 2: Increasing Fringe/Rural Access and Accessibility – Would the alternative improve the ability of people to complete trips within the WAMPO area that neither start nor end inside Wichita?

Theme 3: Supporting Fringe Employment – Would the alternative improve access to the various employment opportunities that are increasingly located just outside of Wichita city limits but not currently accessible by Wichita Transit fixed route service?

Ridership Potential

One of the most important pieces of information for decision-makers considering a new transit service is whether the type of service under consideration will serve enough riders to make providing the service worthwhile and cost effective. Ridership predictions for each alternative are briefly outlined in the description of each alternative.

Methodology for predicting ridership differs among the alternatives because different data inputs are required for different types of transit. For example, analysis of the fixed route alternatives centered on an assumption that a new bus route could expect to capture a certain percentage of the travel flow within the corridor.

Ridership for demand response alternatives cannot be predicted in the same way, as this type of service can pick up and drop off passengers anywhere within a defined service area. For this type of service, ridership predictions are made using assumptions drawn from existing demand response services in the WAMPO area.

The list of alternatives also includes vanpool programs and collaboration with transportation network companies (TNCs), which are similar to demand response services in that ridership cannot be predicted as a percentage of corridor-based travel. However, neither type of service has a permanent presence in the WAMPO area currently. In the case of TNC collaboration, ridership was predicted based on a limited trip origin/destination dataset provided by Park City from its Lyft Concierge pilot program (no longer in

operation). Vanpool ridership predictions are based on per capita ridership observed in similar metropolitan areas with active public vanpool programs.

Cost

Another very important data point that decision-makers rely on when considering transit alternatives is how much the service may cost. Public budgets are often limited in the ability to support new transit service, and state and federal financial support is typically a critical component of funding any new transit service. An estimated annual operating cost is provided for each alternative. Most alternatives' cost predictions are based on actual costs observed for similar modes, either in the Wichita area or elsewhere. For example, fixed route alternatives (assumed to be operated by Wichita Transit since it is the only fixed-route operator in the region) are predicted to operate with similar per-revenue-hour costs as the existing Wichita Transit network, as the fundamental cost inputs (labor, fuel, etc.) should not be much different in a new service scenario. The costs for demand-response transit services were estimated based on the costs observed by existing services within the WAMPO area, including Sedgwick County Transportation, Derby Dash, and Haysville Hustle. Costs for subsidized TNC trips were assumed to be similar to the costs observed in Park City's pilot program. Vanpool cost estimates are based on information gathered in conversations with Commute with Enterprise, a national leader in vanpool programs.

Costs presented for each alternative are meant to be estimates, and the actual cost may differ depending on a variety of factors. An important consideration is that the total cost of service for many transit alternatives is not necessarily the cost to local governments. Estimates of both the total operating cost and the approximate local match are provided. The estimate for the local match is calculated using standard federal cost-sharing formulas and represents the sum to which all participating jurisdictions would contribute. For future implementation, the actual local share of operating costs should be determined after conversations with the Kansas Department of Transportation regarding the amount of state and federal grant funding that may be available to support a particular service alternative.

Implementation Period

Transit alternatives were evaluated based on their estimated implementation period, with shorter implementation periods considered more desirable than longer implementation periods. The implementation period includes the estimated time to secure federal, state, and local funding; obtain any new vehicles (if necessary); hire and train drivers; and any other steps necessary to implement each alternative. Each alternative was categorized with one of the following implementation periods:

- Immediate
- Short term (1-2 years)
- Medium term (2-4 years)
- Medium/long term (5-6 years)
- Long term (6+ years)

Support Level

This criterion aims to convey the level to which each alternative is supported by each community within the WAMPO area. To this end, representatives from each city were asked to provide feedback (either through a questionnaire and/or conversations with WAMPO staff and the project consultant) on each of the service alternatives and indicate whether they thought the alternative was relevant to their community. This screening criterion is entirely qualitative in nature, and not all communities responded to requests for feedback. The Service Recommendations section contains more information on the way the community input was collected and used for evaluation.

Service Alternatives

The following sections describe each service alternative in detail, with metrics assigned to the five evaluation criteria. The alternatives are as follows:

- Option 1A - Derby Express Service
- Option 1B - Park City and Valley Center Express Service
- Option 1C - Andover Express Service
- Option 1D - Garden Plain and Goddard Express Service
- Option 2A - Extend Wichita Transit Local Service to Derby
- Option 2B - Extend Wichita Transit Local Service to Haysville
- Option 2C - Extend Wichita Transit Local Service to Bel Aire
- Option 3 - Develop Park and Ride Lots on Wichita Fringe
- Option 4 - Add to Sedgwick County Transportation Hours
- Option 5 - Add to Sedgwick County Transportation Capacity
- Option 6A - Establish New Community-Based Demand Response Service (Intra-Community Trips Only)
- Option 6B - Establish New Community-Based Demand Response Service (with Inter-city Travel Options)
- Option 7 - Collaboration with TNCs (Uber/Lyft)
- Option 8 - Establish Vanpool Program
- Option 9 - Andover to El Dorado Regional Service

Develop Wichita Transit Express Routes

For communities sharing a significant amount of **developed border** with **transit-supportive (based on development intensity) areas of Wichita**, initiate express service routes to provide morning and evening commute routes to the downtown transit center and other large job centers. Service would be limited stop between the suburban community listed and the transit center and arrival time to the transit center would be coordinated with the pulse time for other routes. Routes would likely be limited to two or three trips in the morning commute period and in the afternoon/evening period.

Limited stop service is assumed, which would reflect one to three locations in the adjacent/focus community and the primary stop in Wichita would be the downtown transit center. There may be an opportunity for one intermediate stop in an employment center along the route, however, the number would be limited to keep the travel time more competitive with auto travel time.

The expectation is service would be operated by Wichita Transit; however, some or all of the local match funding would be provided by the served jurisdictions. The logic is the concept provides more benefit to the adjacent community than to Wichita and financial support should reflect benefit.

Derby Express Service

- Two stops in Derby at shopping and potential park & ride locations. Intermediate stops at Spirit before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Derby and Wichita.
- Three morning and three evening trips – Weekdays only.
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Assumptions – 0.5% to 0.75% of commute flows from Derby to Spirit and Downtown Wichita.
- Cost – Wichita Transit per-revenue-hour cost of AM and PM trips: \$115 per revenue hour.
- Requires new stop infrastructure and agreements for park & ride lots.

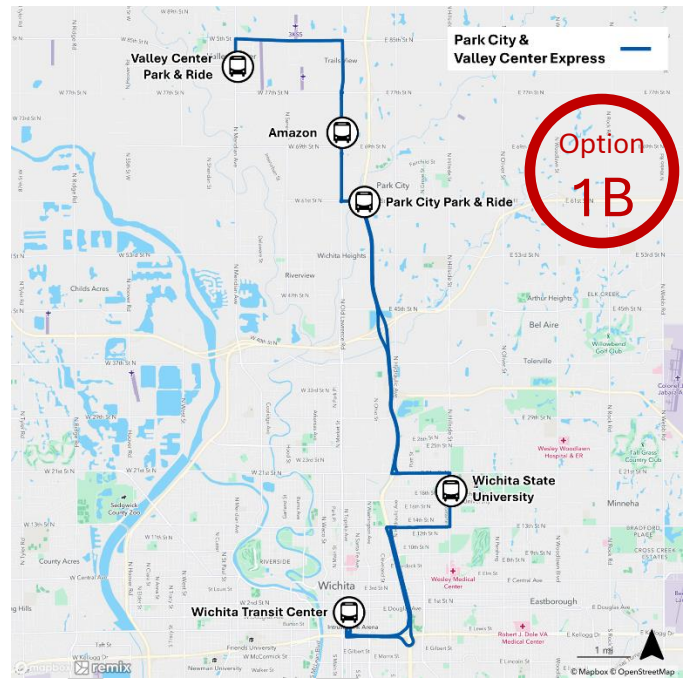


Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 3	9,000 to 14,000 annual trips	\$144k - \$224k total, \$23k - \$36k local	Medium- to Long-Term

Park City & Valley Center Express Service

- One stop each in Valley Center and Park City at potential park & ride locations. Intermediate stops at Amazon distribution facility and WSU before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Valley Center and Park City.
- Two morning and two evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Method – 0.5% to 0.75% of commute flows from Valley Center and Park City to WSU and Downtown Wichita.
- Cost – Wichita Transit per-revenue-hour cost of AM and PM trips: \$115 per revenue hour.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 3	5,000 to 8,000 annual trips	\$150k - \$240k total, \$24k - \$38k local	Medium- to Long-Term

Andover Express Service

- One stop in Andover at potential park & ride location. Potential intermediate stops at Kellogg Place and VA Medical Center before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Andover.
- Two morning and two evening trips – Weekdays only.
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Assumption – 0.5% to 0.75% of commute flows from Andover to Downtown Wichita.
- Cost – Wichita Transit per-revenue-hour cost of AM and PM trips: \$115 per revenue hour.
- Requires new stop infrastructure and agreements for park & ride lots.

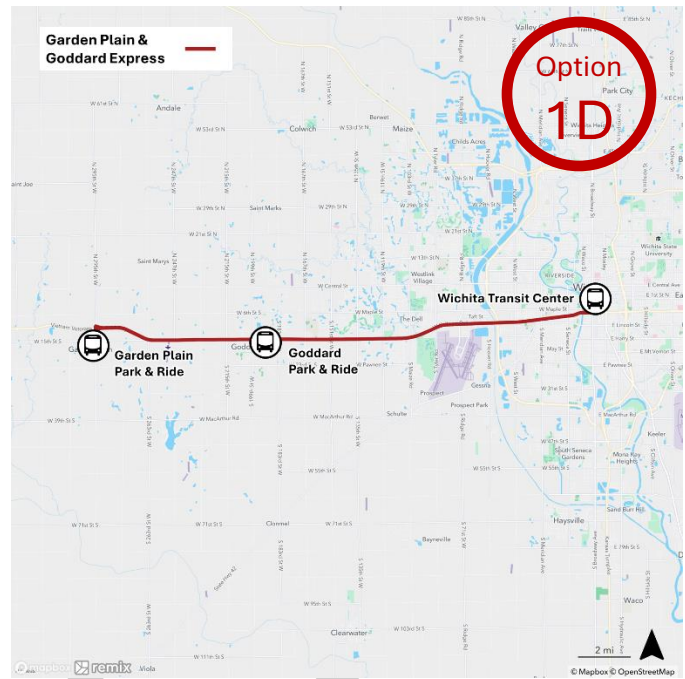


Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 3	4,000 to 6,000 annual trips	\$140k - \$210k total, \$22k - \$34k local	Medium- to Long-Term

Garden Plain & Goddard Express Service

- One stop in Garden Plain and one in Goddard at potential park & ride locations with non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Garden Plain and Goddard.
- Two morning and two evening trips – Weekdays only.
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Assumption – 0.5% to 0.75% of commute flows from Garden Plain and Goddard to Downtown Wichita.
- Cost – Wichita Transit per-revenue-hour cost of AM and PM trips: \$115 per revenue hour.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 3	2,000 to 3,500 annual trips	\$105k - \$184k total, \$17k - \$29k local	Medium- to Long-Term

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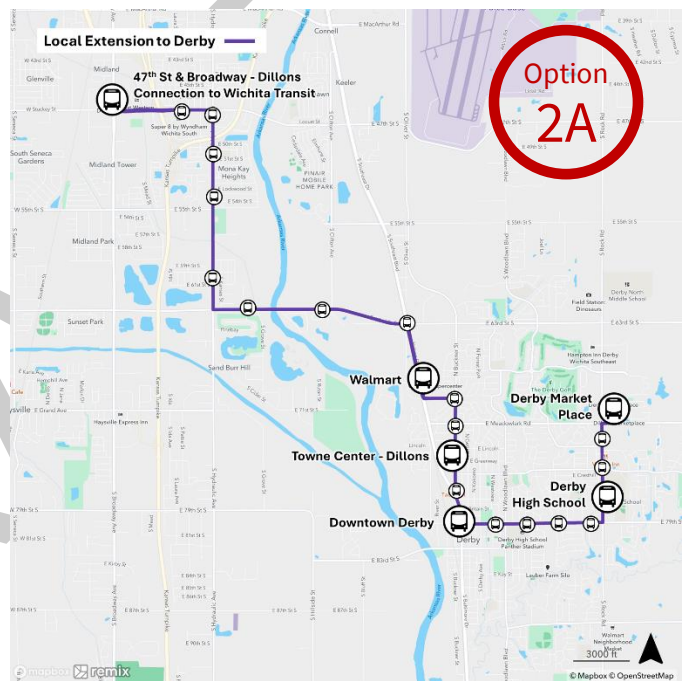
Extend Wichita Transit Routes

For communities sharing a significant amount of **developed border** with **transit supportive (based on development intensity) areas of Wichita**, extend local Wichita Transit routes to provide weekday and Saturday services to the local community with connections and transfers to other Wichita Transit services. Routes would be extensions of Wichita Transit routes and provide similar hours of operation and frequencies.

Instead of focusing on service to large employment areas, these local routes would provide local neighborhoods in adjacent communities more access to local services either in those communities or the city of Wichita. The expectation is service would be operated by Wichita Transit; however, funding for the expansion of the route would require all of the local match to be provided by the serviced jurisdictions. Overall travel flows from adjacent communities and regional major destinations were used to determine potential routing and connection points.

Extension to Derby

- Stops at major activity centers in Derby and stops along route for local access. Map shows potential locations of major activity centers and local stops.
- Funding – Local match from Derby.
- Service every 45 minutes from 5 am – 7 pm on weekdays and 6 am – 6 pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Method – 0.5% to 0.75% of all travel flows within Derby and to southern Wichita ZIP codes.
- Cost – Wichita Transit per-revenue-hour cost of all-day service: \$115 per revenue hour.
- Requires new stop infrastructure along route.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2, 3	50,000 to 75,000 annual trips	\$625k - \$938k total, \$100k - \$150k local	Long-Term

Extension to Haysville

- Stops at major activity centers in Haysville and stops along route for local access. Map shows potential locations of major activity centers and local stops.
- Funding – Local match from Haysville.
- Service every 45 minutes from 5 am – 7 pm on weekdays and 6 am – 6 pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Assumption – 0.5% to 0.75% of all travel flows within Haysville and to southern Wichita ZIP codes.
- Cost – Wichita Transit per revenue hour cost to all day service: \$115 per revenue hour.
- Requires new stop infrastructure along route.

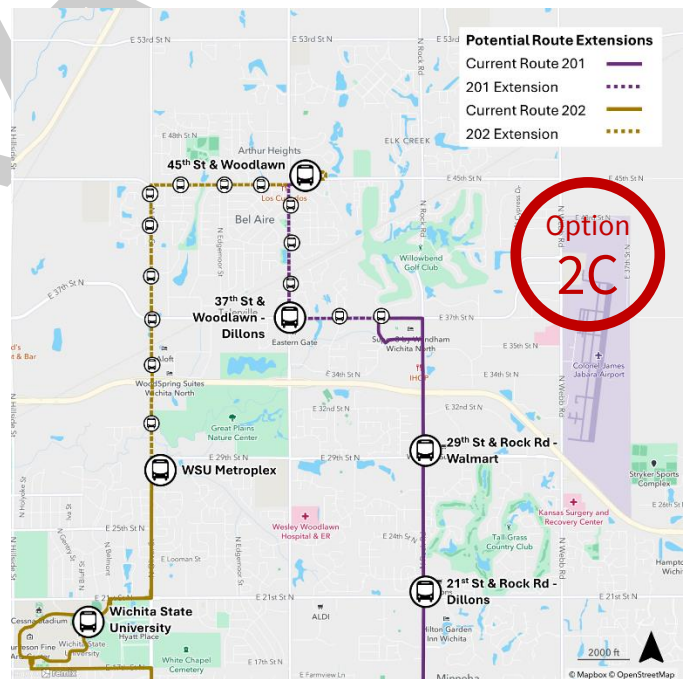


Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2, 3	25,000 to 40,000 annual trips	\$275k - \$440k total, \$44k - \$70k local	Long-Term

Extension to Bel Aire

- Stops at major activity centers in Bel Aire and stops along route for local access. Map shows options for extending the current Wichita Transit Route 201 or 202.
- Funding – Local match from Bel Aire.
- Service every 60 minutes from 5 am – 7 pm on weekdays and 6am – 6 pm on Saturdays.
- Provide additional connections at WSU.
- Ridership Assumption – 0.5% of all travel flows within Bel Aire and to northern Wichita ZIP codes.
- Cost – Wichita Transit per-revenue-hour cost of all-day service: \$115 per revenue hour.
- Requires new stop infrastructure along route.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2, 3	20,000 to 25,000 annual trips	\$300k - \$375k total, \$48k - \$60k local	Long-Term

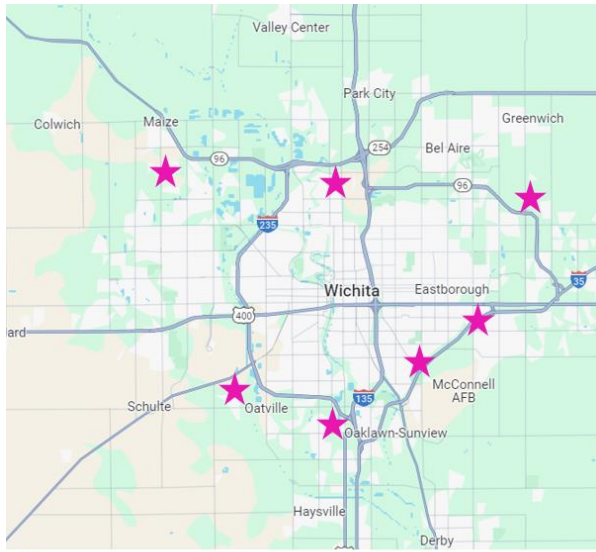


Develop Park-and-Ride Lots on Wichita Fringe

This concept involves creating park-and-ride lots in locations near the end of current Wichita Transit bus routes **along the fringes of the city of Wichita**. The goal would be to improve the ease of using transit for people commuting into Wichita from outlying areas. Commuters would have the option to park their car near the end of a bus route and ride the bus toward the downtown Wichita transit center, where they could transfer to another route if needed. On their way home, commuters would then ride the bus in the reverse direction toward the park-and-ride lot and complete their journey by driving home from the lot.

Park-and-ride lots could be standalone facilities owned and maintained by Wichita Transit, or the transit agency could enter into an agreement with a property containing a large, underutilized parking lot (e.g., shopping center, place of worship, etc.) to allow a portion of an existing parking lot to be used by bus commuters.

This alternative would involve no addition of transit service to the Wichita region. The logic is the concept has the potential to increase ridership on existing routes by increasing fixed-route transit accessibility for suburban commuters who work in Wichita.



★ Example park-and-ride location

Key Assumptions

- Existing Wichita Transit fixed-route service has spare capacity to accommodate commuters who might choose to use park-and-ride lots.
- Funding - From Wichita Transit (lots would be located within city limits and benefit the agency through additional ridership).
- Ridership Assumption – Additional five to ten percent of existing ridership.
- Cost – Minimal (construction costs or lease costs for existing spaces).

Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2	Approx. 2,780 to 5,560 annual trips	\$150 to \$300 per space (Construction); minimal local cost	Medium-Term

Add to Sedgwick County Transportation Hours

For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community services for people living in outlying areas of Sedgwick County, including service to destinations in Wichita. The service operates from about 6:00 am to 6:00 pm on weekdays.



Adding to SCT’s hours would expand service availability earlier into the morning and/or later into the evening, potentially making transit more useful for people working non-standard schedules. This alternative would not involve adding new vehicles, but it would likely require hiring (an) additional driver(s) to help provide expanded hours of service.

Key Assumptions

- Sedgwick County Transportation is unable to fully meet some of its demand for transportation due to limited hours.
- Service characteristics remain generally the same as they are today, except operating hours are extended by 2 hours in the morning or two hours in the evening.
- Funding - Sedgwick County allocates additional funding for local match; grants may be available to help purchase vehicles and/or fund operations.
- Ridership Assumption - Extend current first and last hour ridership in either direction.
- Cost – SCT’s most recently reported cost per passenger in the NTD: \$104.34 per passenger.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2, 3	Up to 430 trips per additional daily service hour, annually	\$16,000 total, \$2,200 local (per additional hour)	Short-Term

Add to Sedgwick County Transportation Capacity

For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community services for people living in outlying areas, including service to destinations in Wichita. The service operates from about 6:00 am to 6:00 pm on weekdays.



Adding to SCT’s capacity would likely require purchasing (an) additional transit vehicle(s) and hiring (an) additional driver(s) to operate them, with the goal being to allow more vehicles to circulate during service hours. Current service characteristics, such as hours of operation and service area, would not necessarily change under this alternative. One significant benefit of this alternative would be an increase in SCT’s ability to accommodate additional ride requests, particularly during high demand periods during which rides may be declined currently.

Key Assumptions

- Sedgwick County Transportation is unable to fully meet some of its demand due to limited vehicles and drivers.
- Service characteristics remain generally the same as they are today.
- Funding - Sedgwick County allocates additional funding for local match; grants may be available to help purchase vehicles and/or fund operations.
- Ridership Assumption: estimate that adding 1 vehicle to daily service could increase ridership by 10 to 20 percent of current levels.
- Cost – Use SCT’s most recently reported cost per passenger: \$104.43.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2	Approx. 275 to 550 trips annually for each additional vehicle	Up to \$68,000 total, \$9,200 local (per additional vehicle)	Short-Term

Establish New Community-Based Demand Response Service (Intra-Community Trips Only)

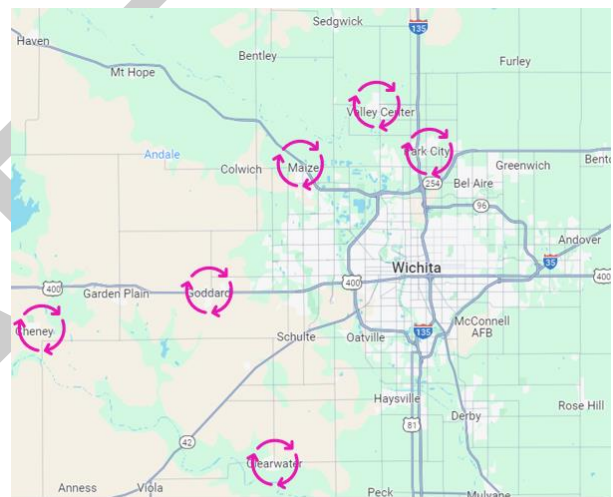


Two communities within Sedgwick County (Derby and Haysville) currently operate their own demand-response transit service separate from Sedgwick County Transportation (SCT). These services currently supplement SCT’s service to a degree, as these communities’ transit agencies serve primarily in-town trips versus SCT’s model of providing inter-community service.

This service alternative would operate nearly identically to the services currently provided by Derby and Haysville and could be a sensible alternative in **rural communities** or **communities on the Wichita fringe** willing to allocate funding for it. Because the service would offer in-town trips only, this concept would potentially serve demand that is currently unmet by existing SCT demand response transit.

Key Assumptions

- Service model would best support communities on the Wichita fringe and in outlying rural areas.
- Service characteristics similar to Derby Dash and Haysville Hustle.
- Funding – Local match from the community operating the service; grants may be available to help purchase vehicles and/or fund operations.
- Ridership Assumption – Average of Derby Dash and Haysville Hustle riders per capita. Approx. 0.31 annual trips per capita.
- Cost – Cost per passenger and annual operating costs per vehicle for Derby Dash: \$12.95 per passenger; \$68,062 annually per vehicle.



 Intra-community trips

Evaluation Criteria

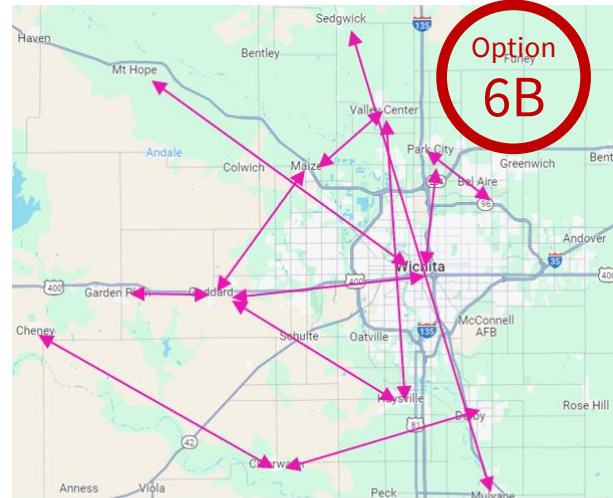
Themes Supported	Ridership Potential	Annual Cost	Implementation Period
2	Approx. 0.31 annual trips per capita (see Appendix A for community-specific estimates)	\$15-\$20 per trip (see Appendix A for annual estimates by community)	Medium- to Long-Term

Establish New Community-Based Demand Response Service (With Inter-City Travel Options)

Two communities within Sedgwick County (Derby and Haysville) currently operate their own demand response transit service separate from Sedgwick County Transportation (SCT). These services currently supplement SCT’s service to a degree, as these communities primarily offer in-town trips versus SCT’s model of providing inter-community service.

This service alternative would operate similarly to the existing services provided by Derby and Haysville, except that it would also serve trips **from the home community to other communities**. Inter-community service could be commingled with in-town service (with riders sharing the same vehicles) or it could be operated with separate vehicle assignments for the two destination types.

This alternative may be most sensible to operate in **suburban communities contiguous with Wichita**. Such a service could also be provided by a **rural or non-contiguous community**. Frequent long-distance trips between isolated communities could be difficult with limited resources. For any new service, a limited service area or service distance from the home community may be defined to maximize resources.



Sample Trip Routes

Key Assumptions

- Suburban communities may be most feasible to serve with this type of service, though it could support outlying rural communities as well.
- Service characteristics similar to Derby Dash and Haysville Hustle, except inter-community trips would be offered
- Funding – Local match from the community operating the service; grants may be available to help purchase vehicles and/or fund operations.
- Ridership method – average of Derby Dash, Haysville, Hustle, and SCT riders per capita (combined service) and average of Derby and Haysville *plus* SCT riders per capita (separate service).
- Cost – Cost per passenger and annual operating costs per vehicle for Derby Dash: \$12.95 per passenger; \$68,062 annually per vehicle.

Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2	0.21 (commingled) or 0.33 (separate) annual trips per capita (see Appendix A for community-specific estimates)	\$15-\$20 per trip (see Appendix A for community-specific totals)	Medium- to Long-Term

Collaboration with Transportation Network Companies (TNCs) (Uber/Lyft)

For areas around the **Wichita fringe** and in **outlying rural areas of Sedgwick County**, this alternative involves establishing a relationship with a transportation network company (TNC) such as Uber or Lyft, to provide subsidized rides within a specified service area. Service would be point-to-point in nature and would operate similar to a demand response service, with rides being reserved through a central dispatcher and the passenger paying a fixed rate subsidized by the agency sponsoring the TNC program.

Option
7



The key difference between TNC rides and traditional demand response service is that TNC programs serve one passenger party at a time, providing rides in the same manner as if they were requested directly through the TNC’s app at market rate. Rides can be requested when needed or reserved in advance.

Such a service would likely be provided by a municipality (similar to a temporary grant-funded Lyft Concierge program formerly operated in Park City) or it could be provided as an additional service from Sedgwick County Transportation. The agency offering the program would be responsible for providing the funding to subsidize rides made through the program. Flat rates for certain ride types can be pre-determined with the TNC.

Key Assumptions

- Service available whenever TNC drivers are available.
- Most useful in rural Sedgwick County and areas on the Wichita fringe where fixed route transit is not feasible
- Funding – Subsidies provided by the agency that coordinates the service.
- Rides reserved through a central dispatcher employed by the agency coordinating the program.
- Ridership Assumption – Ridership to population ratio from a portion of Park City’s Lyft Concierge program.
- Cost – Based on prices for Lyft Concierge trips in Park City (\$23 average per trip).

Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period	Support Level
2, 3	Approx. 0.086 trips per capita in service area (see Appendix A for totals by community)	\$20-\$25 per trip (see Appendix A for annual totals by community)	Short-Term	

Establish Vanpool Program

Vanpool programs allow for groups of people who **work in a similar location** and have **similar commuting schedules** to share a ride in a van, similar to carpooling. Participants in a vanpool typically live near one another or agree to meet at a defined location, at which point a designated member of the vanpool drives everyone to their work location(s). Vanpools may be especially useful for employees who live outside the service area of other types of transit options (fixed route, demand-response, etc.) and/or employees whose work schedules fall outside the local transit agency's operating hours.

As there is a relatively small investment in the service and as there are numerous companies providing marketing, vehicles, vehicle service and billing services for operations, vanpool can be a cost-effective option even on a small scale. Across the Midwest, vanpool programs are operated through transit agencies and often in partnership with private companies that manage the vehicles, maintenance, insurance, and certain administrative logistics. The Des Moines Area Transit Authority (DART) operates approximately 35 vanpools throughout central Iowa. DART vanpools are formed in two methods:

Option 1: Employer In-Kind Participation. In this option, employer participation is limited to providing material to employees regarding the program, allowing DART to make presentations about the service during work hours, and working with DART to set up employee automatic draws from employee paychecks for each person's cost of service. Use of an employee automatic payroll draw is a consistent practice to ensure smooth financial operation of the program. In this option, the cost of the service is borne by the participants. As the vanpool users are responsible for the entire cost of the service (presently approximately \$1600 per month) the target group is workers living more than 20 or 25 miles from their workplace as the break even for cost will be higher than if an employer of a transit agency provided a subsidy.

Option 2: Employer subsidized service. In this option, both the employer and vanpool participants enter agreements with DART to cover the cost of the service. The level of subsidy by employer across the region varies from employer to employer. The in-kind responsibilities listed in Option 1 carry through to this option. In this option, DART requires an automatic payroll deduction (which is pre-tax) for vanpool participants and bills participating employers monthly for their portion of the overall cost.

In either of the options, vanpool participants pay all or a majority of the cost of providing the service, which is a benefit of the vanpool option. The individual participant cost of service is generally low enough where it is manageable for the rider (compared to the cost of fuel and other vehicle costs that may be avoided for the commute trip). By not requiring investment by an agency or employer, start-up is made easier in that budgeting cycles do not come into play.

In Nebraska, the Department of Transportation provides a subsidy to vanpools that have at least one end of their trip in the state, which opens the program to people that either live or work in one of the nearby communities in another state, as long as one end of the trip is in Nebraska. The state presently subsidizes each vanpool up to \$600 or the approximately \$1,600 cost. The NDOT contracts all aspects of the service to a private provider (Enterprise is the current provider), including marketing, providing vehicles and insurance, maintenance of the vehicles, billing and reporting to the NDOT.

Key Assumptions

- Enough people with common commute destinations live near each other or have the ability to transport themselves to a common meeting point.



- Funding – There is much flexibility. A program entirely funded by the users or interested employers or a public entity (including WAMPO) could subsidize a portion of monthly costs. Users are generally responsible for the majority of the program cost.
- Ridership Assumption – Range of annual vanpool trips per capita for comparable programs in the Des Moines and Kansas City areas.
- Cost – Low relative to the cost of a route or other on-demand options.

Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 3	Approx. 0.061 to 0.211 trips per capita in service area	\$19,200 per pool total	Short-Term

DRAFT

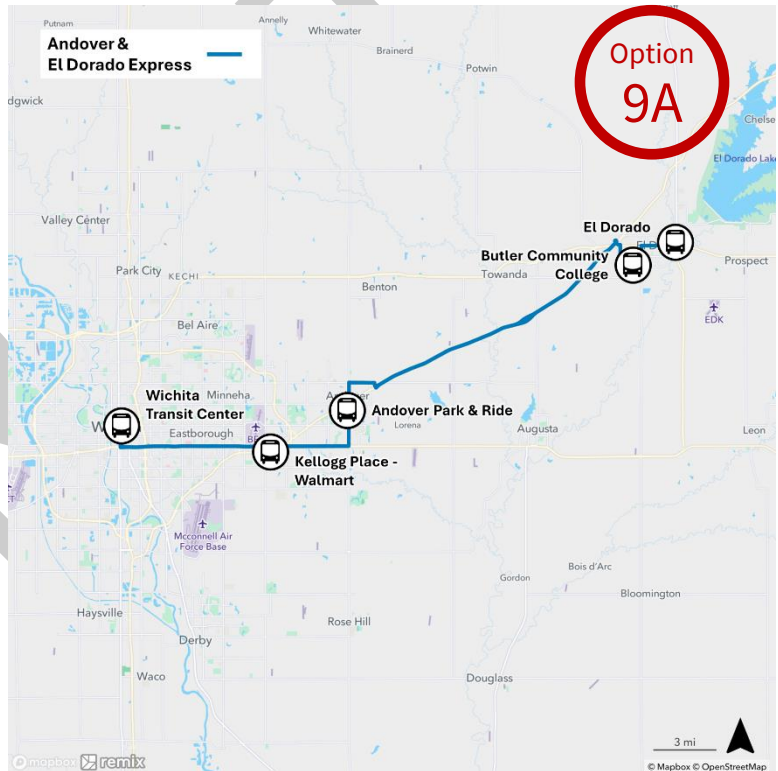
Regional Service Route to El Dorado and Butler Community College

To create inter-regional connections for long-distance commutes and trips to Butler Community College, initiate a regional service route to provide hourly service from the downtown Wichita transit center to Andover and El Dorado. Service would be limited stop between El Dorado, Andover, and the transit center. Operating hours would be coordinated with class schedules and the pulse time for Wichita routes.

Limited stop service is assumed, which would include one to three locations in the adjacent/focus community, and the primary stop in Wichita would be the downtown transit center. There may be an opportunity for a few intermediate stops at employment centers along the route; however, the number would be limited to keep the travel time more competitive with auto travel time. The expectation is service would be operated by Wichita Transit; however, either a share or all of the local match funding would be provided by the jurisdictions served.

Andover and El Dorado Service

- One stop in Andover at potential park & ride location with potential for second stop. Stops in El Dorado at Butler Community College and in downtown. El Dorado. Potential intermediate stops at Kellogg Place and VA Medical Center before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Andover and El Dorado. Potential funding from Butler Community College.
- Hourly service from 6 am to 8 pm to cover most class times – Weekdays only.
- Ridership Assumption – 0.5% to 0.75% of commute flows between El Dorado, Andover, and Downtown Wichita.
- Cost – Wichita Transit per-revenue-hour cost for 14 hours of hourly service: \$115 per hour. Requires two vehicles to operate.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period
1, 2, 3	7,000 to 10,000 annual trips	\$525k - \$750k (total), \$84k - \$120k (local)	Medium- to Long-Term

Public and Stakeholder Engagement

During the course of the project, engagement activities included public meetings, stakeholder meetings, and other opportunities to hear from interested members of the public.

Stakeholder Committee

SWOT Analysis

In its project kickoff meeting, the stakeholders' committee for the WAMPO Regional Transit Implementation Plan conducted an exercise to identify strengths, opportunities, threats, and weaknesses (SWOT) in the way that transit service is currently provided. Among other outcomes, the SWOT exercise identified perceived travel needs for residents of the region:

- Some of the largest employers are outside Wichita city limits. Traveling to them by transit is challenging, e.g. for employees traveling from Derby to work at the Valley Center Amazon facility.
- A single contact point between jurisdictions is needed.
- The majority of Bel Aire's population does not use transit, making it difficult to design a route to serve those who do.
- In Clearwater, 75 percent of the working-age population leaves town every day to work elsewhere. They cannot afford to live where they work. For seniors, access to medical hubs would be helpful.
- Mulvane residents also would benefit from service geared to commuters, although it is not known what type of work schedule is typical, and, thus, what type of service would best meet this need.

Stakeholder Surveys

Surveys circulated around the stakeholders' committee encouraged respondents to expand on what types of service are most important in their communities. Some of the key takeaways from these surveys include:

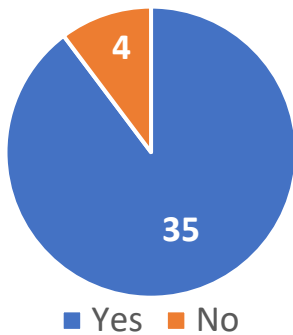
- Within the City of Mulvane, there are in-town transportation needs for seniors, low-income residents, and people with disabilities. Access to work trips outside city limits is also important.
- In the City of Mount Hope, senior citizens are experiencing a transit gap. Trips both to Wichita and to other outlying cities would be helpful.
- In Bel Aire, seniors are similarly most impacted by transit gaps. They often do not have access to Uber, Lyft, and other smartphone app-based services. In addition to regional trips, there is also a need for trips within-town, which are not currently available.
- The City of Valley Center has wide-ranging transit needs: within-town, Wichita, and outlying communities are all important destinations. Seniors regularly complain about the lack of transportation services for medical and shopping trips.
- In Butler County (which includes the WAMPO communities of Andover and Rose Hill) the major transit needs include medical and grocery trips. The most-impacted group is senior citizens, although it is also important to provide general-public service to and from Wichita.

Pop-Ups

During December 2023 and January 2024, WAMPO staff conducted pop-up engagement on transportation topics at eight different community events. Visitors to WAMPO’s table were asked questions about their level of support for public transit. Approximately 40 people participated; their responses are summarized below. Overall, they indicated a strong level of support for transit.

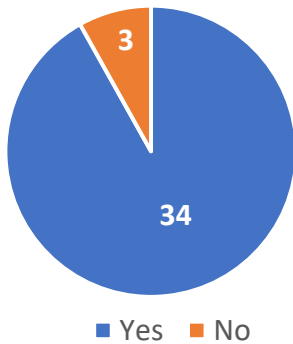
In response to the question, “Would you use public transit if it were available in your community?” ninety percent of participants answered yes (Figure 14).

Figure 14. Interest in Using Transit



Visitors were also asked: “Would you support increasing local taxes to support adding public transit in your community?” Ninety-two percent answered affirmatively (Figure 15).

Figure 15. Support for Increasing Local Taxes



Although the absolute numbers collected were small, it is significant that an overwhelming majority not only were interested in using transit but also were willing to pay taxes to add transit.

Public Meetings – February 2024

The first round of public meetings took place on February 20, 2024. There were two in-person meetings in Goddard and Bel Aire respectively, as well as a midday virtual public meeting held over Zoom. The purpose was to introduce the public to the study and gather high-level comments.

Two attendees remarked that they did not use transit themselves at present, but one has a child using transit and another anticipates that he might need transit in the future. There was a question about funding mechanisms.

Public Meetings – June 2024

The second round of public meetings similarly took place in Goddard and Bel Aire. The focus at these meetings was on sharing a high-level overview of the types of service alternatives under consideration.

An attendee at the Goddard meeting had not previously known that Sedgwick County offered transportation between communities and was interested in using this service in the future.

A former home health nurse noted that it would be good to have more options available for doctors' appointments and healthy food. She also noted that she works as a nurse case manager for worker's compensation, and that it would be great for injured workers to have reliable, affordable, and safe transportation. Finally, she suggested the many medical facilities along Webb Road, Andover Hospital on 21st Street, and the International Rescue Committee as possible origins/destinations to look at.

A Bel Aire resident commented that she would prefer an extension of Wichita Transit into Bel Aire over a dedicated local Bel Aire service. She also remarked that future industrial park areas would need public transportation.



Public Meeting 2 at Pathway Church in Goddard

Employer Outreach

Employers and economic development groups in the WAMPO area have expressed keen interest in having more transportation options for their employees. During plan development, outreach to employers included presentations to the Greater Wichita Partnership and the Regional Economic Area Partnership of South Central Kansas (REAP).

Greater Wichita Partnership

The consultant team gave an introductory presentation on the study to a meeting of the Greater Wichita Partnership board in January 2024. The audience was a group of about 20 people representing the Chamber of Commerce, employers large and small, and the Wichita school district. The group requested that the study find a way to do more than what is being done right now, and that there be a report-out to the community at the end of the project.

The Greater Wichita Partnership had been discussing transit because of a Deloitte report on the future of work in the greater Wichita region. It identified transit availability as a barrier to talent development and recommended public transit, employer-sponsored shuttles, or other transportation opportunities. Workshops with local leaders identified significant interest in improving access into Wichita to aid in attracting new companies.

A representative of Textron Aviation mentioned that they do not have a transit stop near their biggest facility. Textron used to run a vanpool service, but it was not effective. A Wichita Transit representative was also present and said that bus stops near major employers have not attracted the predicted ridership when they are added.

REAP

In June 2024, the consultant team presented to a meeting of REAP, a council of governments that includes 26 city and county governments as well as businesses, school districts, and colleges. REAP's purpose is to provide a unified voice for the region at the state and national level to advance economic prosperity.

Community Questionnaire

After developing a detailed list of potential alternatives, representatives from WAMPO communities were asked to fill out a questionnaire indicating their level of support for each. The questionnaire received responses from Bel Aire, Clearwater, Derby, Goddard, Haysville, Mulvane, Rosehill, Butler County, and Sedgwick County. The responses are summarized in the Appendix.