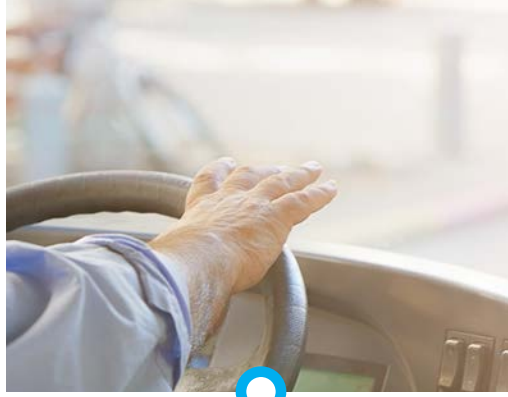




MTA 2050

Appendix J

Regional Transit Implementation Plan



REGIONAL TRANSIT IMPLEMENTATION PLAN

FINAL REPORT

Approved by the
Transportation Policy Body
on March 11, 2025



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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.

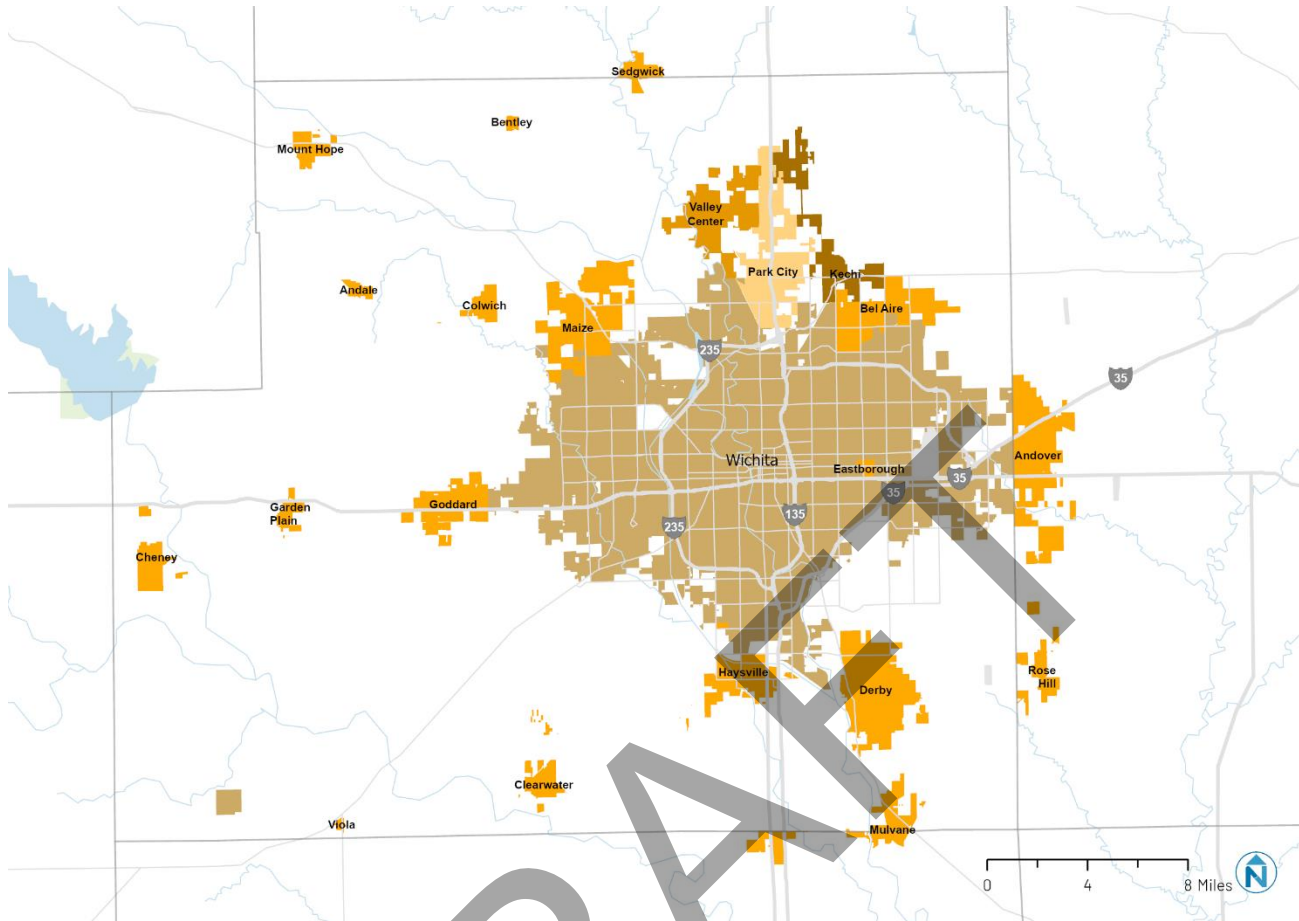
The WAMPO region and communities covered by the study are listed below and shown on the map in Figure 1.

- 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.

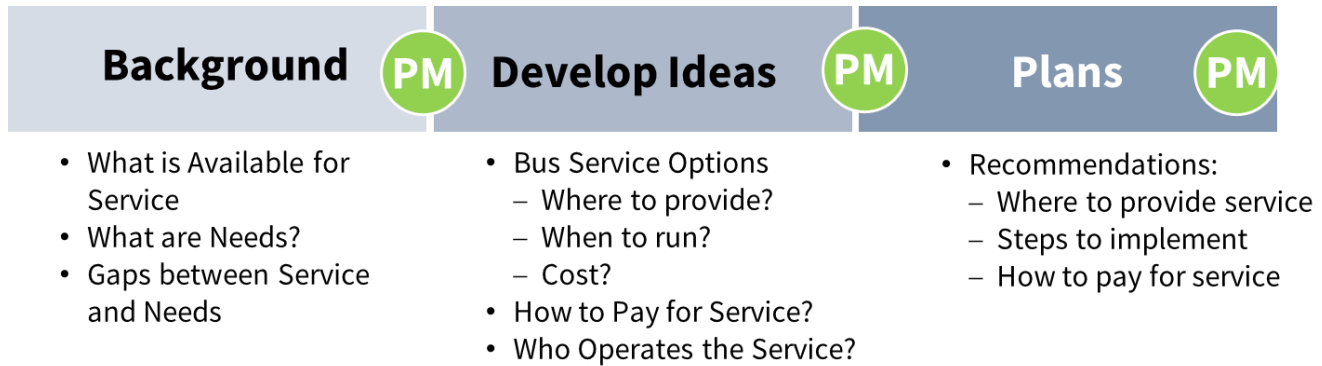
Figure 1. WAMPO Regional Transit Implementation Plan Study Area



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.

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

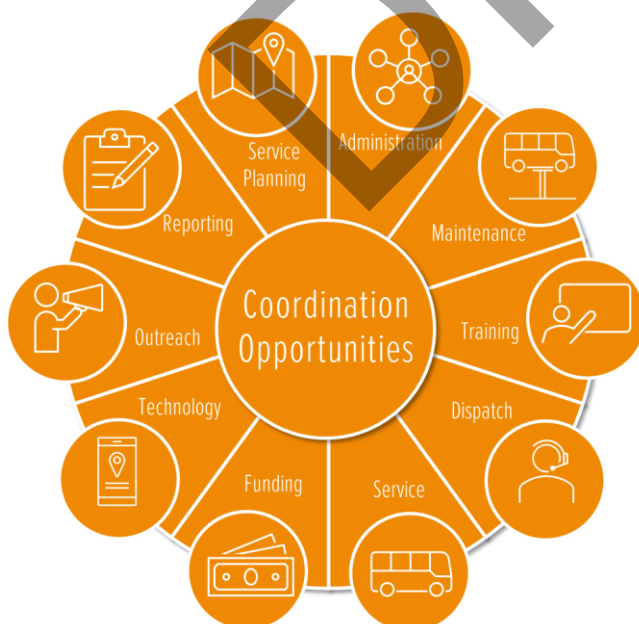
Within the WAMPO region, public transit service is provided through a combination of municipal operations (Wichita Transit, Derby Dash, and Haysville Hustle) and county services (Sedgwick County Transportation and Butler County Transit) that operate independently with some overlapping service areas. 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:

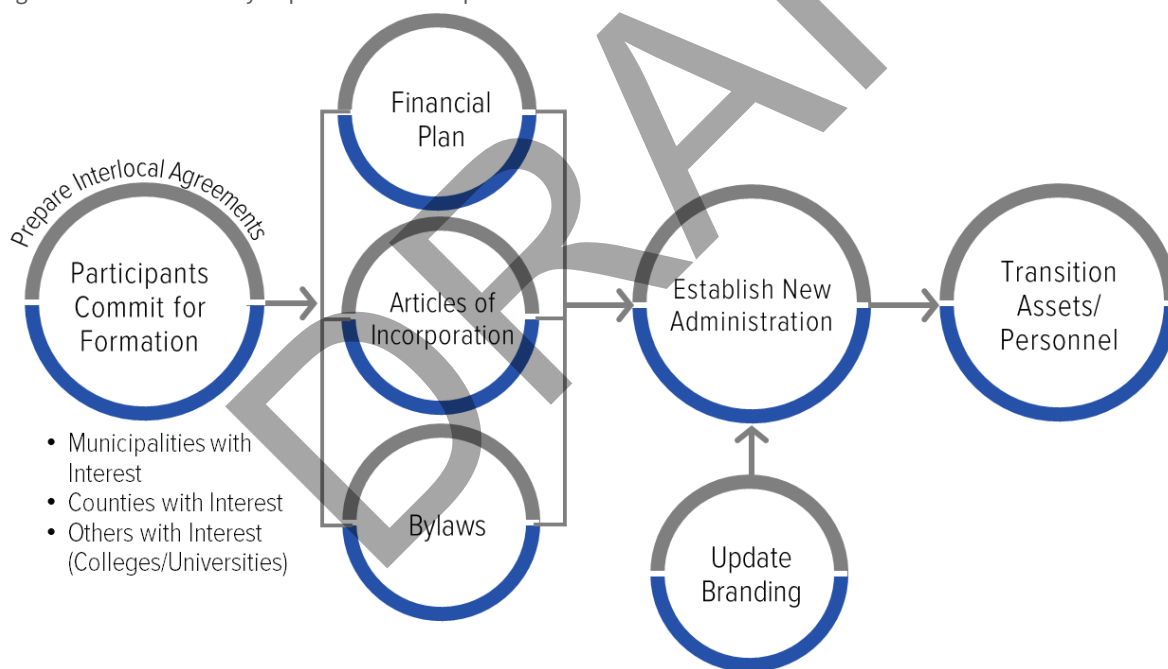
- 1) Drafting a transit authority strategic plan that will help identify objectives and consensus issues to be implemented during the establishment of the transit authority. It must also revisit funding splits for services provided, shared capital purchases, and state of good repair investments relative 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 Appendix E. 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	<p>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.</p> <p>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.</p>
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	<p>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.</p> <p>Subscription trips can be booked on the Westside Feeder only for work trips, and on paratransit for any regularly recurring trip.</p>

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.

Figure 5. Population Density, WAMPO Area Outside Wichita

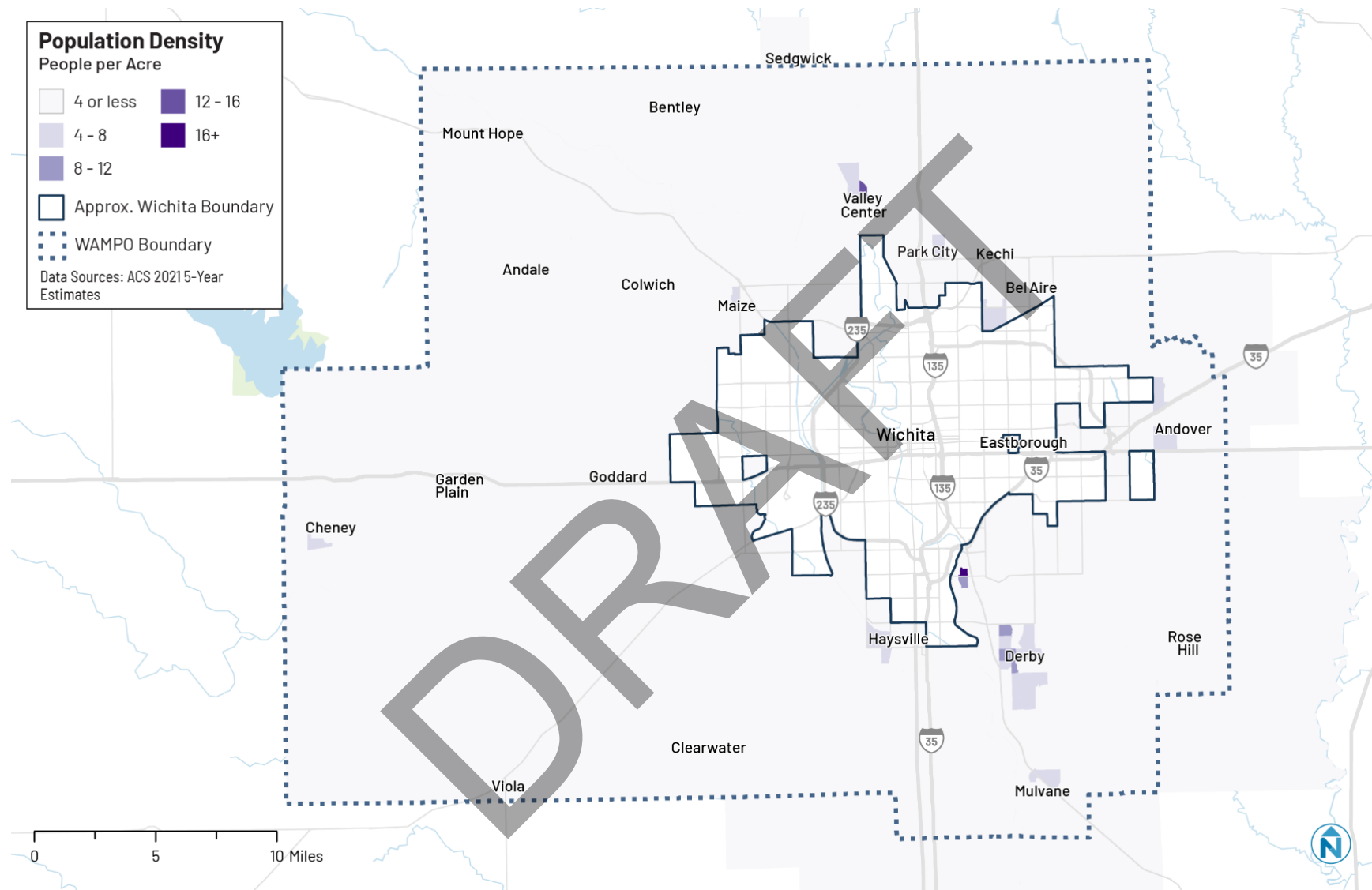
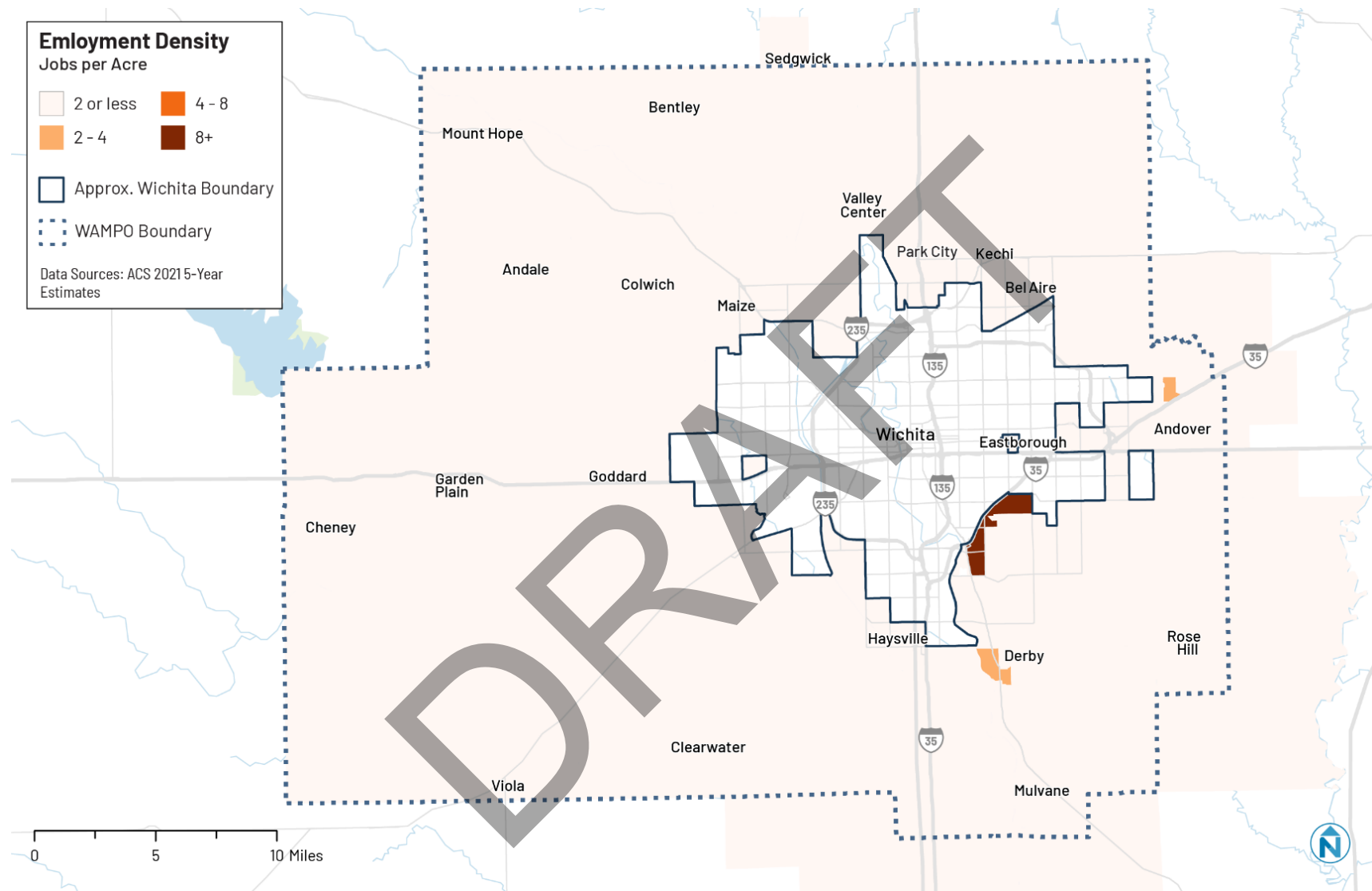
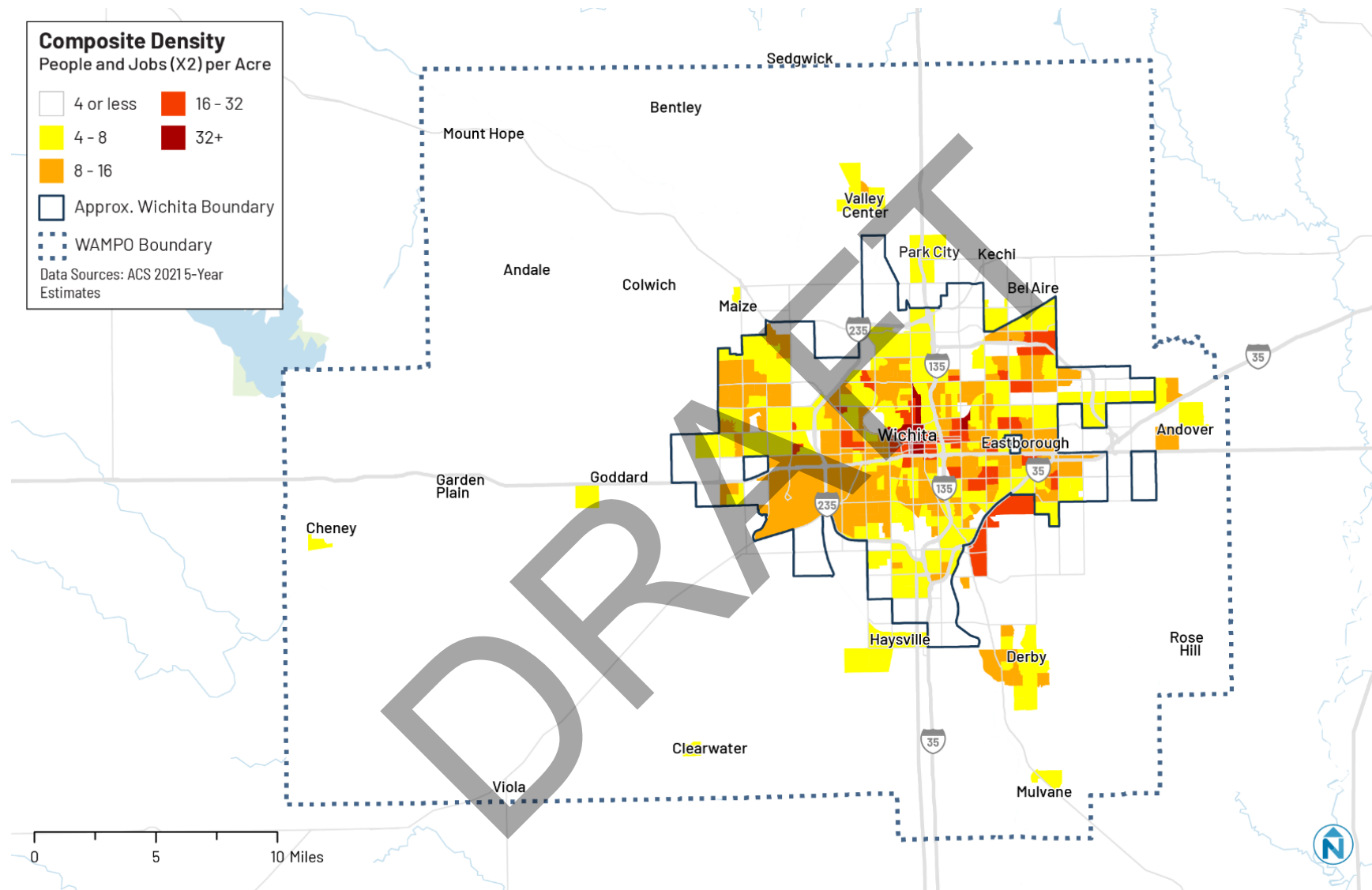


Figure 6. Employment Density, WAMPO Area Outside Wichita



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

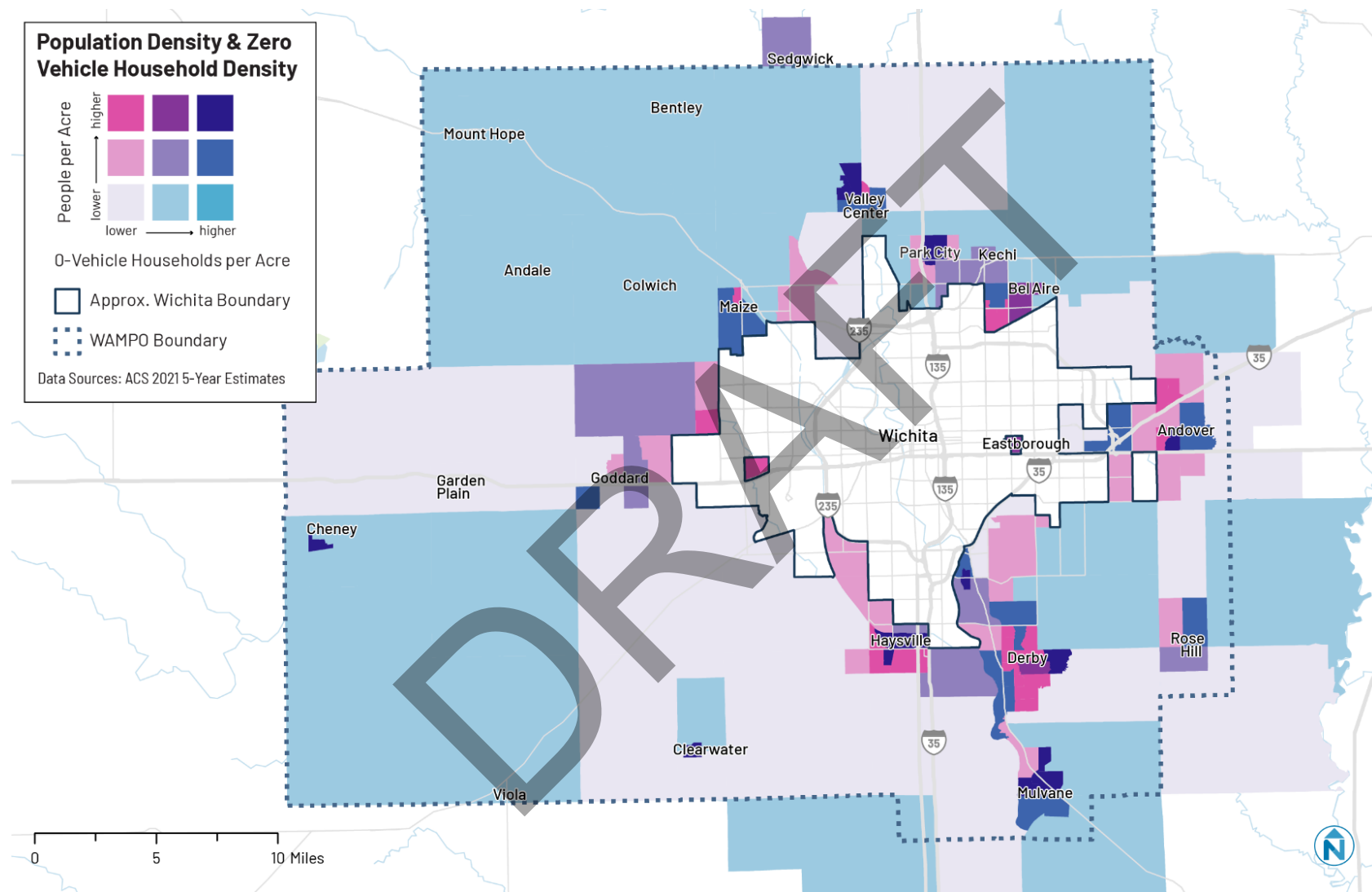


Figure 9. People with Disabilities and Older Adults

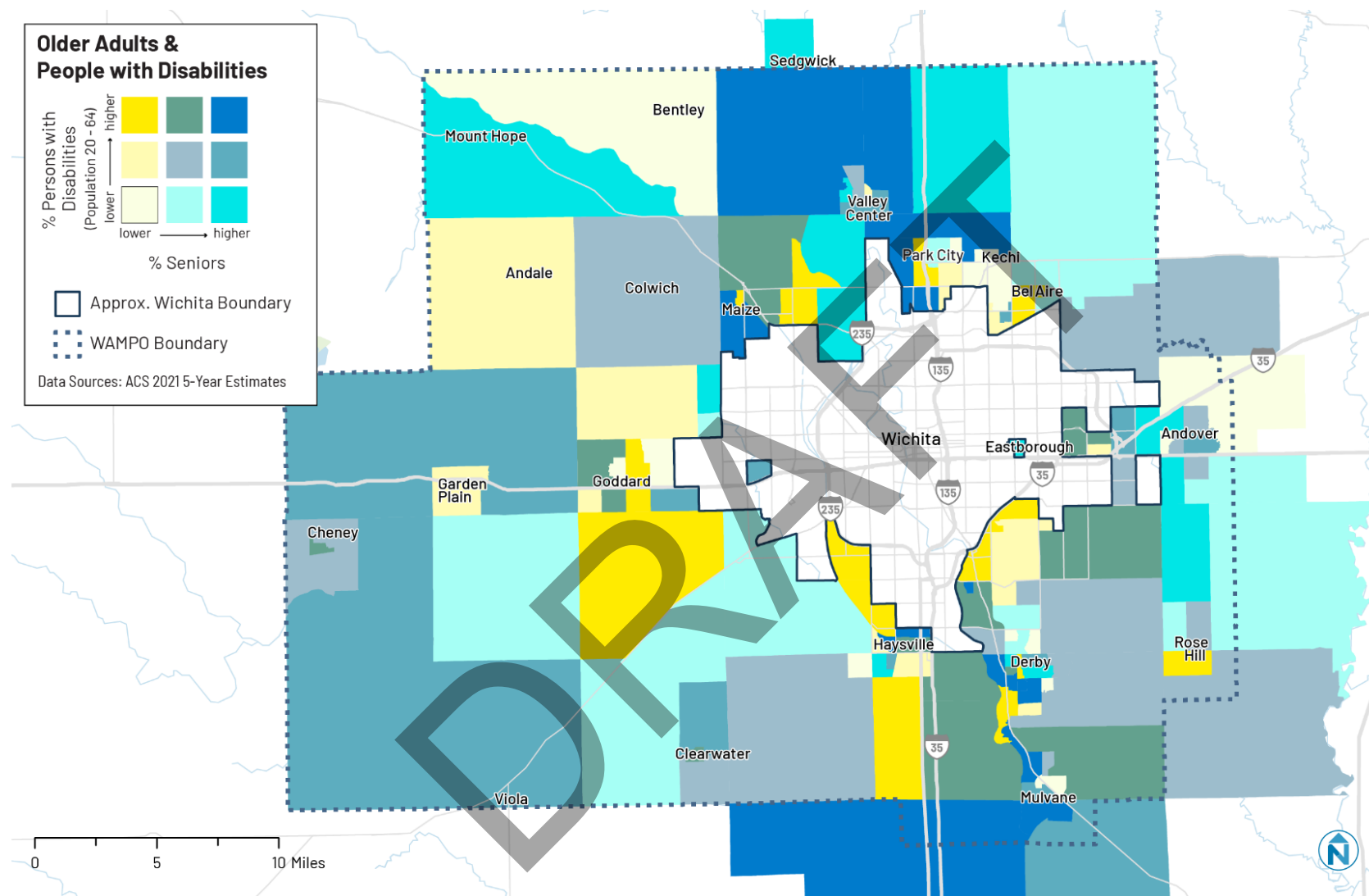
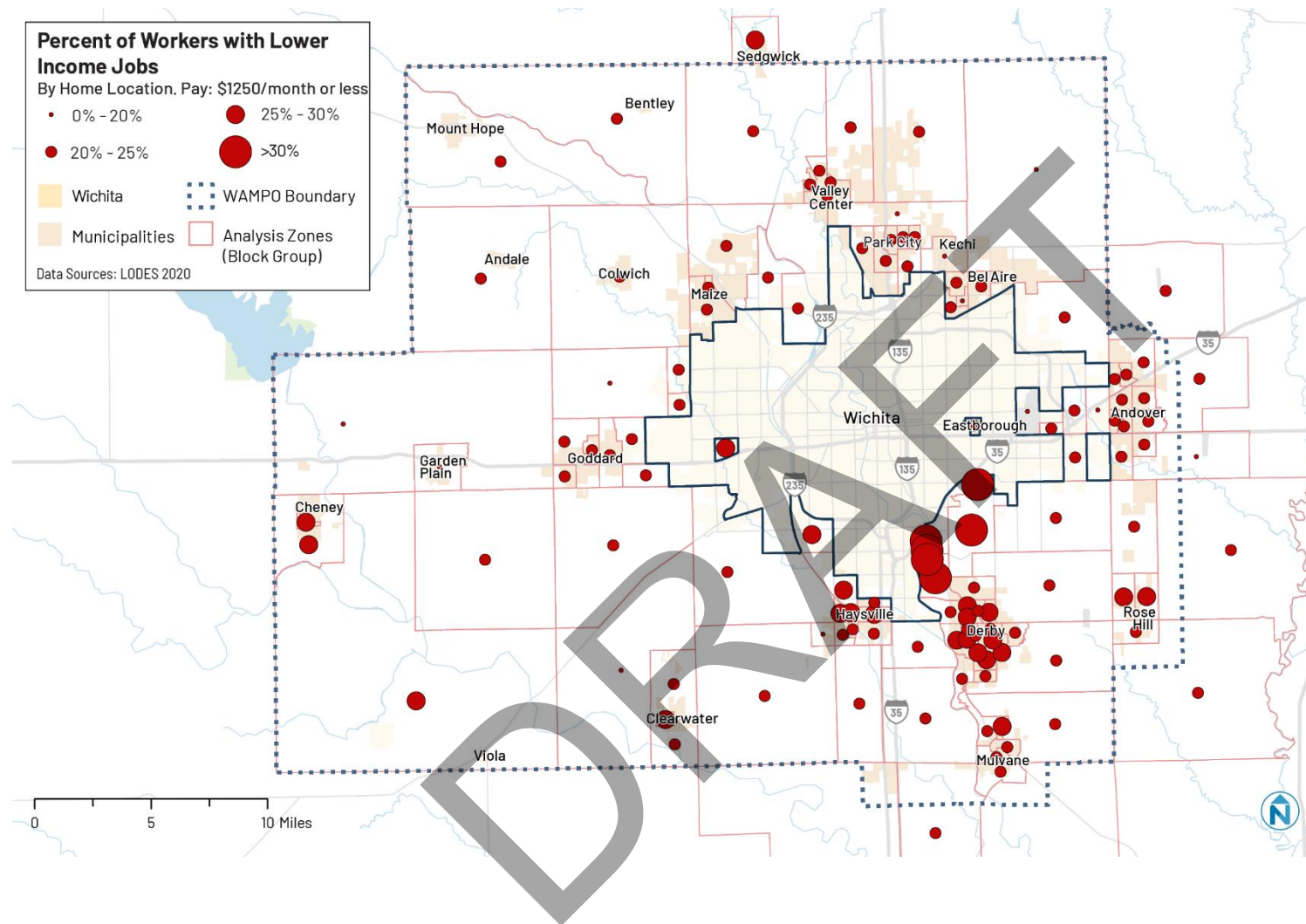


Figure 10. Percent of Working People with Lower-Wage Jobs



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

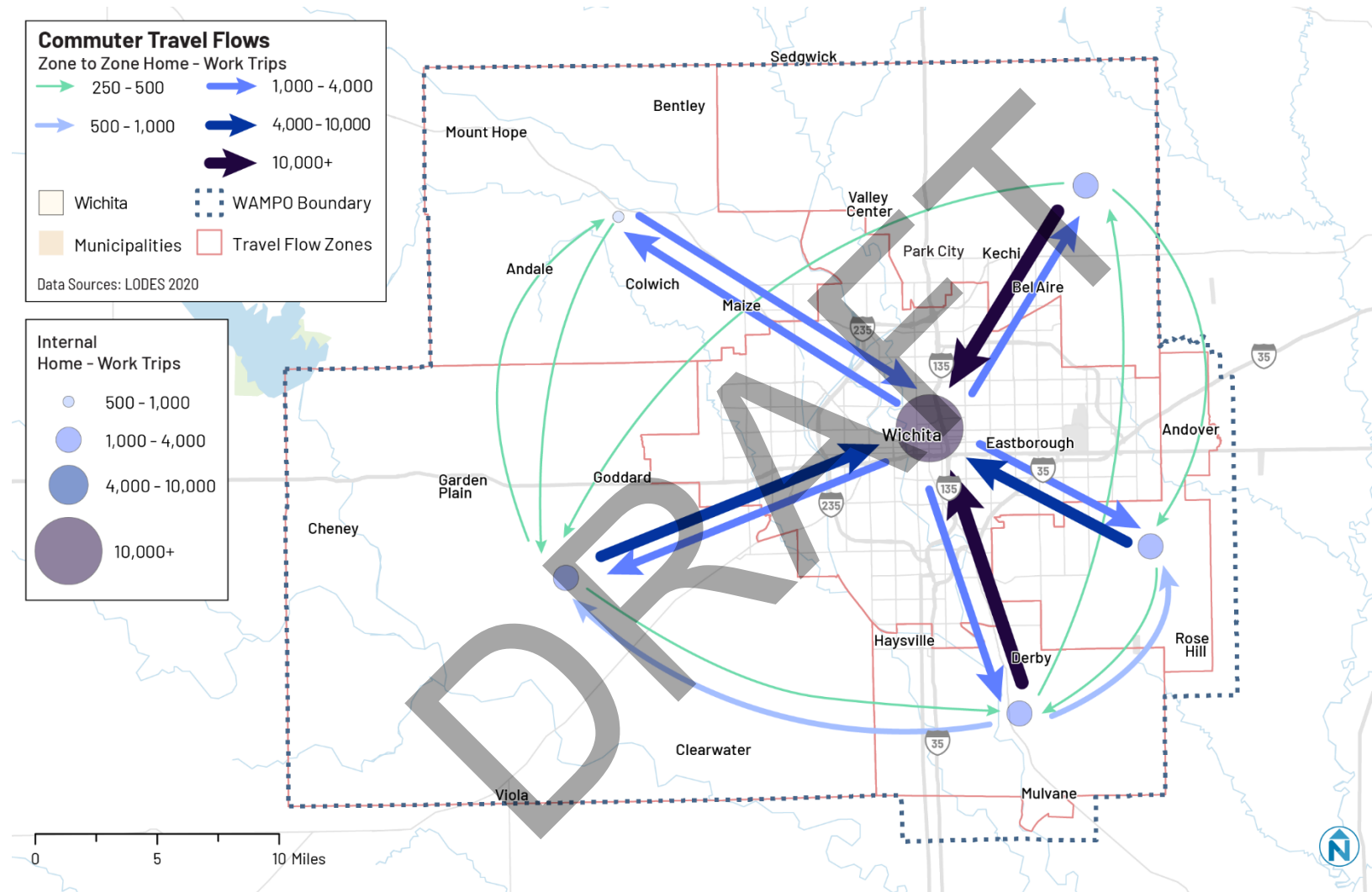
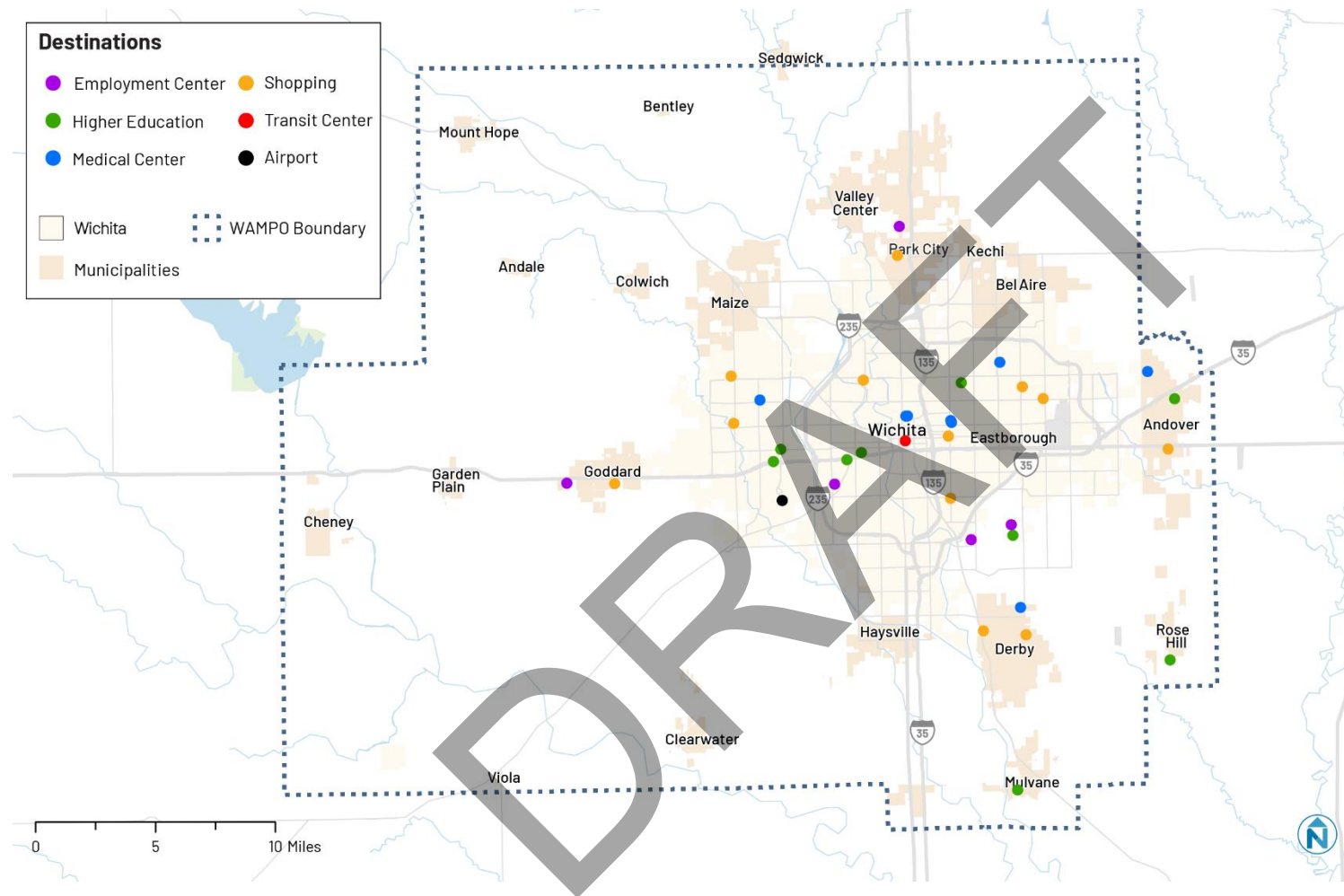


Figure 12. Major Activity Centers



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.

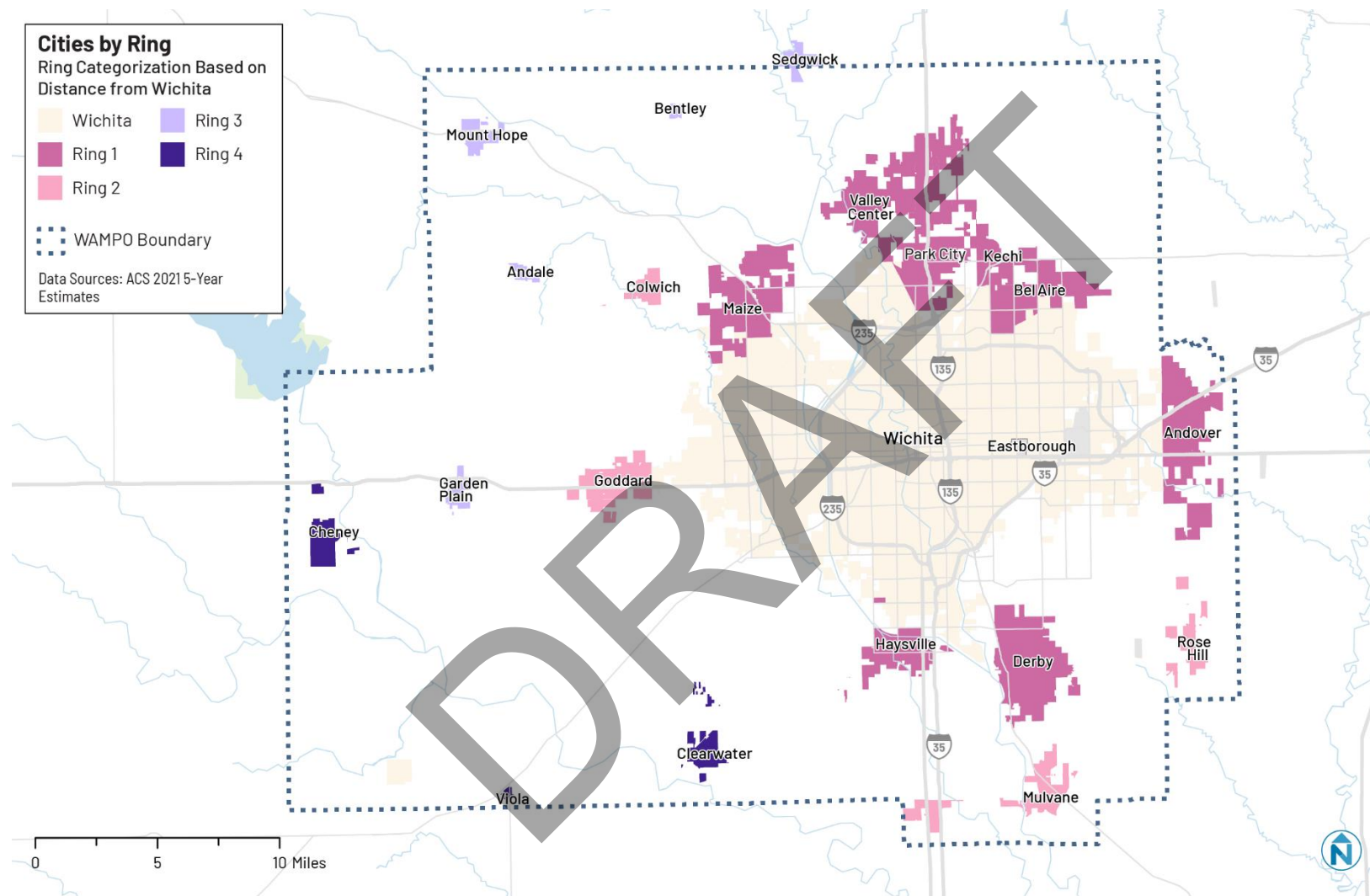
Table 10. Sedgwick County Transportation Trip Patterns, December 2022-November 2023

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

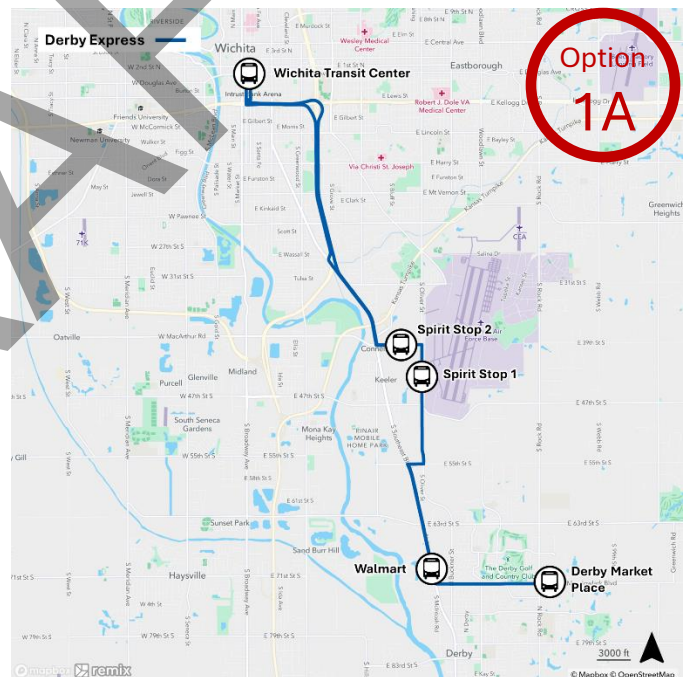
For communities sharing a significant amount of **developed border** with **transit-supportive (based on development intensity) areas of Wichita**, initiate express service routes to provide morning and evening commute routes to the downtown transit center and other large job centers. Service would be 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.

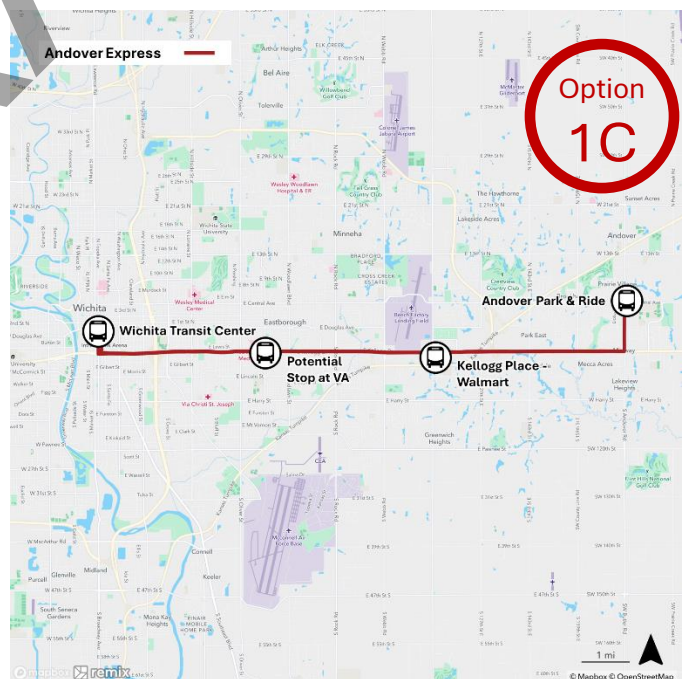


Evaluation Criteria

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.

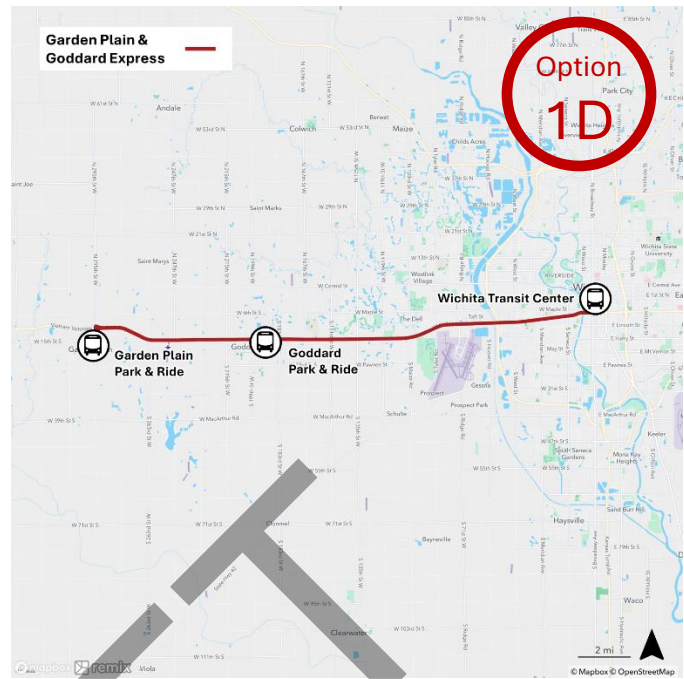


Evaluation Criteria

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

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.

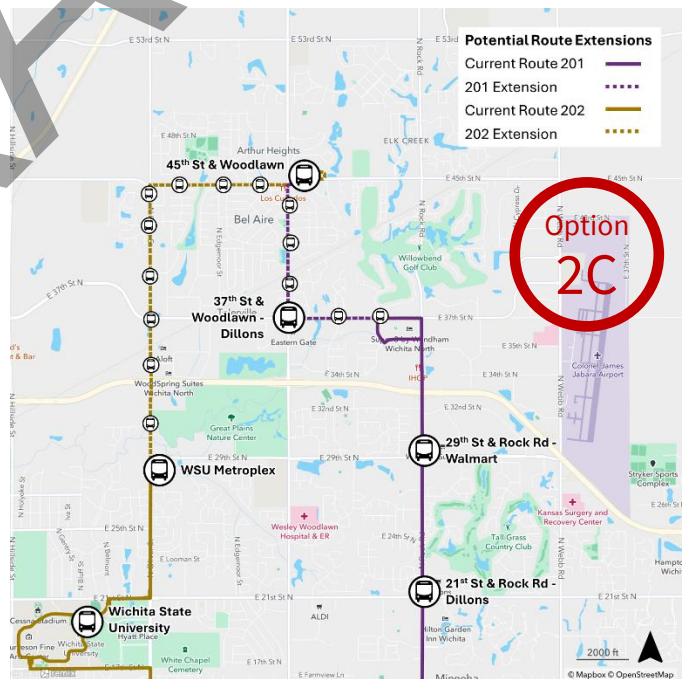


Evaluation Criteria

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

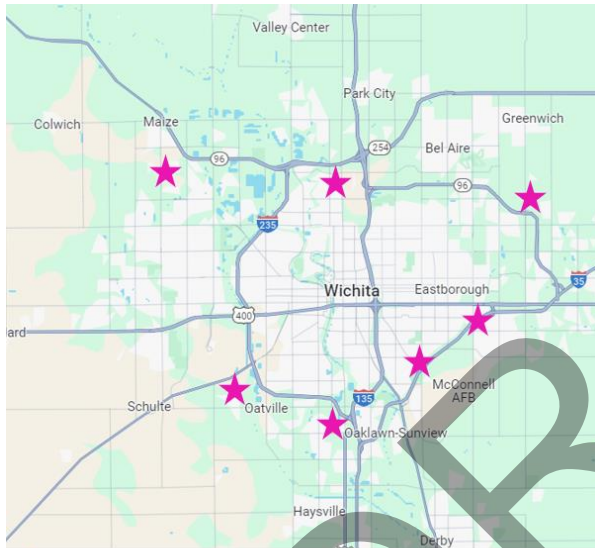
Develop Park-and-Ride Lots on Wichita Fringe

Option
3

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

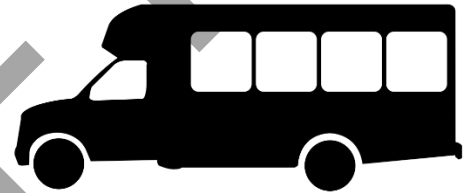
For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community 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.

Option
4

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.

Option
5

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)

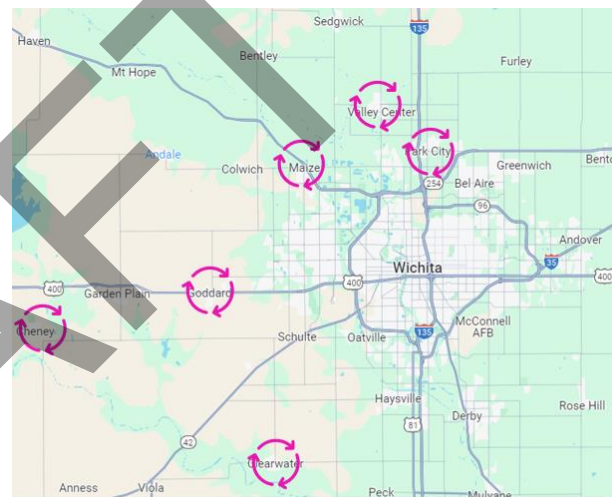
Option
6A

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)

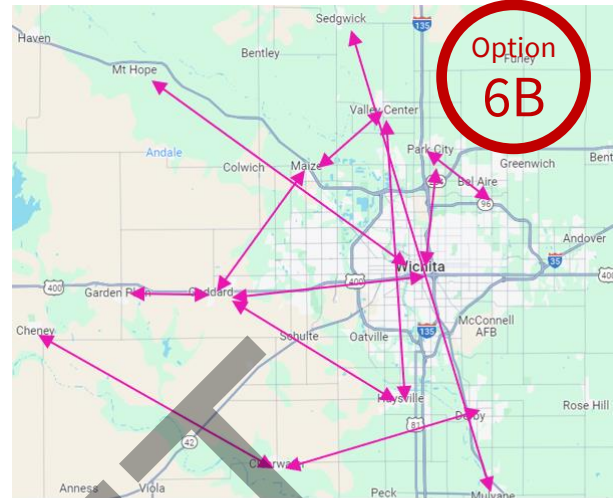
Two communities within Sedgwick County (Derby and Haysville) currently operate their own demand response transit service separate from Sedgwick County Transportation (SCT). These services currently supplement SCT's service to a degree, as these communities primarily offer in-town trips versus SCT's model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

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.



Sample Trip Routes

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
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

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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:

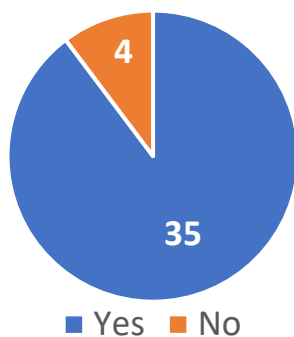
- Within the City of Mulvane, there are in-town transportation needs for seniors, low-income residents, and people with disabilities. Access to work trips outside city limits is also important.
- In the City of Mount Hope, senior citizens are experiencing a transit gap. Trips both to Wichita and to other 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.

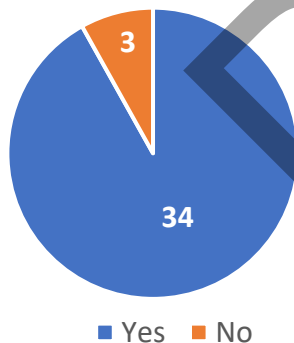
In response to the question, "Would you use public transit if it were available in your community?" ninety percent of participants answered yes (Figure 14).

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 Appendix B.

WAMPO

Regional Transit Implementation Plan

Appendices

Appendix A: Supplemental Cost Tables

Appendix B: Jurisdiction Questionnaire Summarized

Appendix C: Service Characteristics

Appendix D: Public Engagement Materials

Appendix E: Authority Articles of Incorporation and Bylaws

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Appendix A: Supplemental Cost Tables

The costs for several service alternatives – new demand response and TNC partnerships – were calculated on a per-capita basis. For this reason, rather than a global cost estimate, a unique cost was estimated for each WAMPO community that might operate such a service. This appendix contains three tables with unique cost estimates.

- Table A lists the projected ridership for a new demand-response service by city. It also lists the estimated total and local annual costs based on that ridership. There are three alternatives presented: intercity demand response that commingles local and long-distance riders on the same vehicles; intercity demand response that serves local riders and long-distance riders with separate vehicles; and solely intracity demand response, serving trips only within one community.
- In contrast to the ridership-based cost estimates in Table A, Table B offers a service hour-based cost estimate for the same service alternatives.
- Table C lists ridership-based cost estimates for a different service alternative, the TNC partnership.

Supplemental Table 'A': Annual Ridership and Cost Estimates – Ridership Based

City	Population (2022)	Community Based Intercity DR (Commingled)			Community Based Intercity DR (Additive)			Community Based Intra-city DR		
		Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)
Andale	1,169	339	\$6,073	\$3,462	386	\$6,822	\$3,888	362	\$5,802	\$3,307
Andover	15,460	4,483	\$80,316	\$45,780	5,102	\$90,217	\$51,424	4,793	\$76,730	\$43,736
Bel Aire	8,341	2,419	\$43,332	\$24,699	2,753	\$48,674	\$27,744	2,586	\$41,397	\$23,596
Bentley	452	131	\$2,348	\$1,338	149	\$2,638	\$1,503	140	\$2,243	\$1,279
Cheney	2,380	690	\$12,364	\$7,048	785	\$13,888	\$7,916	738	\$11,812	\$6,733
Clearwater	2,544	738	\$13,216	\$7,533	840	\$14,846	\$8,462	789	\$12,626	\$7,197
Colwich	1,513	439	\$7,860	\$4,480	499	\$8,829	\$5,033	469	\$7,509	\$4,280
Derby	25,551	7,410	\$132,740	\$75,662	8,432	\$149,103	\$84,989	7,921	\$126,812	\$72,283
Eastborough	712	206	\$3,699	\$2,108	235	\$4,155	\$2,368	221	\$3,534	\$2,014
Garden Plain	1,059	307	\$5,502	\$3,136	349	\$6,180	\$3,522	328	\$5,256	\$2,996
Goddard	5,119	1,485	\$26,594	\$15,158	1,689	\$29,872	\$17,027	1,587	\$25,406	\$14,481
Haysville	10,891	3,158	\$56,580	\$32,251	3,594	\$63,554	\$36,226	3,376	\$54,053	\$30,810
Kechi	2,949	855	\$15,320	\$8,733	973	\$17,209	\$9,809	914	\$14,636	\$8,343
Maize	6,071	1,761	\$31,539	\$17,977	2,003	\$35,427	\$20,194	1,882	\$30,131	\$17,175
Mount Hope	818	237	\$4,250	\$2,422	270	\$4,773	\$2,721	254	\$4,060	\$2,314
Mulvane	6,003	1,741	\$31,186	\$17,776	1,981	\$35,031	\$19,967	1,861	\$29,793	\$16,982
Park City	7,703	2,234	\$40,018	\$22,810	2,542	\$44,951	\$25,622	2,388	\$38,231	\$21,792
Rose Hill	4,357	1,264	\$22,635	\$12,902	1,438	\$25,425	\$14,492	1,351	\$21,624	\$12,326
Sedgwick	1,465	425	\$7,611	\$4,338	483	\$8,549	\$4,873	454	\$7,271	\$4,144
Valley Center	8,448	2,450	\$43,888	\$25,016	2,788	\$49,298	\$28,100	2,619	\$41,928	\$23,899
Viola	203	59	\$1,055	\$601	67	\$1,185	\$675	63	\$1,008	\$574

Key:

One Vehicle
Two Vehicles
Three Vehicles

Supplemental Table 'B': Annual Ridership and Cost Estimates – Service Hours Based

City	Population (2022)	Community Based Intercity DR (Commingled)			Community Based Intercity DR (Additive)			Community Based Intra-city DR		
		Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)
Andale	1,169	339	\$119,408	\$68,062	386	\$238,815	\$136,125	362	\$119,408	\$68,062
Andover	15,460	4,483	\$238,815	\$136,125	5,102	\$238,815	\$136,125	4,793	\$119,408	\$68,062
Bel Aire	8,341	2,419	\$119,408	\$68,062	2,753	\$238,815	\$136,125	2,586	\$119,408	\$68,062
Bentley	452	131	\$119,408	\$68,062	149	\$238,815	\$136,125	140	\$119,408	\$68,062
Cheney	2,380	690	\$119,408	\$68,062	785	\$238,815	\$136,125	738	\$119,408	\$68,062
Clearwater	2,544	738	\$119,408	\$68,062	840	\$238,815	\$136,125	789	\$119,408	\$68,062
Colwich	1,513	439	\$119,408	\$68,062	499	\$238,815	\$136,125	469	\$119,408	\$68,062
Derby	25,551	7,410	\$358,223	\$204,187	8,432	\$358,223	\$204,187	7,921	\$119,408	\$68,062
Eastborough	712	206	\$119,408	\$68,062	235	\$238,815	\$136,125	221	\$119,408	\$68,062
Garden Plain	1,059	307	\$119,408	\$68,062	349	\$238,815	\$136,125	328	\$119,408	\$68,062
Goddard	5,119	1,485	\$119,408	\$68,062	1,689	\$238,815	\$136,125	1,587	\$119,408	\$68,062
Haysville	10,891	3,158	\$119,408	\$68,062	3,594	\$238,815	\$136,125	3,376	\$119,408	\$68,062
Kechi	2,949	855	\$119,408	\$68,062	973	\$238,815	\$136,125	914	\$119,408	\$68,062
Maize	6,071	1,761	\$119,408	\$68,062	2,003	\$238,815	\$136,125	1,882	\$119,408	\$68,062
Mount Hope	818	237	\$119,408	\$68,062	270	\$238,815	\$136,125	254	\$119,408	\$68,062
Mulvane	6,003	1,741	\$119,408	\$68,062	1,981	\$238,815	\$136,125	1,861	\$119,408	\$68,062
Park City	7,703	2,234	\$119,408	\$68,062	2,542	\$238,815	\$136,125	2,388	\$119,408	\$68,062
Rose Hill	4,357	1,264	\$119,408	\$68,062	1,438	\$238,815	\$136,125	1,351	\$119,408	\$68,062
Sedgwick	1,465	425	\$119,408	\$68,062	483	\$238,815	\$136,125	454	\$119,408	\$68,062
Valley Center	8,448	2,450	\$119,408	\$68,062	2,788	\$238,815	\$136,125	2,619	\$119,408	\$68,062
Viola	203	59	\$119,408	\$68,062	67	\$238,815	\$136,125	63	\$119,408	\$68,062

Key:

One Vehicle
Two Vehicles
Three Vehicles

Supplemental Table 'C': Ridership and Annual Cost Estimates – TNC Program

City	Population (2022)	TNC Program	
		Ridership (est.)	Annual Cost (est.)
Andale	1,169	101	\$2,312
Andover	15,460	1,330	\$30,580
Bel Aire	8,341	717	\$16,498
Bentley	452	39	\$894
Cheney	2,380	205	\$4,708
Clearwater	2,544	219	\$5,032
Colwich	1,513	130	\$2,993
Derby	25,551	2,197	\$50,540
Eastborough	712	61	\$1,408
Garden Plain	1,059	91	\$2,095
Goddard	5,119	440	\$10,125
Haysville	10,891	937	\$21,542
Kechi	2,949	254	\$5,833
Maize	6,071	522	\$12,008
Mount Hope	818	70	\$1,618
Mulvane	6,003	516	\$11,874
Park City	7,703	662	\$15,237
Rose Hill	4,357	375	\$8,618
Sedgwick	1,465	126	\$2,898
Valley Center	8,448	727	\$16,710
Viola	203	17	\$402
Sedgwick County	522,700	44,952	\$1,033,901
Sedgwick County (minus Wichita)	126,749	10,900	\$250,710

Appendix B: Jurisdiction Questionnaire Summarized

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 following table. They have been shaded to indicate the overall direction of feedback. Those with only red shading have little applicability. Those with a mix of red and green shading have little applicability for most jurisdictions, but the primary jurisdiction was interested. Those in yellow attracted some interest but not enough to warrant advancing to the next stage of evaluation. Those with all green shading attracted broad interest and were advanced.

Concept	Concept Not Applicable	Dismiss	Retain - We Operate	Retain - We Have Interest as Service Partner (Not Operator)
Option 1A - Derby to/from Wichita Transit Center Express Service	5	1	0	3
Option 1B - Park City/Valley Center to/from Wichita Transit Center Express Service	7	1	0	1
Option 1C - Andover to/from Wichita Transit Center Express Service	6	1	1	2
Option 1D - Garden Plain/Goddard to/from Wichita Transit Center Express Service	6	2	0	1
Option 2A - Derby Extension of Wichita Transit Service	5	1	1	2
Option 2B - Haysville Extension of Wichita Transit Service	6	1	1	1
Option 2C - Bel Aire Extension of Wichita Transit Service	6	1	1	1
Option 3 - Develop Park-n-Ride Lots on Wichita Fringe	2	3	0	3
Option 4 - Add Hours to Sedgwick County Transportation service Day (Monday-Friday)	4	1	0	3
Option 5 - Add Drivers/Vehicles to Sedgwick County transportation (Increase Capacity for Trips During Current service Day)	4	1	0	3
Option 6A - Add New Community-based Demand Response (Dial-a-Ride) service within My Town Only	2	3	1	3
Option 6B -add New Community-based Demand Response (Dial-a-Ride) service within My Town and to/from Other Towns	1	2	1	5
Option 7 - Collaborate with Uber/Lyft to Provide Transportation	0	3	2	4
Option 8 - Establish a Vanpool Program (Community Leaders will help Coordinate with Employers)	1	2	3	3
Option 9 A - New Wichita to/from Andover/ElDorado Daily Service (Regional Service)	4	1	1	3

Appendix C: Service Characteristics

Wichita Transit

Wichita Transit is a full reporter to the National Transit Database (NTD). Its annual operating statistics are shown in Table 1, broken out by mode (with the Westside Feeder included in fixed route).

Table 1. Wichita Transit Operating Statistics

	Mode	2018	2019	2020	2021	2022
Trips	Paratransit	81,032	80,153	59,832	73,683	75,568
	Fixed Route	1,181,807	1,286,807	770,461	768,859	1,000,708
Revenue Miles	Paratransit	683,702	671,826	538,714	612,718	616,886
	Fixed Route	1,767,428	1,740,583	1,698,808	1,648,115	1,697,197
Revenue Hours	Paratransit	32,605	32,254	26,601	29,781	29,614
	Fixed Route	121,099	123,593	124,708	115,887	119,159

Source: National Transit Database (NTD). Westside Feeder is classed as a fixed route for NTD purposes.

Table 2 shows its primary funding sources as reported to NTD, broken out into operating and capital expenses. These data are only available through 2021.

Table 2. Wichita Transit Operating Expenses by Funding Source, 2018-2021

	2018	2019	2020	2021
Op Fed	\$5,228,320	\$5,453,777	\$6,021,570	\$7,895,050
Op State	\$1,409,388	\$1,119,216	\$1,212,080	\$1,576,147
Op Local	\$4,095,063	\$4,303,647	\$4,166,832	\$2,037,420
Op Other	\$2,138,132	\$2,098,112	\$1,243,795	\$1,148,109
Capital Fed	\$4,440	\$874,269	\$6,092,226	\$39,538
Capital State	\$225,319	\$0	\$0	\$0
Capital Local	\$57,440	\$218,567	\$1,145,942	\$11,029
Capital Other	\$7,620	\$0	\$16,500	\$18,300
Total	\$13,165,722	\$14,067,588	\$19,898,945	\$12,725,593

Source: National Transit Database (NTD). Other includes fare revenue.

County Services

Because these county services receive FTA funding through the Kansas Department of Transportation, KDOT maintains records on their budget, ridership, and mileage. To incorporate the most recently available data, KDOT's July-to-June fiscal year was used to organize the data, which starts in July 2018 and ends in June 2023.

Cowley County, while not in WAMPO's area, was included in these tables for comparison and because it is included in the Coordinated Human Services - Public Transportation Plan.

Table 3. Ridership Statistics for KDOT-Funded Counties, FY 2019-2023

County	Fiscal Year (July-June)	Total Ridership	General-Public Ridership	Work Trips	Education	Medical	Other Trip Purpose	Revenue Miles	Revenue Hours
Butler	2019	15,760	4,824	2,960	151	4,108	8,541	58,356	4,617
	2020	14,107	3,896	2,176	250	3,694	7,987	46,343	4,268
	2021	12,956	3,619	2,176	250	3,694	4,920	43,496	4,810
	2022	11,406	3,800	2,464	105	3,377	5,460	48,480	5,586
	2023	18,108	3,675	2,669	434	3,555	7,768	76,029	7,919
Sedgwick	2019	15,992	5,012	2,917	156	4,006	8,976	60,914	4,714
	2020	14,054	3,896	2,176	250	3,694	0	46,345	4,493
	2021	12,956	3,619	1,872	145	3,379	4,920	43,496	4,814
	2022	13,875	4,182	2,709	129	3,766	6,231	53,392	5,495
	2023	14,251	3,675	2,669	434	3,558	7,771	61,196	6,099
Cowley	2019	12,659	2,690	527	73	1,762	10,272	49,780	4,887
	2020	8,537	1,892	407	48	1,360	6,211	39,180	4,113
	2021	6,969	2,286	569	26	1,333	5,000	38,511	3,279
	2022	6,788	2,460	522	58	1,329	5,467	30,829	3,127
	2023	7,148	2,815	724	127	1,093	5,329	37,871	2,967

Source: KDOT

Table 4. Operating Expenses by Funding Source for KDOT-Funded Counties, FY 2019-2023

County	Fiscal Year (July-June)	Project Income	Op Fed	Op State	Op Local	Admin Fed	Admin Local	Op Total	Admin Total
Butler	2019	\$9,022	\$84,737	\$33,895	\$50,842	\$ 8,000	\$ 2,000	\$188,497	\$10,000
	2020	\$7,443	\$124,033	\$25,200	\$37,800	\$9,444	\$1,545	\$194,475	\$10,989
	2021	\$6,484	\$176,675	\$0	\$8,812	\$11,000	\$0	\$191,971	\$11,000
	2022	\$7,176	\$152,389	\$13,759	\$23,738	\$4,724	\$1,181	\$189,887	\$4,724
	2023	\$10,037	\$130,351	\$42,004	\$82,109	\$8,800	\$2,200	\$254,464	\$11,000
Sedgwick	2019	\$12,233	\$103,250	\$41,300	\$61,950	\$49,718	\$12,429	\$144,550	\$10,783
	2020	\$3,232	\$59,104	\$0	\$0	\$15,023	\$0	\$59,104	\$12,599
	2021	\$8,674	\$103,553	\$41,421	\$62,132	\$41,859	\$10,465	\$144,974	\$9,312
	2022	\$3,946	\$34,716	\$13,887	\$20,830	\$16,140	\$4,035	\$48,603	\$10,648
	2023	\$8,830	\$113,586	\$45,434	\$68,152	\$46,143	\$11,536	\$159,020	\$5,784
Cowley	2019	\$11,346	\$89,287	\$35,715	\$53,572	\$24,038	\$6,010	\$125,002	\$24,038
	2020	\$2,203	\$61,031	\$0	\$0	\$17,316	\$0	\$61,031	\$17,316
	2021	\$8,643	\$85,056	\$34,023	\$51,034	\$39,114	\$9,778	\$119,079	\$39,114
	2022	\$5,380	\$40,910	\$16,364	\$24,546	\$22,625	\$5,656	\$57,274	\$22,625
	2023	\$11,089	\$96,023	\$38,409	\$57,614	\$54,523	\$13,631	\$134,432	\$54,523

Source: KDOT. Project Income consists of fare revenues and private donations, if applicable.

City Service

Derby Dash

Selected operating statistics from the Derby Dash are shown in Table 5. They show that ridership, while dented by the Covid-19 pandemic, has continued to be high for a two-vehicle system.

Table 5. Derby Dash Operating Statistics, 2018-2022

	2018	2019	2020	2021	2022
Trips	11,013	10,394	7,098	9,289	8,153
Revenue Miles	27,662	27,361	23,078	26,930	23,919
Revenue Hours	2,470	2,750	2,505	2,480	2,400

Source: National Transit Database (NTD) and Derby Dash

The funding sources for Derby's operating and capital expenses are shown in Table 6. Local support and fare revenue represent the majority of operating funds, while capital expenses (namely vehicle purchases) are primarily federally financed. Data for 2022 were only available as totals.

Table 6. Derby Dash Expenses by Funding Source, 2018-2021

	2018	2019	2020	2021	2022
Op Fed	\$40,000	\$40,000	\$40,000	\$41,689	\$165,162
Op State	\$0	\$0	\$0	\$0	
Op Local	\$60,338	\$61,054	\$55,437	\$60,716	
Op Other	\$21,986	\$17,670	\$12,348	\$17,906	
Capital Fed	\$0	\$0	\$60,000	\$0	\$0
Capital State	\$0	\$0	\$0	\$0	
Capital Local	\$0	\$0	\$15,000	\$0	
Capital Other	\$0	\$0	\$0	\$0	
Total	\$122,324	\$118,724	\$182,785	\$120,311	\$165,162

Source: National Transit Database (NTD). Other includes fare revenue.

Haysville Hustle

As Haysville does not yet have records in KDOT's database or the NTD, operating data is limited. Table 7 shows the data that is available.

Table 7. Operating Statistics for Haysville Hustle

	2021	2022
Ridership	2,168	3,320
Revenue Miles	9,141	13,303

Appendix D: Public Engagement Materials

DRAFT

Meeting Sign-In



Date:

Purpose:

Name	Community	E-mail Address	Phone
Susan Lentz	ICT-Indian Hills	Susan@cs.wichita.edu	316-648-6492
Ed Hawley	Bel Aire	ehawley@belaires.gov	
Jon VanAche	Bel Aire	jonvanache@gmail.com	
Jim Benage	Bel Aire		316-684-0226
Tyler Dehn	Bel Aire	tyler@belaires.gov	

Meeting Sign-In



Date:

Purpose:

Name

Community

E-mail Address

Phone

Mary Espinoza + Johnny Bellini
Mary O'Neal
Del Aire
316-744-3045
dewide@cox.net
gopapa440@yahoo.com
316-655-5502

Meeting Sign-In



Date:

Purpose:

Name	Representing	E-mail Address	Phone
Albert Patchett		patchett7999@gmail.com	316 655-4495
Amranda Treadwell	Goddard Linsclub	goddardlinsclub@gmail.com	316 401 6962
CJ Wilson	The Dam Jam	bosscess2022@gmail.com	
Jim Whiffitt	Prairie Travelers	jswhitfit@gmail.com	
Penny Feist	Wichita Transit	pfeist@wichita.gov	
Brooke Brandenburg	City of Goddard	bbrandenburg@goddards.gov	
Tina Powell	City of Goddard	tpowell@goddards.gov	
Mary Dwyer	REAP	marycdwyer@reap.com	
Angie Denton	Goddard Chamber	info@goddardchamber.net	
Craig Crossette	City of Goddard	crossette@goddards.gov	
Phillip & Sarah Jordan	CITIZENS	forjordan5@gmail.com	

Meeting Sign-In



Date:

Purpose:

Name	Representing	E-mail Address	Phone
Lance Beagley	City of Goddard - PD	LBeagley@goddardks.gov	316-833-2441
George Liebe	City of Goddard - Mayor	gliebe@dk.com	
Gary Medley	City of Goddard	gmedley@goddardks.gov	239-8770

Regional Transit Study



Public Meeting #1 Comments

February 20, 2024

Please record your comments, questions or thoughts regarding the information presented and/or discussed at the public meeting. Please return your completed form to sign-in table or to one of the consultant staff.

You may also send your comments in an email to BTroe@SRFConsulting.com

Please provide your name and email address in the space provided below.

<i>Tina Powell</i>	<i>tpowell@gmail.com</i>	<i>Goodland</i>	<i>KS</i>
Name	Email Address	City	State

Comments and Questions

*Hubs on outskirts - great idea! near density
University routes*

> Continue on the back or attach additional sheets



WAMPO REGIONAL TRANSIT IMPLEMENTATION PLAN

PUBLIC INFORMATION MEETING #1
FEBRUARY 2024

Presentation

- Welcome
- Project Overview
- Understanding of Area and Service
- Range of Concepts:
 - Broad Ideas
 - Applicability
 - Cost
- Wrap-up/Discussion



INTRODUCTIONS

WAMPO Staff and Consultants



Bill Troe




Erin Winn
 Shockey



Eavan Moore


Chad Parasa



Dora Gallo



Jessica Warren



Dani Lasher



Peter Mohr



PROJECT OVERVIEW

Study Addresses These Questions

1

**What Public Transit/
Transportation
Service is Currently
Available?**

2

**Does the Current
Service Fill Needs?
If NO – Where do Gaps
Exist?**

3

What are:

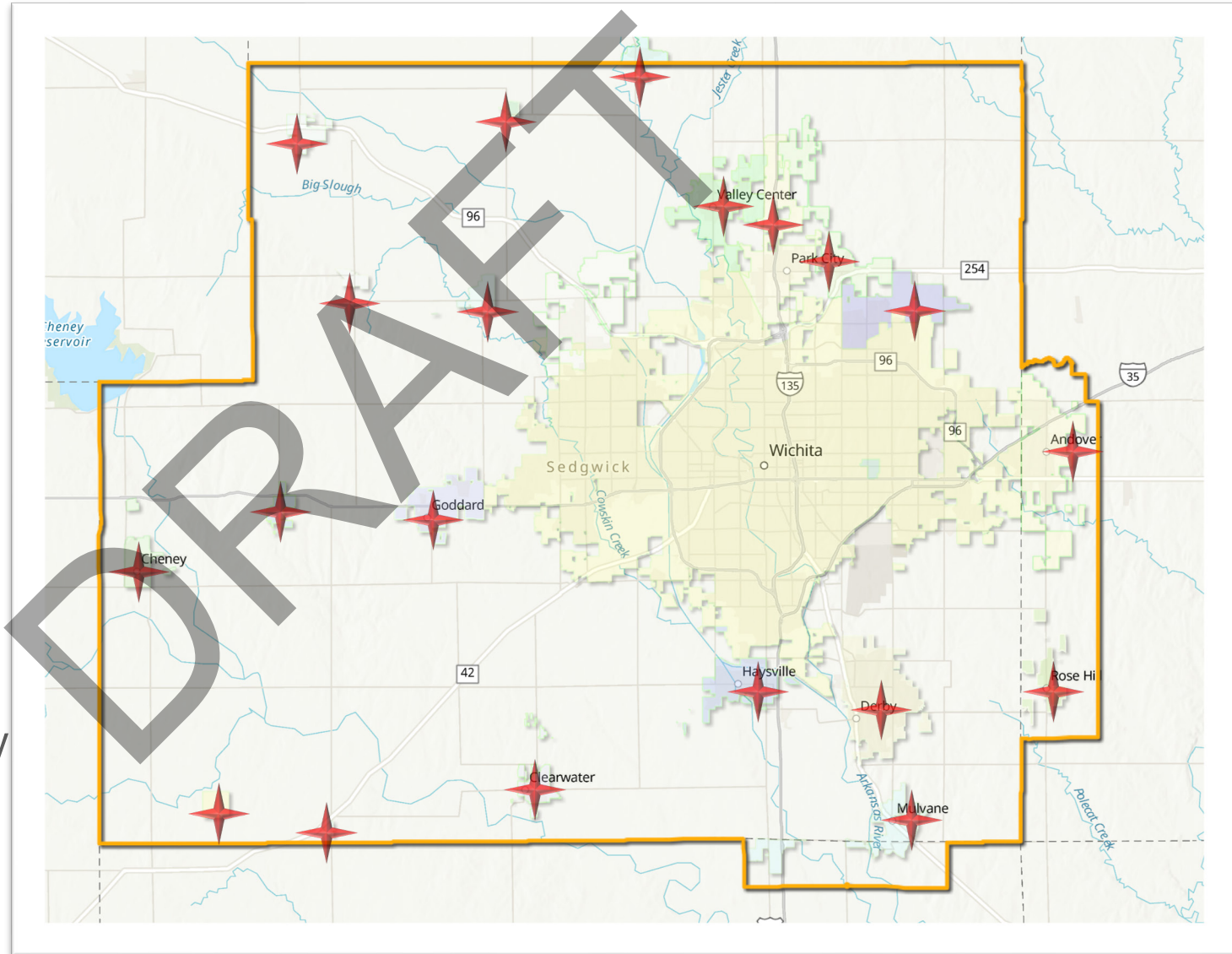
- **Options to Fill Gaps?**
- **Is there Someone
that Can Provide the
Service?**
- **What is the Cost?**

4

**Can we Find the
Money to Pay for the
Service?**

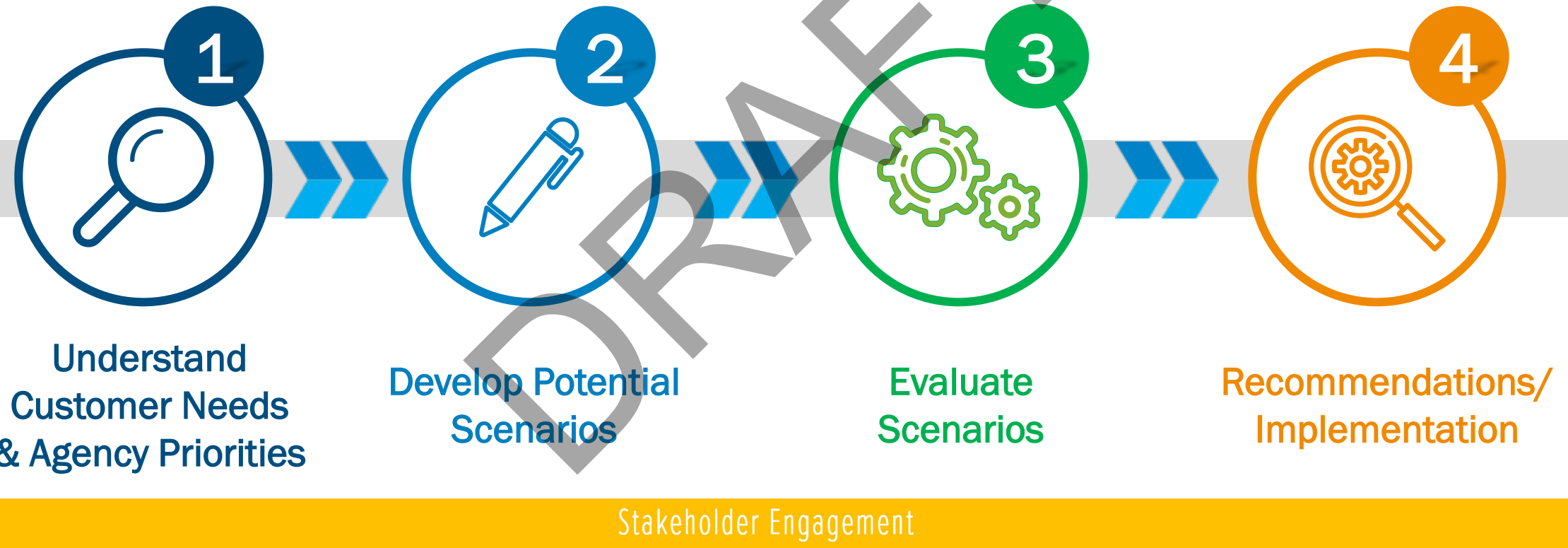
Must Consider Diversity of Potential Partners

- Every Jurisdiction/
Municipality in Region has
been Invited
- Things to Consider:
 - Populations Varies
 - Employment/
Shopping/Medical
Opportunities Vary
- All have Connection to
Wichita
- Growth Continues in
Fringe Areas of Metro
- “Some” Service in County
 - Limited “In-town



PROJECT GOALS

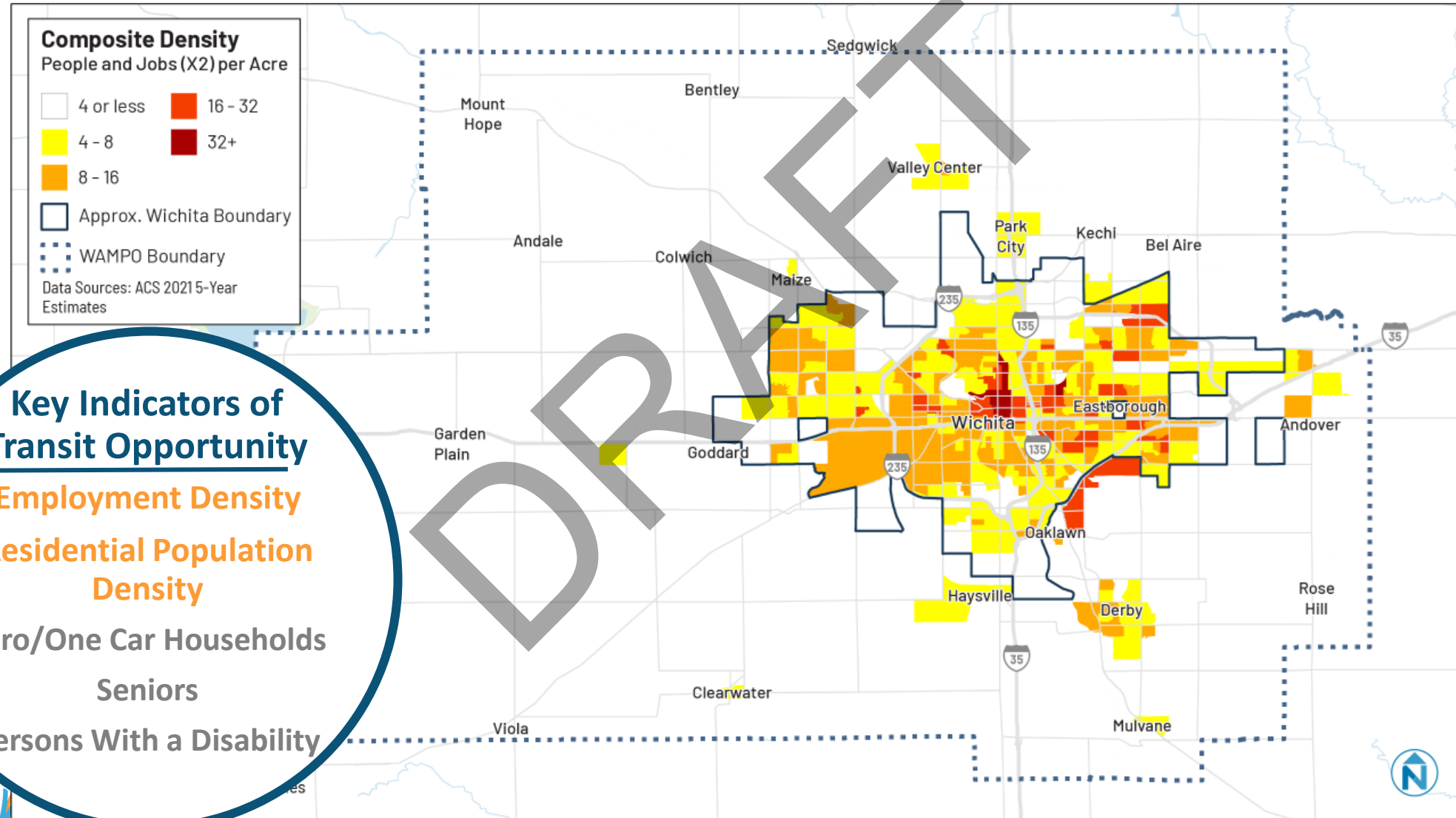
Project Approach - Scenario Development Process





RANGE OF CONCEPTS

Transit Demand Analysis



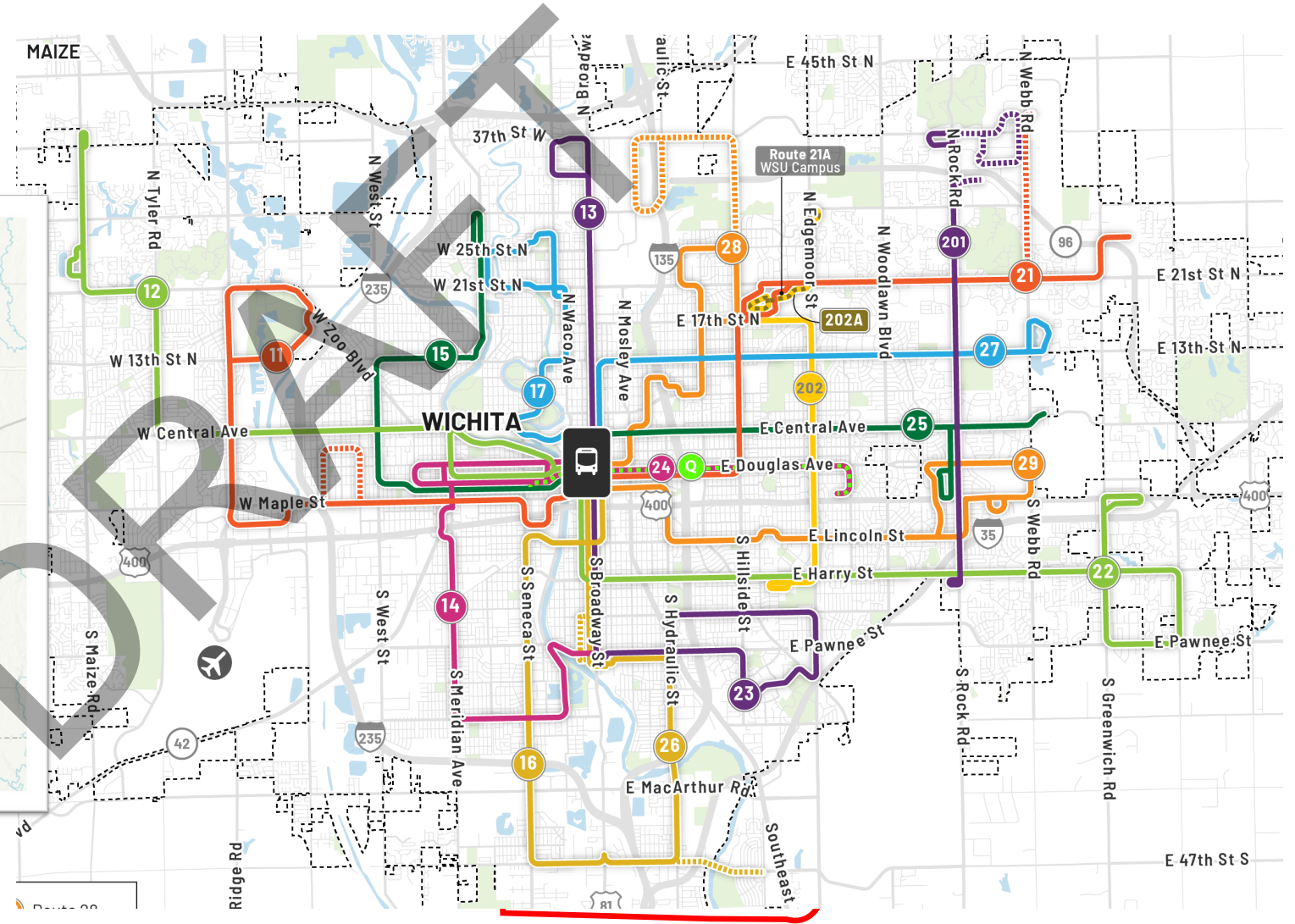
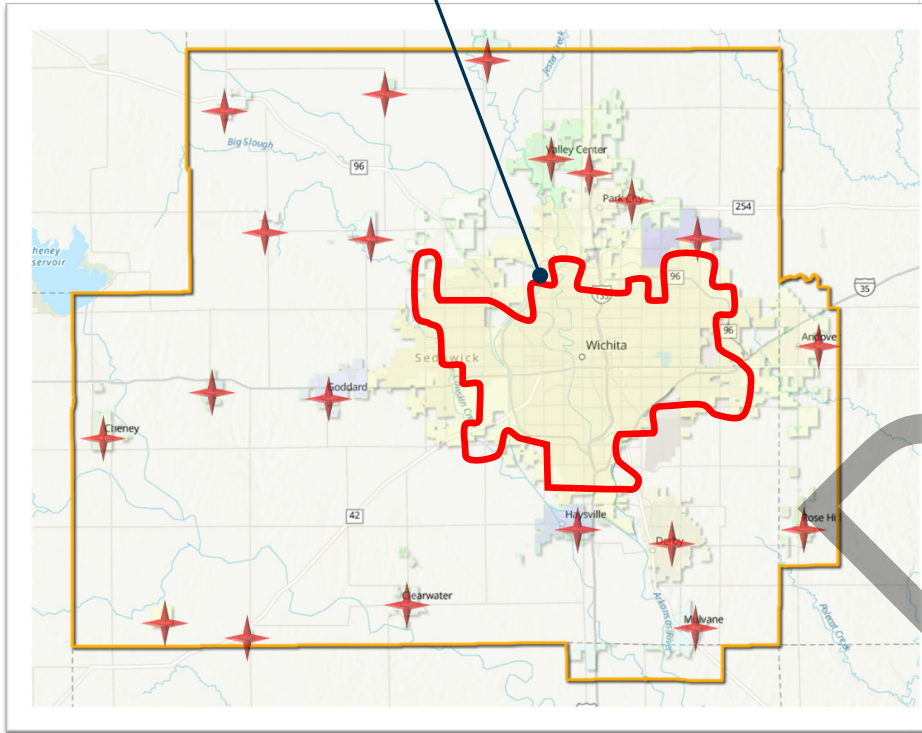
Range of Concepts to Consider



Service Type	Possible Locations	Target User
Vanpool	Large employers	Shift workers
Wichita Transit bus route extensions	Municipalities contiguous to Wichita	Employees, students
Intercity fixed routes	Suburban cities to/from Wichita	Employees, students
Intracity and/or intercity demand response	Municipalities to regionwide	Older adults, disabled persons
Subsidized ridehailing (e.g. Uber and Lyft)	Municipalities contiguous to Wichita	Shoppers or patients

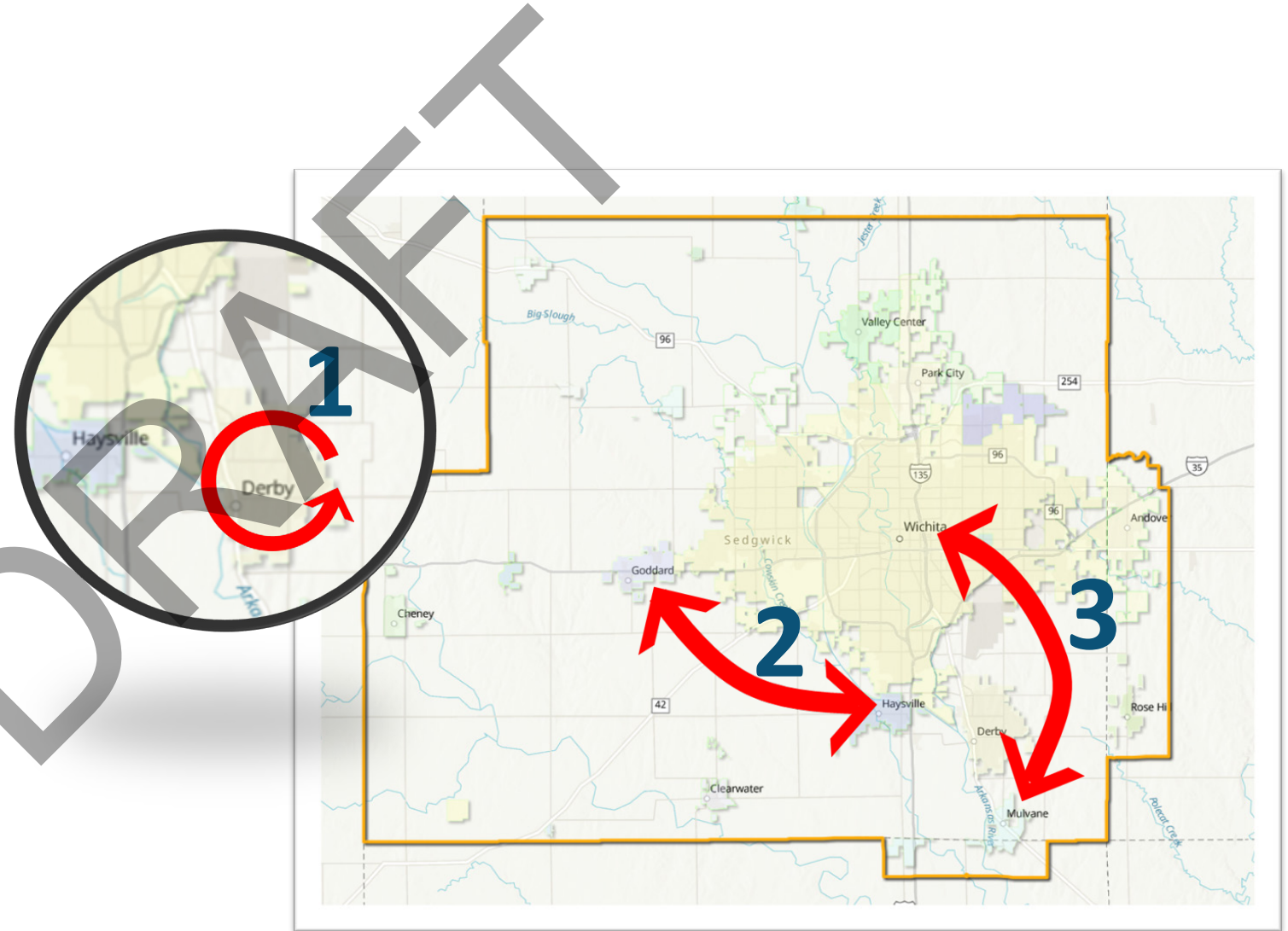
Wichita Transit – Extending Routes

General WT Service Area

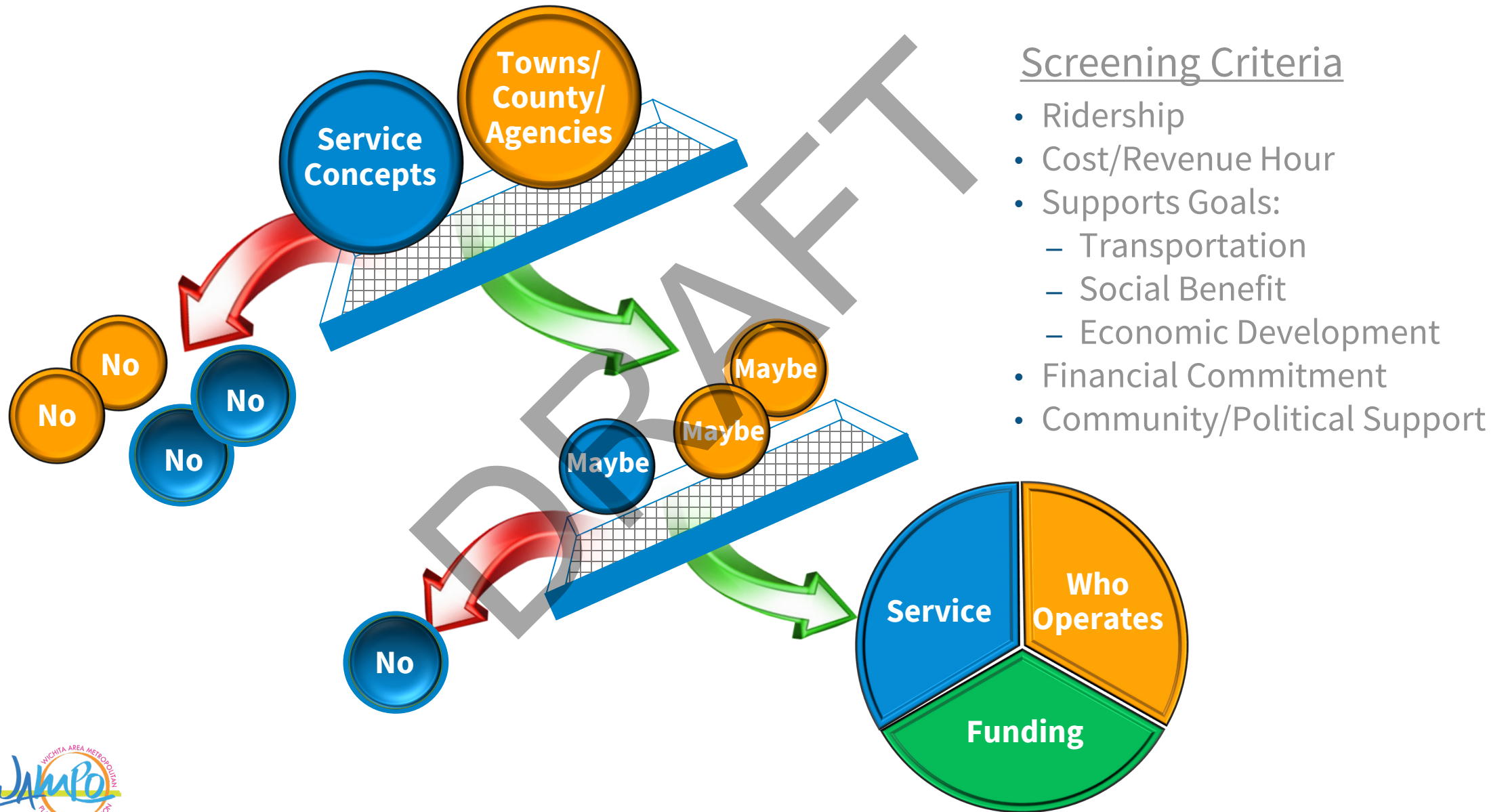


Potential Trip Types

- 1** Intra-Community:
Trip Begins-
Ends Same Town
- 2** Outlying Town to
Outlying Town
- 3** Outlying Town
to/from Wichita

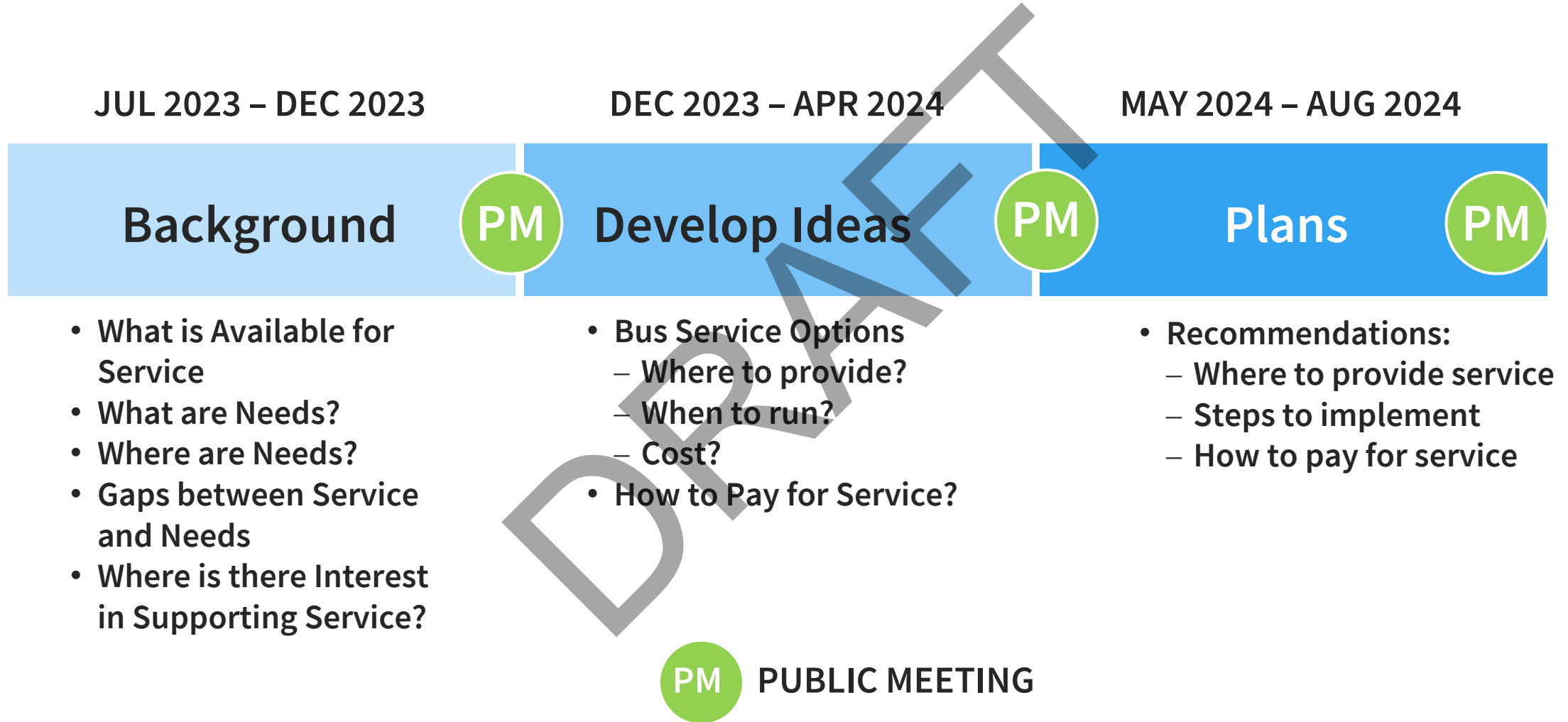


Evaluating Options/Support



PROJECT SCHEDULE

Schedule



BACK TO 4 QUESTIONS

Study Addresses These Questions

1

**What Public Transit/
Transportation
Service is Currently
Available?**

2

**Does the Current
Service Fill Needs?
If NO – Where do Gaps
Exist?**

3

What are:

- **Options to Fill Gaps?**
- **Is there Someone
that Can Provide the
Service?**
- **What is the Cost?**

4

**Can we Find the
Money to Pay for the
Service?**



WAMPO REGIONAL TRANSIT IMPLEMENTATION PLAN

PUBLIC INFORMATION MEETING #1
FEBRUARY 2024

Meeting Sign-In



Date: 6/5/2024

Purpose: Public Meeting # 2 - Goddard

Name	Community	E-mail Address	Phone
Eavan Moore	N/A	ecmoore@srfconsulting.com	
Karen Keatley	Goddard	kkeatley49@yahoo.com	
RYAN SHACK	CITY OF GODDARD	RSHACK@GODDARDKS.GOV	
Zach McHatton	Newton	Zmchatton@newtonkansas.com	
George Liebe	Goddard	gleebo AA.com	
Lance Beagley	City of Goddard	LBeagley@goddardks.gov	
Mary Gyl	REAP		
Karen Blubaugh	Goddard	blubaugh.karen@yahoo.com	
Brindilyn Stables	Wichita	bstables@starkey.org	
Laura Mays	Wichita	lmays@starkey.com	
Gail Jamison	Goddard	gailjamison@sktc.net	

Meeting Sign-In



Date: 6-5-2024

Purpose: Public Meeting #2 Goddard

Name

Community

E-mail Address

Phone

916-258-2581
 Paul Jacob Sodoland pjstine2602@yahoo
 Rep. Emil Bergquist Park City emil.bergquist@house.ks.gov

WAMPO REGIONAL TRANSIT STUDY

Meeting Sign-In



Date:

Purpose:

Name	Community	E-mail Address	Phone
Gary O'Neal	Bel Aire	gopapa440@yahoo.com	316-655-5502
Joanne Harris	Kechi	joannesinthegarden@yahoo.com	206 713 7827
Blaine Harris	Kechi		
Tom Henry	BEL AIRE	thens@belaireks.gov	
Tyler Dehn	Bel Aire	tdehn@belaireks.gov	316-806-1232
Rachel Saket Kashani	Bel Aire	rachel.saketkashani@choosebroadspire.com	(316) 399-6144



WAMPO REGIONAL TRANSIT IMPLEMENTATION PLAN

PUBLIC MEETING 2 - PRESENTATION
JUNE 5, 2024

Agenda

- Study Progress
- Overview of Needs/Goals
- Ideas to Address Needs/Gaps:
 - Established Themes Based on Needs/Gaps
 - Evaluation Criteria
 - Sample Output
- Wrap-up/Discussion



Study Addresses These Questions

1

**What Public Transit/
Transportation
Service is Currently
Available?**

2

**Does the Current
Service Fill Needs?
If NO – Where do Gaps
Exist?**

3

What are:

- **Options to Fill Gaps?**
- **Is there Someone
that Can Provide the
Service?**
- **What is the Cost?**

4

**Can we Find the
Money to Pay for the
Service?**

Current Status

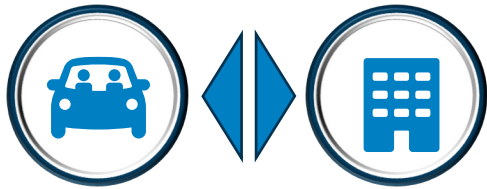
REGIONAL STUDY GOALS

Study Goals

- Prepare a Regional Plan that Addresses:
 - Enhancing transit options for the **commute to Wichita**
 - Provides **more transit opportunities for people in outlying communities** to get to shopping, medical services, social visits
 - Expanding **employment opportunities** in WAMPO communities **OUTSIDE Wichita** – Including the commute from Wichita
 - Identify **funding needs and real opportunities** that support the service options listed

CONCEPT EVALUATION

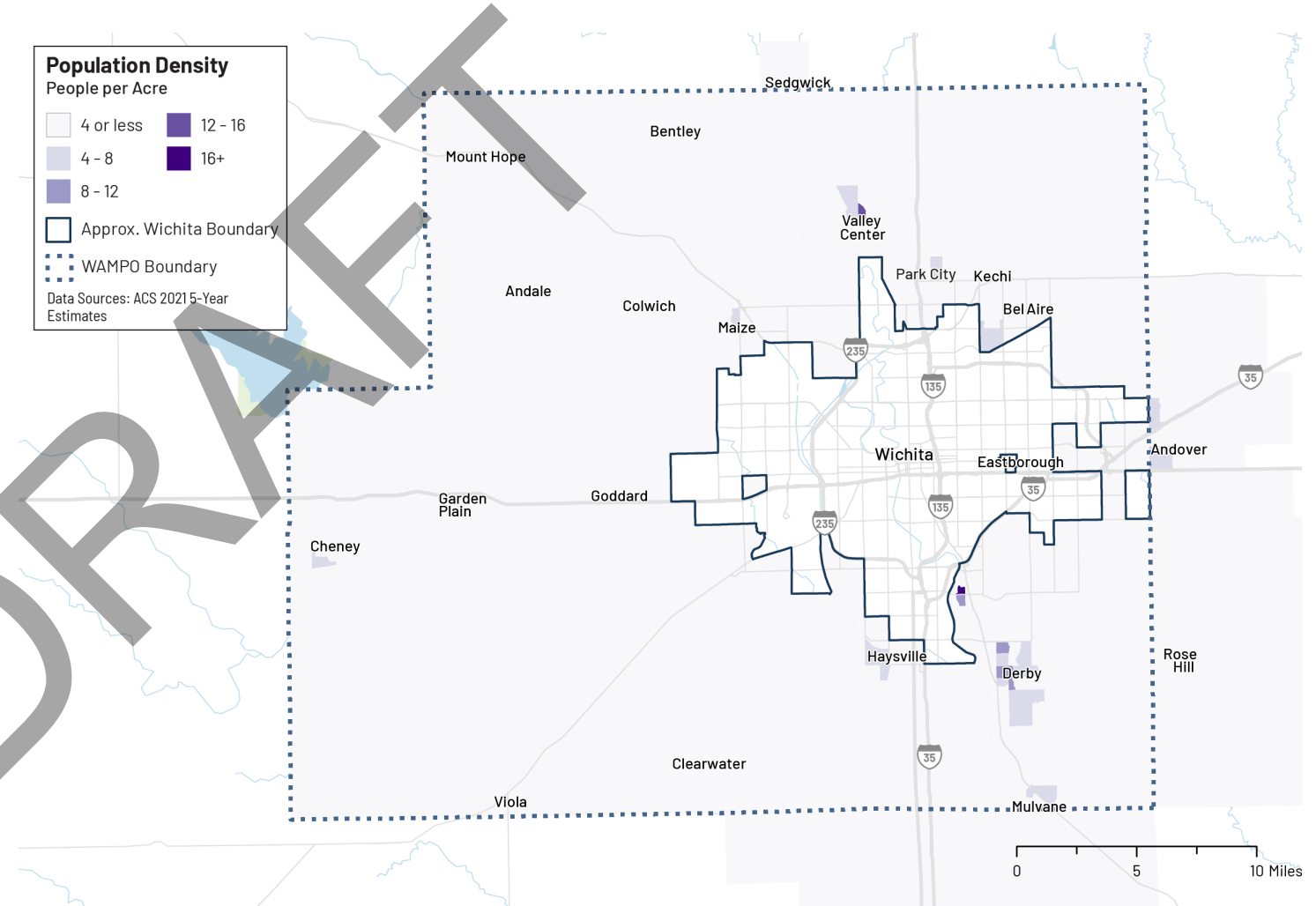
Range of Concepts to Consider



Service Type	Possible Locations	Target User
Vanpool	Large employers	Shift workers
Fixed route bus extensions to/from Wichita	Municipalities contiguous to Wichita	General Public
	Communities in the REGION with supporting population/employment density	Employees, students
Intercity fixed routes	Suburban cities to/from Wichita	General Public
Intracity and/or intercity demand response	Municipalities to regionwide	General Public
Subsidized ridehailing (e.g. Uber and Lyft)	Municipalities contiguous to Wichita	General Public

Concepts Support Needs and Opportunities

- Defining Needs:
 - Stakeholder Meeting Input
 - MTP Outreach
 - Analysis of Current Service
 - Public Meetings
- Defining Opportunities:
 - Development Density
 - Travel Flows
 - Proximity (Convenience)



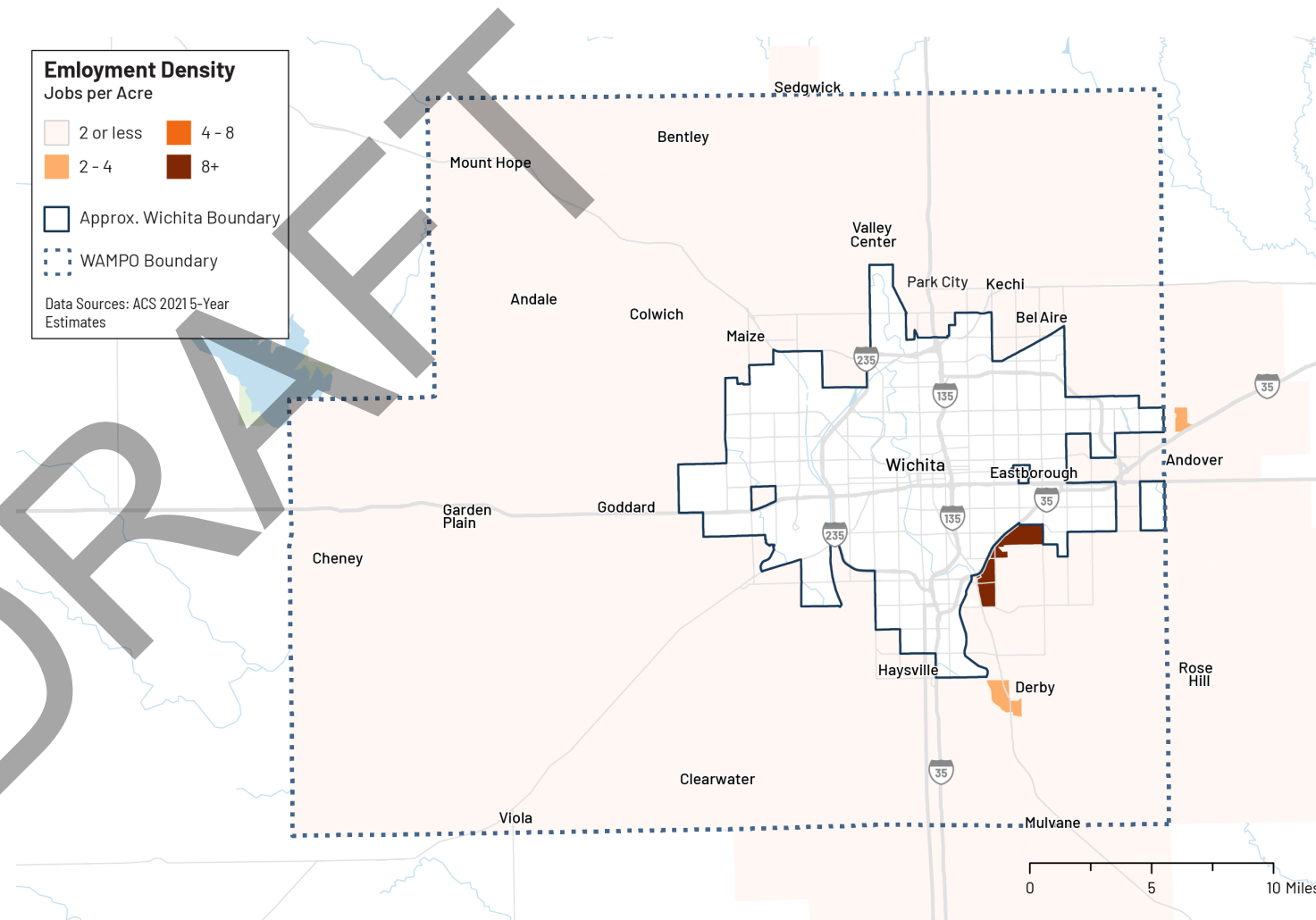
Concepts Support Needs and Opportunities

■ Defining Needs:

- Stakeholder Meeting Input
- MTP Outreach
- Analysis of Current Service
- Public Meetings

■ Defining Opportunities:

- Development Density
- Travel Flows
- Proximity (Convenience)



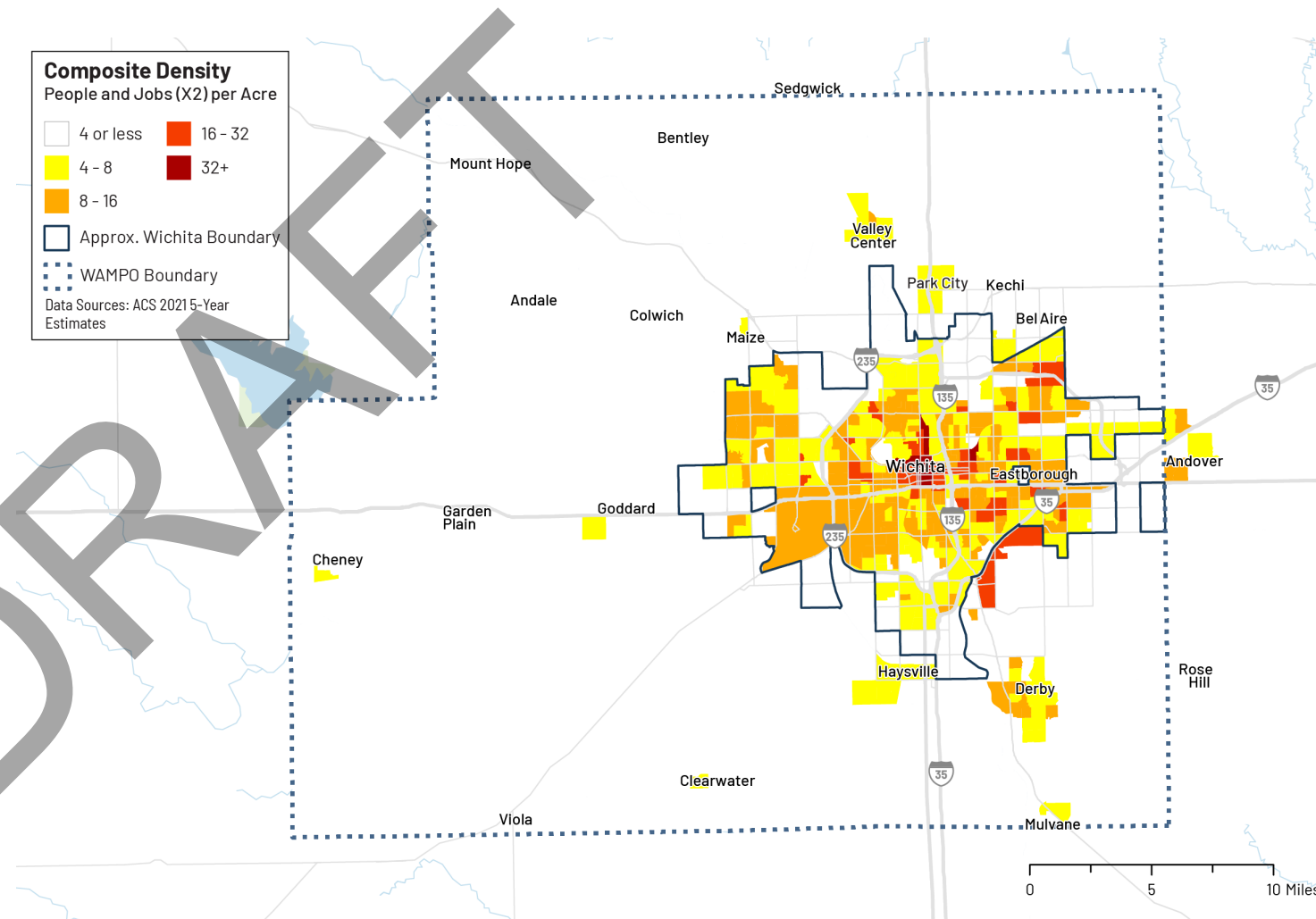
Concepts Support Needs and Opportunities

■ Defining Needs:

- Stakeholder Meeting Input
- MTP Outreach
- Analysis of Current Service
- Public Meetings

■ Defining Opportunities:

- Development Density
- Travel Flows
- Proximity (Convenience)



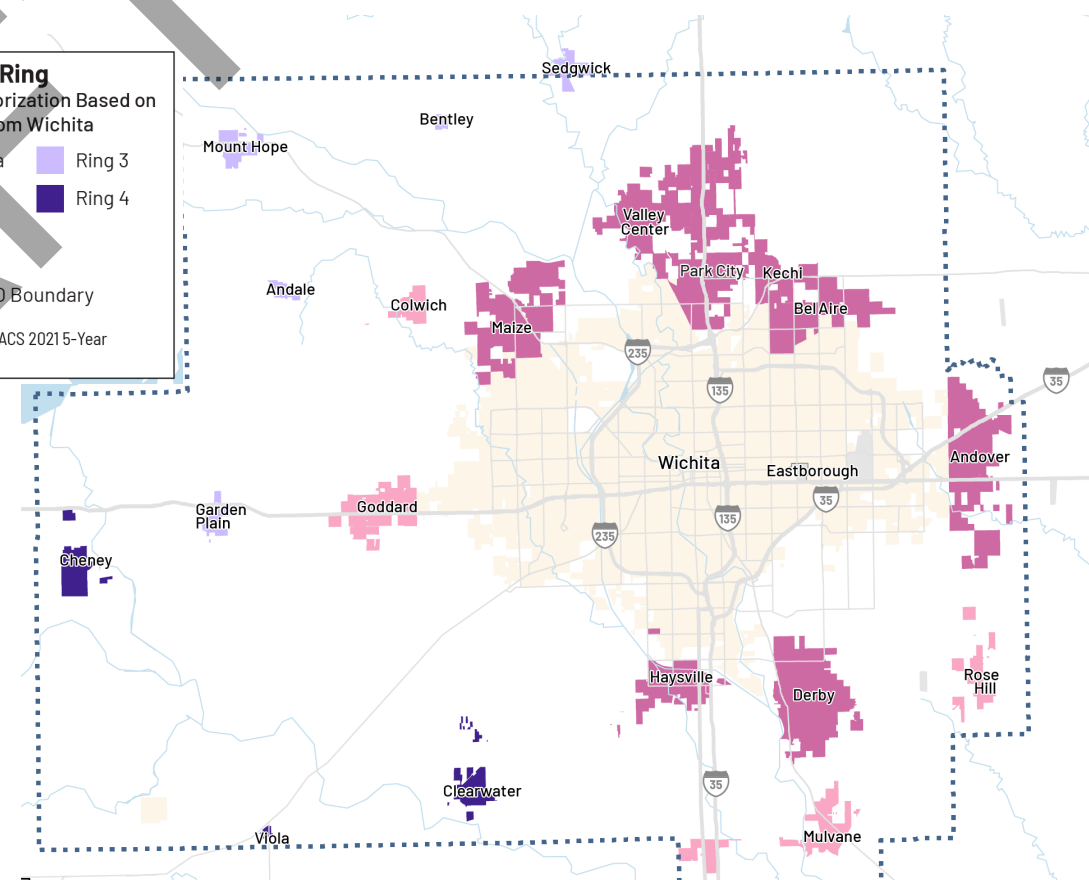
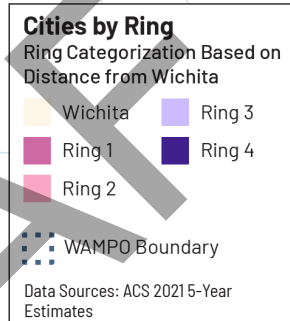
Concepts Support Needs and Opportunities

Concept Themes

- Opportunities to get to/from Work in Wichita (Commute Trip Support)
- More Opportunities for Regional Travel:
 - For Medical trips
 - Shopping trips
 - School trips
 - Recreational trips
- Service that Supports Growing/ Expanding Suburban/Exurban Employment Growth

Concept Detail

Theme/Alternative	Service Improvement Theme		
	Enhancing the Commute to Wichita	Increasing Fringe/Rural Access	Supporting Fringe Employment
Develop WT Express Routes Connecting (List Communities)	●		
Develop/Coordinate with Wichita Transit Park-n-Ride Lots on Wichita Fringe	●		
Establish Vanpool Program	●		●
Add to Sedgwick County Transit Capacity	●	●	
Extend Sedgwick County Transit Hours (Earlier AM/Later PM)	●	●	●
Establish New Community-based Demand Response Services (with inter-city travel options)	●	●	
Establish New Community-based Demand Response Services (with inter-city travel options)		●	
Regional Service Route(s) and Park-n-Ride	●		
Extend WT routes to Transit Supportive Contiguous Cities/Towns (Ex. Derby Bel Aire)	●	●	
Develop WT Reverse Commute Express Routes Connecting (List Communities)			●
Collaboration with TNCs (Uber/Lyft)		●	●



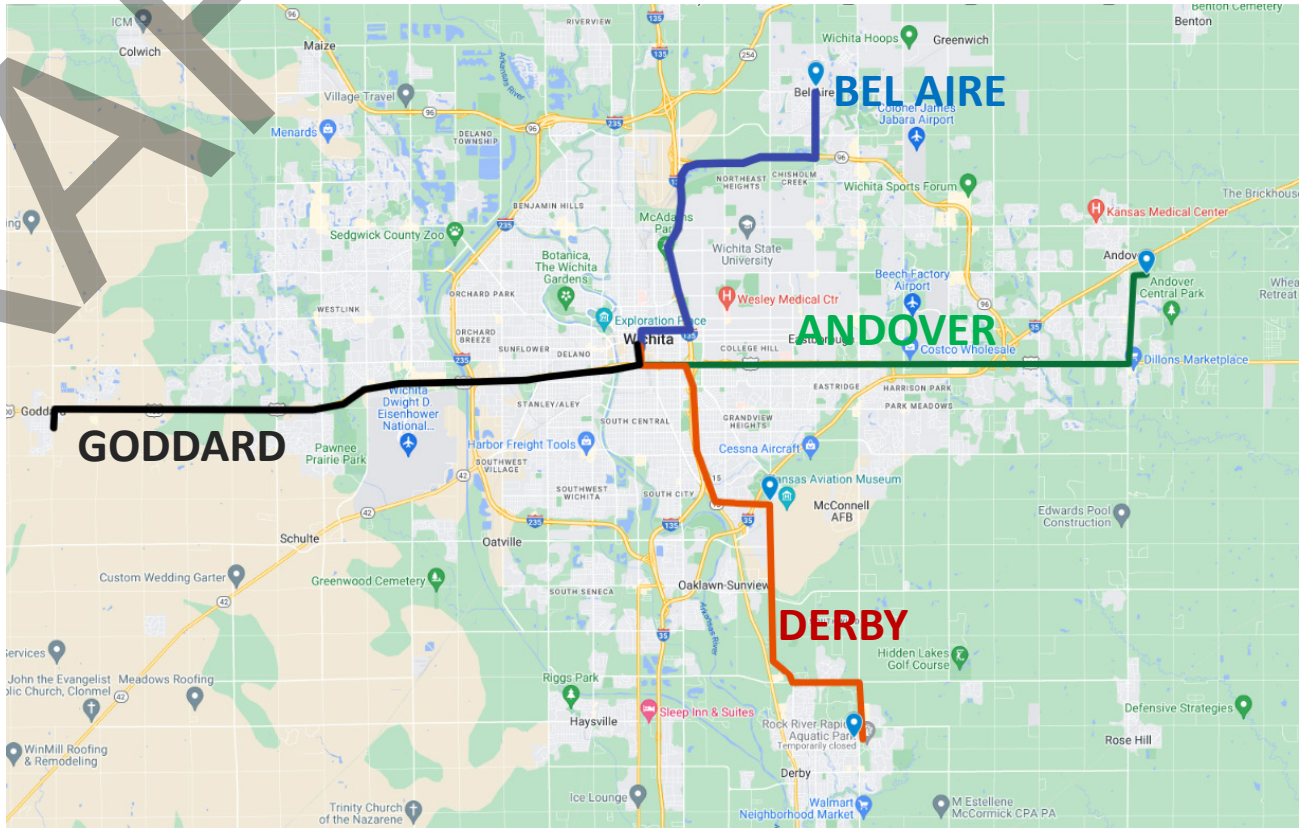
Team is Considering the Applicability of each Concept across the Region

Concept Detail - EXAMPLE

Theme/Alternative	Service Improvement Theme		
	Enhancing the Commute to Wichita	Increasing Fringe/Rural Access	Supporting Fringe Employment
Develop WT Express Routes Connecting (List Communities)	●		
Develop/Coordinate with Wichita Transit Park & Ride			

Key Assumptions

- Limited stop service
- Only communities with enough development/ connection to Wichita to support service
- Funding – Local match from suburban community (not Wichita).
- Two morning and two evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.



Concept Detail – EXAMPLE SUMMARY

Service Concept Summaries

www.wampo.org/regional-transit

Email
btroe@srfconsulting.com
With Comments



Concept Title: Develop Wichita Transit Express Routes Connecting:

Derby

Bel Aire

Andover

Goddard

Description:

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. 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 trips in the morning commute period and two in the afternoon/evening period.

Limited stop service is assumed, which would reflect one to three locations in the adjacent/focus community and the only 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 PROVIDED by Wichita Transit, however, FUNDING would include a share/all of the local match would be PROVIDED BY THE ADJACENT JURISDICTION. The logic is the concept provides more benefit to the adjacent community than to Wichita and financial support should reflect benefit.

Key Assumptions

Limited stop service (one to three locations in origin community and the downtown Transit Center). Intermediate stops in Wichita could be reasonable, but would be very limited in number.

Only communities with enough development/ connection to Wichita to support service (must share significant city limits border).

Funding – Local match from suburban community (not Wichita).

Two morning and two evening trips – Weekdays Only

Coordinate Transit Center arrival with pulse for other routes.

Ridership Method – Portion of commute flow from target community to Wichita.

Cost – Apply Wichita Transit per revenue hour cost to AM and PM trips.

Summary by Evaluation Criterion

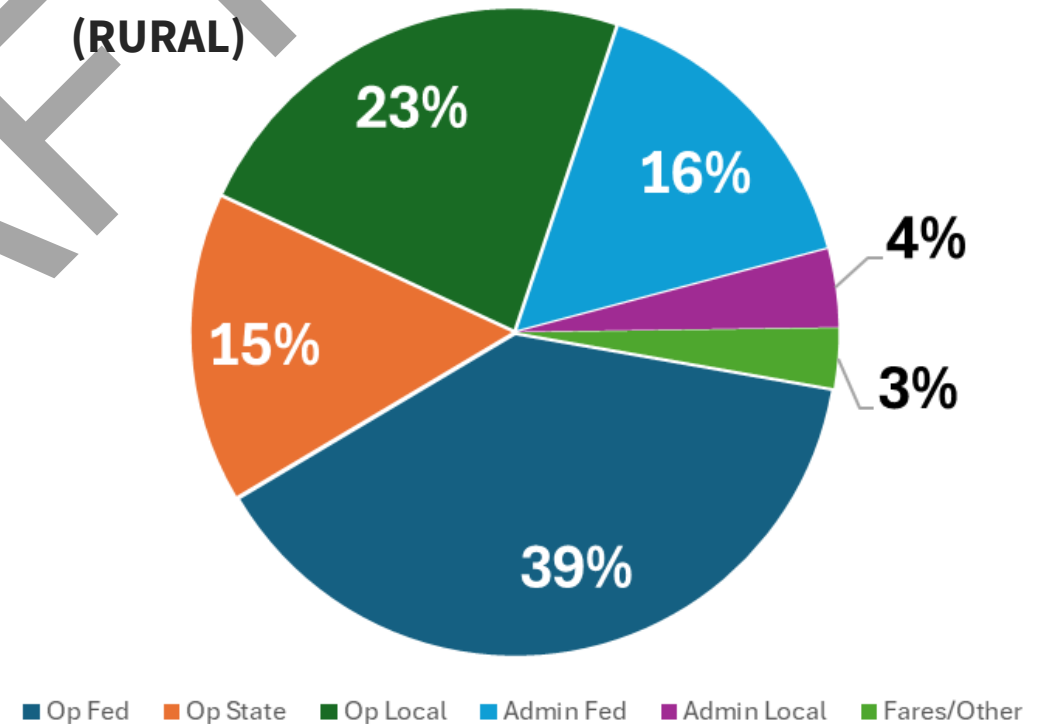
Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
1	To be Determined	\$#####	Mid-term	

14

Transit Funding in WAMPO Area

- Four Sources:
 - Federal Transit Administration
 - State
 - Local
 - Fares
- Funding Information is Critical in Decision:
 - Who Benefits?
 - Who Participates in Local Subsidy?

**SEDGWICK COUNTY
TRANSPORTATION
(RURAL)**



Summary/Assessment of the Alternatives

Theme/Alternative	Screening Criteria				
	Supports Theme (1-5)	Ridership Potential (1-5)	Cost (1-5)	Implementation Period (1-5)	Community/ Leader Support (1-5)
Enhancing the Commute (To Wichita)					
Develop WT Express Routes Connecting Derby, Park City/Valley Center, and Andover	■■■■	2,000 to 12,000 annual riders (varies by route)	■	■■	
Develop Park-n-Ride Lots on Wichita Fringe	■■	2,780 – 5,560 trips annually	■	■■■■	
Establish Vanpool Program	■■■	0.061 to 0.211 trips per capita annually	■	■■■■	
Add to Sedgwick County Transit Capacity	■	275 – 550 trips annually	■■■■■	■■■	
Extend Sedgwick County Transit Hours (Earlier AM/Later PM)	■■	Approx. 430 trips/hour annually	■■■■■	■■■■	
Establish New Community-based Demand Response Services (with inter-city travel options)	■■	0.21 annual trips per capita annually	■■	■■	
Regional Service Route(s) and Park-n-Ride	■■■	7,000-10,000 trips annually	■	■■■	
Extend WT routes to Transit Supportive Contiguous Cities/Towns (e.g. Derby, Haysville, Bel Aire)	■■■	20,000 to 70,000 annual trips (varies by route)	■	■	
Increasing Fringe/Rural Access/Accessibility					
Add to Sedgwick County Transit Capacity	■■■■■	275-550 trips annually	■■■■■	■■■	
Extend Sedgwick County Transit Hours (Earlier AM/Later PM)	■■■■	Approx. 430 trips/hour annually	■■■■■	■■■■	
Establish New Community-based Demand Response Services (with inter-city travel options)	■■■	0.21 annual trips per capita	■■	■■	

Summary/Assessment of the Alternatives

Establish New Community-based Demand Response Services (intra-city only)	■ ■	0.31 annual trips per capita	■ ■	■ ■	
Extend WT routes to Transit Supportive Contiguous Cities/Towns (Examples: Derby, Bel Aire)	■	20,000 to 70,000 annual trips (varies by route)	■	■	
Collaboration with TNCs (Uber/Lyft)	■ ■ ■ ■	Approx. 0.086 trips per capita annually	■ ■ ■	■ ■ ■ ■	
Supporting Fringe Employment					
Establish Vanpool Program	■ ■ ■ ■ ■	Approx. 0.061 to 0.211 annual trips per capita	■	■ ■ ■ ■	
Develop WT Reverse Commute Express Routes Connecting (List Communities)	■ ■ ■	2,000 to 12,000 annual riders (varies by route)	■	■ ■	
Extend Sedgwick County Transit Hours (Earlier AM/Later PM)	■ ■ ■ ■	Approx. 430 trips/hour annually	■ ■ ■ ■	■ ■ ■ ■	
Collaboration with TNCs (Uber/Lyft)	■ ■ ■ ■	Approx. 0.086 trips per capita annually	■ ■ ■	■ ■ ■ ■	

DEFINITIONS

COMMUNITY SUPPORT

- - Oppose
- ■ - Somewhat Oppose
- ■ ■ - Neutral/No Opinion
- ■ ■ ■ - Some Support
- ■ ■ ■ ■ - Support

RIDERSHIP POTENTIAL

- - Very Low
- ■ - Low
- ■ ■ - Modest
- ■ ■ ■ - Medium/High
- ■ ■ ■ ■ - High

COST

- ■ ■ ■ ■ - Very Low (<\$15/Trip)
- ■ ■ ■ - Low (\$15 - \$20/Trip)
- ■ ■ ■ - Modest (\$20-\$25/Trip)
- ■ ■ - Medium/High (\$25-\$30/Trip)
- ■ - High (>\$30/Trip)

IMPLEMENTATION PERIOD

- ■ ■ ■ ■ Immediate
- ■ ■ ■ Short Term 1-2 Years
- ■ ■ Medium (2-4 years)
- ■ Medium/Long Term 5-6 Years)
- Long Term (>6 years)

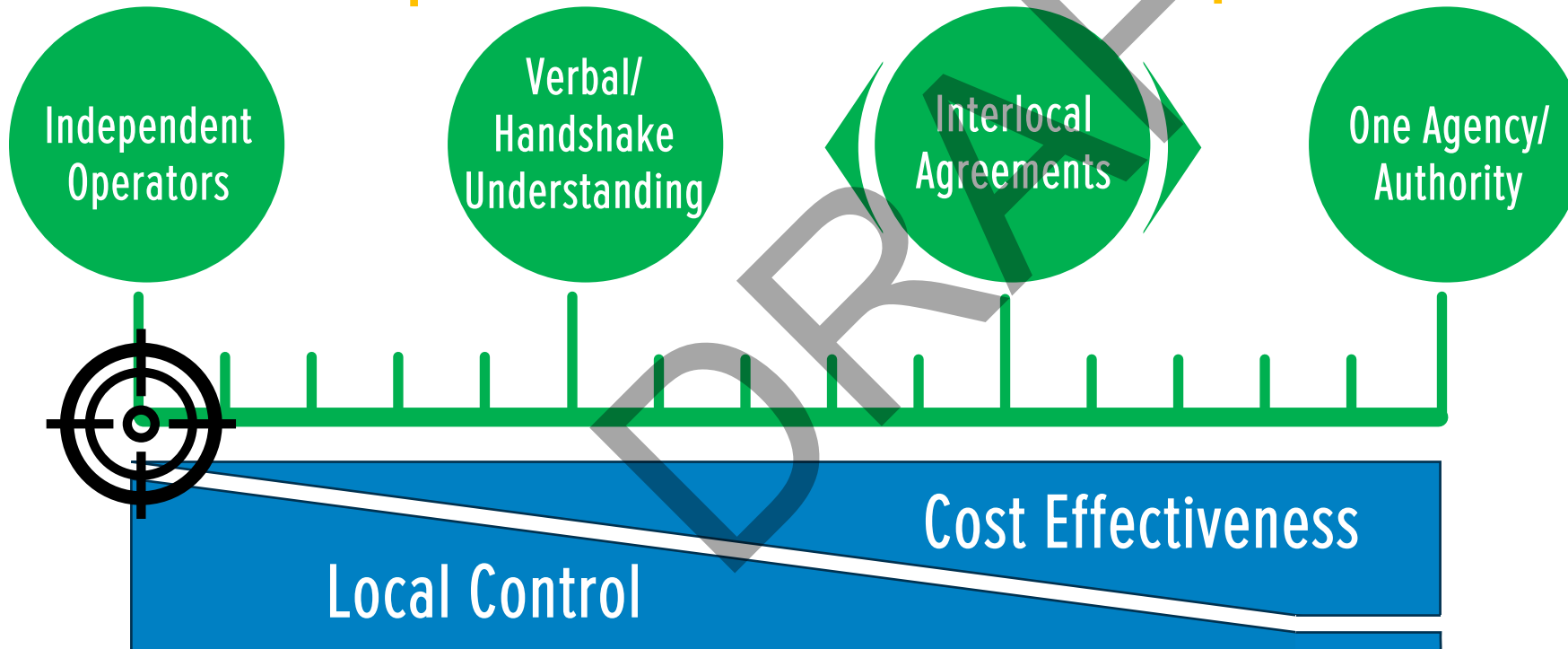
COMMUNITY LEADER SUPPORT

- - Oppose
- ■ - Somewhat Oppose
- ■ ■ - Neutral/No Opinion
- ■ ■ ■ - Some Support
- ■ ■ ■ ■ - Support

Service Operating Options

Coordination Options

- Individual Jurisdiction Operators
- Individual/Combine Jurisdiction Operators



Options

- Sedgwick County
- Multi-jurisdiction Authority



DISCUSSION

WAMPO REGIONAL TRANSIT IMPLEMENTATION PLAN

PUBLIC MEETING #2
JUNE 5, 2024

Appendix E: Authority Bylaws and Articles of Incorporation

DRAFT

FIRST AMENDMENT TO INTERLOCAL AGREEMENT

THE CITY OF WICHITA, KANSAS, AND THE BOARD OF COUNTY COMMISSIONERS OF SEDGWICK COUNTY, KANSAS, ON THIS 30th DAY OF January, 2019, CONCURRENT WITH THE ADOPTION OF A JOINT ORDINANCE-RESOLUTION REGARDING THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION AND THE METROPOLITAN AREA PLANNING DEPARTMENT, DO HEREBY AGREE TO THE FOLLOWING:

WHEREAS, Sedgwick County and the City of Wichita entered into an interlocal agreement approved by the Office of the Kansas Attorney General on November 14, 2016 ("Original Agreement"); and

WHEREAS, the subject matter from the Original Agreement is the same as this First Amendment to Interlocal Agreement ("Agreement"); and

WHEREAS, Sedgwick County and the City of Wichita wish to make amendments to the Original Agreement, as contained in the terms of this Agreement; and

WHEREAS, this Agreement shall, upon its effective date, supersede and replace the Original Agreement.

1. Joint Ordinance and Resolution. Within a Joint Ordinance-Resolution, the City of Wichita, Kansas ("City") and Sedgwick County, Kansas ("County"), through their governing bodies, have agreed to enter into joint and cooperative action as described within this Interlocal Agreement ("Agreement"). This Agreement is entered into pursuant to K.S.A. 12-744(c) and 12-2901 *et seq.*

2. Effective Date, Original Term, Renewal, and Notice of Termination. The term of this Agreement will begin on its effective date, which will occur once it has been approved by the Kansas Attorney General pursuant to K.S.A. 12-2904(g) and filed with both the Kansas Secretary of State and the Sedgwick County Register of Deeds pursuant to K.S.A. 12-2905. This Agreement shall be perpetual in duration unless and until either party notifies the other party in writing of its decision to terminate the Agreement. Any such written notice of termination or partial termination will not become effective until ninety (90) days from the date it is sent, or any such date greater than ninety (90) days in the future that is specified within the notice.

3. Planning Commission, Membership, Term, and Compensation. The Wichita-Sedgwick County Metropolitan Area Planning Commission ("Commission") shall consist of fourteen (14) members, seven (7) of whom shall be appointed by the Mayor of the City by and with the consent of the City Council, and seven (7) of whom shall be appointed by a majority vote of the Board of County Commissioners, upon the recommendation of each individual County Commissioner for five (5) members and with two (2) at-large members.

FILED

MAY 22 2019

**SCOTT SCHWAB
SECRETARY OF STATE**

All appointments made by the Board of County Commissioners shall be for four (4) years from the date of appointment and until their successors have been duly appointed. Nevertheless, all members appointed by the Board of County Commissioners shall serve at the pleasure of the Board of County Commissioners and may be removed or replaced by a vote of the Board of County Commissioners prior to the conclusion of a term.

All appointments made by the City Council shall be made in accordance with City Code Sections 2.12.010, 2.12.020, and 2.12.030.

Any members of the Wichita-Sedgwick County Metropolitan Area Planning Commission who are serving at the time this Agreement is entered into shall continue to serve the remainder of their terms.

In case of death, incapacity, resignation, removal, replacement or disqualification of any member, the party making the appointment of such member shall appoint another member for the unexpired term of such deceased, incapacitated, resigned, removed, replaced or disqualified member.

Any person residing within the City of Wichita city limits shall be eligible for appointment by the City by and with the consent of the City Council. Any person residing within Sedgwick County (including incorporated areas) shall be eligible for appointment by the County.

Members of the Commission shall serve without compensation.

4. Purpose. The purpose of this Agreement is to provide for the joint planning authority, responsibilities and functions as permitted by K.S.A. 12-741 *et seq.*, as amended.

5. Meetings, Officers, Prior Action, Quorum. The Commission shall convene for its meetings at such time and place as shall be fixed by the Commission, and shall meet not less frequently than once per month.

The Commission shall elect one member as Chair and one member as Vice Chair. The terms of the Chair and Vice Chair shall be for one (1) year and until a successor has been elected and qualified. The Commission shall elect a Secretary and may also elect an Assistant Secretary. Both the Secretary and Assistant Secretary may be persons who are not members of the Commission. If a Secretary or Assistant Secretary is not a member of the Commission, said Secretary or Assistant Secretary would serve in an ex officio, non-voting capacity. The Secretary shall cause a proper record to be made and preserved of all the proceedings of the Commission.

Any of the following that have been approved, completed, or established by the Wichita-Sedgwick County Metropolitan Planning Commission prior to this Agreement shall continue in full force and effect: bylaws, policies, subcommittee(s), election of officers, and provision of notices.

The Commission may further adopt new bylaws or amend existing bylaws for the transaction of business and hearing procedures.

Special meetings of the Commission may be called by the Chair, or in his or her absence, by the Vice Chair, on not less than twenty-four (24) hours' notice, such notice to be by mail or personal service by the Secretary or the Secretary's representative, at the address given to the Secretary by such member.

A quorum shall consist of a majority of the members of the Commission appointed and qualified at any given time. Accordingly, any vacancy that exists shall reduce the size of the Commission for purposes of determining a quorum.

6. Commission Authority, Function, Responsibilities. The Commission shall have such power and duties as may be prescribed by law from time to time, including but not limited to those responsibilities in K.S.A. 12-741 *et seq.*, as amended, and any local ordinances and resolutions. As a primary function, the Commission shall have the responsibility for the preparation, adoption, recommendation and maintenance of a long-range comprehensive plan, pursuant to K.S.A. 12-747 *et seq.*, as amended.

The Commission shall assume and perform all powers, duties and functions heretofore vested in the previously constituted Wichita-Sedgwick County Metropolitan Area Planning Commission.

7. Wichita-Sedgwick County Metropolitan Area Planning Department. The Wichita-Sedgwick County Metropolitan Area Planning Department's ("Department") responsibilities pertain to land use planning and zoning, as permitted by law. This includes, but is not limited to items referenced in K.S.A. 12-741, *et seq.* The Director of the Department shall be appointed by the City Manager and the County Manager, by joint appointment. All subordinate employees within the Department shall be appointed by the Director. The Director shall serve at the pleasure of the City Manager and the County Manager. The Director's job performance will be annually evaluated by both the County Manager and the City Manager. Performance issues shall be addressed through an evaluation and improvement plan, jointly developed by the County Manager and City Manager, which uses objective performance measures and identifies corrective actions, if needed. In the event that either the County Manager or the City Manager, are displeased with the Director's performance, a performance plan can be implemented which describes the sought after change in performance.

The Director and current and future employees within the Department will remain as employees of the City. Employees of the Department shall also be considered City employees for the purposes of the defense of claims under the Kansas Tort Claims Act.

8. Budget, Disbursing Agent. On an annual basis, by a date jointly agreed upon by the County Manager and the City Manager, the Department shall submit to both managers a proposed budget of income and expenditures for the ensuing fiscal year for the Department. The Managers will then make their budget recommendations to their respective governing bodies.

Such proposed budget, either as submitted or as the same may be amended, will be approved and adopted by said governing bodies. The two bodies must agree what the total annual budget of the Department will be. The City and County reserve their respective statutory authorities and responsibilities regarding budget, tax levy, and other funding matters, but it is agreed herein that each will appropriate an amount equal to fifty percent (50%) of the agreed upon budget for the Department. The City Treasurer is hereby designated as the custodian and disbursing agent for the total budget.

9. Revenues, Fees, Charges, Assessments, and Payments. All revenues, fees, charges or assessments collected by the Department will be remitted daily to the City Treasurer. Sedgwick County will make four (4) equal quarterly payments to the City each year that this Agreement is in place. Said payments shall equal one-fourth (1/4) of the amount of funds budgeted by the Board of County Commissioners for that particular year's budget. The payments shall be made such that they are received by the City Treasurer not later than March 31st, June 30th, September 30th, and December 31st of each year that this Agreement is in place. If the Department's expenses for each calendar year are less than the total funds budgeted by the City and County and the fees or other revenue received by the Department, any surplus shall be refunded to each party equal to the proportion of their contributions for that budget year.

10. Accounting, Purchasing, Administrator. The City will maintain accounting records for each revenue and expenditure of the Department. All purchases for the Department will be processed by the purchasing department of the City in the name of the City.

The City will process all Department payroll.

The City will provide to the County timely quarterly financial reports disclosing the revenues and expenditures for the year to date compared with the budgets.

The City agrees to provide the County with an annual certified audit of City-County revenues and expenditures for the Department.

The City shall serve as the administrator for the Department.

11. Equipment and Maintenance of Records. The City will provide the office equipment, computer hardware and software, office furniture, and other items necessary for the Department which are presently used by the Department. Replacement of any of the aforementioned items will be paid for from the annual Department budget approved by the parties' governing bodies. The City shall be responsible for the maintenance and storage of all records for the Department.

The City will be responsible for providing, insuring, and paying the vehicle registration fees for any necessary vehicles for Department staff to complete their duties.

12. Personal Cars –Parking. Department employees shall have all parking rights and privileges and to the same extent as other employees of the City and County, with respect to the specific location(s) where such employees are based.

13. Legal Matters and Representation. All legal matters involving zoning or subdivision rules and regulations, vacation and dedication occurring within the City of Wichita or within any area by law determined to be within the jurisdiction of the City of Wichita shall be the responsibility of the City Law Department. All legal matters involving zoning or subdivision rules and regulations, vacation and dedication occurring within the unincorporated area or within any area by law determined to be within the jurisdiction of Sedgwick County shall be the responsibility of the County Counselor's Office.

14. Workers Compensation, Unemployment Compensation, Retirement etc. The City will be responsible for all Department employees' claims for workers compensation, unemployment payments, social security, employee retirement, health insurance, life insurance, and any other benefits that may be provided by the City to its employees. These costs will be considered as part of the Department budget for which the parties are jointly responsible.

15. Disposition of Property and Equipment Upon Termination.

This section shall apply to all property and equipment that is specifically and primarily used by the Department in its operations, as defined within this Agreement.

A. Property Owned by a Single Party.

If this Agreement is terminated for any reason, ownership of equipment, real property or other assets owned entirely by either party, whether before or after the start of this Agreement, shall be returned to that party with established ownership rights.

1. Property and equipment owned solely by the County at the start of this Agreement includes, but is not limited to the following:

a. The real property located at 271 West 3rd Street, Wichita, Kansas, including any fixtures on said real property, regardless of the time such items are considered fixtures.

b. Any additional property and equipment for which the County can reasonably demonstrate established ownership rights.

2. Property and equipment owned solely by the City at the start of this Agreement includes, but is not limited to the following:

a. Any property and equipment for which the City can reasonably demonstrate established ownership rights.

B. Property Owned Jointly by the County and City.

If this Agreement is terminated for any reason, any property and equipment: (1) acquired or purchased by the Department, whether before or after this Agreement was entered into; or (2) via joint funding by the parties, said property and equipment shall be distributed to the City and County such that each party receives fifty percent (50%) of the present fair market value of said property. The City and County may agree to receive their fifty percent (50%) fair market value shares in cash, property and equipment, or agreed upon combination of cash, property and equipment.

C. Presumption of Jointly Owned Property and Equipment.

For purposes of this Agreement, any property and equipment for which neither party can reasonably establish ownership rights, whether before or after the effective date of this Agreement, shall be considered property that is jointly owned. Either party can overcome the presumption of jointly owned property and equipment through prior receipts, invoices, purchase orders, or other documentation which indicates that the party was solely responsible for the purchase or receipt of such property and equipment.

16. Planning Matters - prior action and pending proceedings. All planning and zoning actions of every kind or character heretofore taken by the Wichita City Planning Commission, the Sedgwick County Planning Commission, and the Wichita-Sedgwick County Metropolitan Area Planning Commission as it existed prior to this Agreement, shall be continued in full force and effect and shall in no way be affected by the joint resolution and ordinance or this Agreement. All petitions for zoning change, petitions for vacation of streets, alleys and other public ways, requests for changes in street names, requests for approval of plats and dedications, master or comprehensive plans, and all other matters pending before the Wichita-Sedgwick County Metropolitan Area Planning Commission upon the effective date of the joint resolution-ordinance and this Agreement shall continue to be processed by said Commission before which such applications may be pending until such matters are concluded. Furthermore, any actions previously taken by the Wichita-Sedgwick County Metropolitan Area Planning Commission, the City, and the County as a result of joint planning and zoning are hereby ratified by the City and County, to the extent that such actions apply within their respective jurisdictions.

17. Effect of This Agreement. This Agreement supersedes and replaces any previous agreements between the parties concerning the Commission and the Department, and any joint planning.

18. Compliance with K.S.A. 12-2901. et seq. Upon execution of this Agreement it shall be sent to the Kansas Attorney General for approval pursuant to K.S.A. 12-2904. Following approval by the Attorney General, or, lacking any rejection ninety (90) days after the

receipt of the Agreement by the Attorney General, this Agreement will be filed with the Sedgwick County Register of Deeds and the Kansas Secretary of State.

19. Governing Law. This Agreement shall be governed by the laws of the State of Kansas.

20. Amendment. An amendment to this Agreement must be in writing and approved by the governing bodies for the City and County, and subsequently approved by the Kansas Attorney General pursuant to K.S.A. 12-2904.

21. Severability. If any part of this Agreement shall be held or determined to be unenforceable, the remaining provisions shall continue in full force and effect.

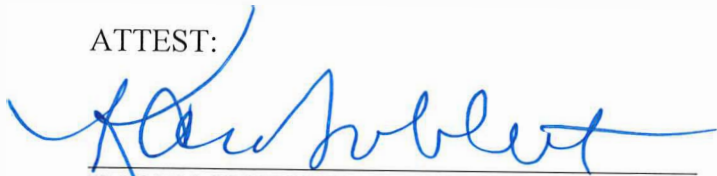
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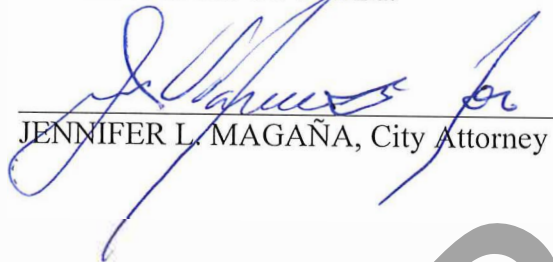
PASSED by the governing body of the CITY OF WICHITA, KANSAS, this 19th day of February, 2019.


JEFF LONGWELL, Mayor

ATTEST:


KAREN SUBLETT, City Clerk

APPROVED AS TO FORM:


JENNIFER L. MAGAÑA, City Attorney

DRAFT

APPROVED THE 30 DAY OF January, 2019 BY:

BOARD OF COUNTY COMMISSIONERS
OF SEDGWICK COUNTY, KANSAS



DAVID T. DENNIS, Chairman

ATTEST:

for Karen S. Bailey
KELLY B. ARNOLD, County Clerk



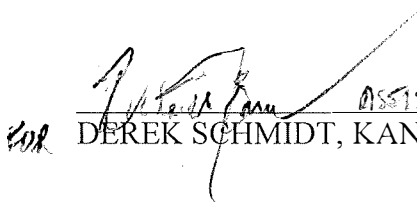
APPROVED AS TO FORM:



JUSTIN M. WAGGONER,
Assistant County Counselor

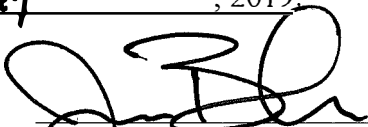
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APPROVED this 14th day of May, 2019, pursuant to K.S.A. 12-2904, by:

 ASSISTANT ATTORNEY GENERAL
DEREK SCHMIDT, KANSAS ATTORNEY GENERAL

DRAFT

Filed with the Office of the Kansas Secretary of State this 22ND day of MAY, 2019.


Name: JAMESON BECKNER

Title: ASSISTANT DIRECTOR OF ELECTIONS,
KANSAS SECRETARY OF STATE

DRAFT

ARTICLES OF INCORPORATION
OF
TWIN CITY AREA TRANSPORTATION AUTHORITY

These Articles of Incorporation are adopted by the incorporating municipalities for the purpose of creating an Authority under the provisions of Act No. 55, Public Acts of 1963, as amended, being M.S.A. 5.3475 (1) et seq. and Act No. 35, Public Acts of 1951, et seq., as amended, (M.S.A. 5.4081 et seq.) and Article VII, §27 of the Constitution of the State of Michigan of 1963.

ARTICLE I

The name of this Authority is "Twin City Area Transportation Authority".

ARTICLE II

Constituent Municipalities

The names of the municipalities included in this Authority are:

City of Benton Harbor,
City of St. Joseph,
Township of Benton,
Township of Lincoln,
Township of St. Joseph,
all in Berrien County, Michigan.

ARTICLE III

Purpose

The purpose of this Authority is to acquire, own, operate and manage a public transportation system within the boundaries of the participating municipalities. The service to be provided is commonly known as "Dial-A-Ride Transportation".

ARTICLE IV

General Powers

This Authority shall be a body corporate with power to sue or to be sued in any court of this state. It shall include all of the territory embraced within its constituent municipalities. It shall possess all the powers granted by statute and by these Articles, and all powers necessary to carry out the purposes herein set forth, as well as those incident thereto. The enumeration of any powers herein shall not be construed as a limitation upon its general powers unless the context shall clearly indicate otherwise. It shall have a corporate seal.

ARTICLE V

Term

This Authority shall continue in existence until dissolved by act of the parties or by law; provided, that it shall not be dissolved if such dissolution would operate as an impairment of any of its contracts.

ARTICLE VI

Fiscal Year

The fiscal year of the Authority shall commence on the first day of July of each year and end on the 30th day of June of the following year.

ARTICLE VII

Board of Trustees

(a) Governing Body. The governing body of this Authority shall be a Board of Trustees, hereinafter sometimes referred to as the "Board", which shall be vested with the management of its business and affairs. Members of the Board shall be appointed by the constituent municipality. Compensation, if any, shall be set by the Board.

(b) How Constituted. The Board shall consist of two representatives from each constituent municipality, one of whom shall be appointed by the governing body of such municipality on or before the first day of June of each year, and shall serve during the next fiscal year following appointment or until a successor is appointed, and the other who shall be the city manager or city official or supervisor or township official, as the case may be, of each such municipality.

(c) Organization. At its regular meeting in June of each year at 4 o'clock p.m., at the offices of the Authority, the Board of Trustees shall elect the following officers: Chairman, Vice-Chairman, Secretary, Treasurer and Assistant Treasurer, - all of whom shall be members of the Board of Trustees. The Board shall also appoint a Superintendent who shall be charged with the management and administration of the Authority and who shall receive such compensation as the Board shall determine. The officers shall serve for one year or until their respective successors have been elected. The Superintendent shall serve at the pleasure of the Board. The first Board shall meet within ten (10) days after its appointment by the constituent municipalities, for the purpose of organizing for the balance of the fiscal year.

(d) Vacancies. In the event of a vacancy on the Board, the governing body of the municipality represented by the vacancy shall fill the vacancy for the unexpired term. In the event of a vacancy in an office of the board, such vacancy shall be filled by the Board for the unexpired term.

ARTICLE VIII

Meetings and Notice Thereof

Meetings of the Board of Trustees shall be held at least

monthly at such times and place as shall be prescribed by resolution of the Board. Special meetings of the Board may be called by the Chairman, or any three (3) members thereof, by serving written notice of the time, place and purpose thereof, upon each member of the Board, personally, or by leaving it at his place of residence, at least twenty-four (24) hours prior to the time of such meeting, or by depositing the same in a United States Post Office or mail box within the limits of the Authority, at least seventy-two (72) hours prior to the time of such meeting, enclosed in a sealed envelope properly addressed to him at his home or office address, with postage fully prepaid thereon. Special meetings of the Board at which all members are present shall be deemed to be valid even though no written notice thereof may have been given as above provided. Any member of the Board may waive notice of any meeting either before or after the holding thereof. A majority of all the members of the Board shall be required for a quorum. The Board shall act by motion, resolution, or ordinance. For the passage of any motion, resolution, or ordinance, there shall be required the affirmative vote of a majority of the members of the Board, except where a larger vote is required by these Articles. The Board shall have the right to adopt rules governing its procedure which are not in conflict with the terms of any statute or of these Articles. The Board shall keep a journal of its proceedings, which shall be signed by the Chairman and Secretary. All votes shall be "Yeas" and "Nays". The journal shall show how each member voted.

ARTICLE IX

Officers

The Chairman of the Board shall be the presiding officer

thereof. Except as herein otherwise provided, he shall not have any executive or administrative functions other than as a member of said Board. In the absence or disability of the Chairman, the Vice-Chairman shall perform the duties of the Chairman. The Secretary shall be the recording officer of the Board and the Treasurer shall be custodian of the funds of the Authority and shall give to it a bond, conditioned upon the faithful performance of the duties of his office. The cost of said bond shall be paid by the Authority. He shall be the chief accounting officer of the Authority, and subject to the approval of the Board, may employ such assistants as may be necessary. All moneys shall be deposited in a bank, to be designated by the Board, and all checks or other forms of withdrawal therefrom shall be signed by any two officers of the Authority. The officers of the Board shall have such powers and duties as may be conferred upon them by the Board.

ARTICLE X

Property

The Authority may acquire property for a mass transportation system by purchase, construction, lease, gift or devise, either within or without the area served by such mass transportation system and may hold, manage, control, sell, exchange or lease such property. The Authority may utilize any appropriate statute for the purpose of condemnation. Such condemnation proceedings shall only be applicable to property located within the corporate boundaries of the political subdivision or subdivisions by which the Authority is incorporated within the corporate boundaries of the Authority.

ARTICLE XI

Fares and Contracts

The Authority shall have authority to charge such fares and enter into contracts for the service provided by the mass transportation system as shall be necessary to provide funds to meet the obligations of said Authority.

ARTICLE XII

Revenue Bonds; Payment

For the purpose of acquiring, improving, enlarging or extending a mass transportation system, the Authority may issue self-liquidating revenue bonds in accordance with the provisions of Act No. 94 of the Public Acts of 1933, as amended, being §141.101 to §141.139 of the Compiled Laws of 1948, or any other act providing for the issuance of such bonds. No such bonds shall be a general obligation of the Authority, but shall be payable solely from the revenues of the mass transportation system.

ARTICLE XIII

Tax Exemption

All property owned by (or leased to) the Authority shall be exempt from all taxes levied by the state and by the political subdivisions in which the Authority is incorporated. All such leased property in order to be exempt shall be used and owned by the company which is under contract with the Authority for the operation of the Authority's transit system. The Authority shall be required to pay taxes or assessments upon its real and personal property situated outside the corporate boundaries in which the Authority is incorporated.

ARTICLE XIV

Audit

The Board shall make an audit of its financial transactions and affairs at the end of each fiscal year and shall furnish a copy thereof to each constituent municipality.

ARTICLE XV

Dissolution

In the event the Authority is dissolved, either by agreement of the constituent municipalities or by any other means, the assets of the Authority shall be liquidated and, after payment of all debts of the Authority, the balance shall be divided among those municipalities who are constituent members at the time of dissolution. Division shall be made according to population and each constituent municipality shall receive the share of the assets that its population at the time of dissolution bears to the total population of all constituent municipalities at the time of dissolution.

ARTICLE XVI

Withdrawal

A participating member municipality may withdraw from the Authority after the first year upon delivery to the Secretary of the Board of Trustees, at least six (6) months prior to the end of the fiscal year, a certified copy of a Resolution of Withdrawal duly adopted by such municipality, in which case the same shall be effectively at the end of such fiscal year. In the event of withdrawal by a participating municipality, its representatives shall be deemed to have resigned from the Board of Trustees and the Board of Trustees shall be automatically reduced by the number of representatives appointed by the withdrawing municipality. A withdrawing municipality shall have no further interest in the assets of the Authority and shall not

be responsible for any liabilities incurred after the date of withdrawal.

ARTICLE XVII

Contributions.

In the event it becomes necessary to finance all or any part of the operating expenses of the Authority by contribution, any contributions made to the Authority by the participating members shall be on the basis of population which means that each participating member shall contribute a percentage equal to the percentage or proportion that the population of the participating municipality as determined by the last federal census bears to the total population of all participating municipalities at the last federal census.

ARTICLE XVIII

Amendments

Amendments to these Articles shall become effective when adopted by each constituent municipality. Any such amendment shall be published and become effective as hereinafter provided.

ARTICLE XIX

Publication

These Articles shall be published once in the St. Joseph Herald Press, a newspaper circulating within the Authority. One printed copy of such Articles of Incorporation, certified as a true copy thereof, with the date and place of publication, shall be filed with each the Secretary of State and the Clerk of the County of Berrien, within thirty (30) days after execution has been completed. Charles J. Rhodes of the City of St. Joseph, Michigan, is hereby designated as the person to cause these Articles to be published, certified and filed as aforesaid. In the event he shall be unable to act or shall neglect to act, then

Evelyn Grenawitzke of the City of Benton Harbor, Michigan, shall act in his stead.

ARTICLE XX

Effective Date

This Authority shall become effective upon the filing of printed copies of these Articles, as provided in the preceding Article.

These Articles have been adopted by the several constituent municipalities as hereinafter set forth, and in witness whereof each City has caused these presents to be signed in its name by its Mayor and Clerk and each Township has caused these presents to be signed by its Supervisor and Clerk, and all parties have affixed their corporate seals as of the 1st day of July, 1974.

Resolution approving the Articles and authorizing execution adopted

June 17, 1974.

Evelyn Grenawitzke
City Clerk,

CITY OF BENTON

By: Virgil May
Mayor Pro-Tem

ATTEST:

Evelyn Grenawitzke
Clerk

Resolution approving the Articles and authorizing execution adopted

June 19, 1974.

Patrick D. Phelan
City Clerk, ASSISTANT

CITY OF ST. JOSEPH

By: Franklin H. Smith
Mayor

ATTEST:

Patrick D. Phelan
ASSISTANT Clerk

Resolution approving the Articles and authorizing execution adopted

June 18, 1974.

TOWNSHIP OF BENTON

By: Martin J. Lane
Supervisor

Ralph Dahn

Township Clerk

ATTEST:

Ralph Dahn
Clerk

Resolution approving the Articles
and authorizing execution adopted

June 17, 1974

Bernice Tritheway
Township Clerk

TOWNSHIP OF LINCOLN

By: Ernest Hauch
Supervisor

ATTEST:

Bernice Tritheway
Clerk

Resolution approving the Articles
and authorizing execution adopted

June 17, 1974

Bill Payne Smith
Township Clerk

TOWNSHIP OF ST. JOSEPH

By: Orval J. Benson
Supervisor

ATTEST:

Bill Payne Smith
Clerk

C E R T I F I C A T E

I, CHARLES J. RHODES, City Clerk, of
the City of St. Joseph, Berrien County,
Michigan, hereby certify that the foregoing is a true copy of the
ARTICLES OF INCORPORATION OF TWIN CITY AREA TRANSPORTATION AUTHOR-
ITY.


Charles J. Rhodes

City Clerk of the City
of St. Joseph

Berrien County, Michigan

C E R T I F I C A T E

I, CHARLES J. RHODES, City Clerk, of the City of St. Joseph,
Berrien County, Michigan, hereby certify that the foregoing
Articles of Incorporation were published in the St. Joseph
Herald Press in the issue of July 13, 1974


City Clerk of the City of St.
Joseph, Berrien County, Mich.

DRAFT

CERTIFICATE OF AMENDMENT TO THE ARTICLES OF INCORPORATION

By the Incorporators of

TWIN CITY AREA TRANSPORTATION AUTHORITY

THE UNDERSIGNED INCORPORATORS, for the purpose of amending the original Articles of Incorporation of the above named corporation, do hereby execute the following Certificate of Amendment, pursuant to the provisions of Sections 611 (1) and 631 (1) of Act 284, Public Acts of 1972.

1. The name of the corporation is Twin City Area Transportation Authority. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article XVI of the Articles of Incorporation is hereby amended to read as follows:

A participating member municipality may withdraw from the Authority during the first contract year between the Authority and the State of Michigan upon delivery to the Secretary of the Board of Trustees, at least sixty (60) days prior to the end of the first contractual year, a certified copy of a Resolution of Withdrawal duly adopted by such Municipality, in which case the withdrawal shall be effective at the end of the first contract year of August 26, 1974, to August 25, 1975. After the first contract year, a participating member municipality, may withdraw from the Authority upon delivery to the Secretary of the Board of Trustees, at least six (6) months prior to the end of the fiscal year, a certified copy of a Resolution of Withdrawal duly adopted

by such member municipality, in which case the same shall be effective at the end of such fiscal year.

In the event of withdrawal by a participating municipality, its representatives shall be deemed to have resigned from the Board of Trustees and the Board of Trustees shall be automatically reduced by the number of representatives appointed by the withdrawing municipality. A withdrawing municipality shall have no further interest in the assets of the Authority and shall not be responsible for any liabilities incurred after the date of withdrawal.

3. The foregoing amendment was adopted by a majority of the members.

DATED this 2nd day of January, 1975.

CITY OF BENTON HARBOR

BY: Charles F. Joseph

Mayor

Resolution approving the Articles and authorizing execution adopted Dec. 23, 1974.

Attest:

Evelyn Brenauw

Clerk

Evelyn Brenauw
Clerk

CITY OF ST. JOSEPH

BY: Frank H. Smith

Mayor

Resolution approving the Articles and authorizing execution adopted 11/2/16, 1974.

Attest:

Charles J. Rhodes

Clerk

Charles J. Rhodes
Clerk

TOWNSHIP OF BENTON

BY: Martin J. Lane

SUPERVISOR

Mayor

Resolution approving the Articles and authorizing execution adopted 12/1/74, 1974.

Attest:

Cathryn J. Dink

Clerk

Cathryn J. Dink
Clerk

TOWNSHIP OF ST. JOSEPH

BY: Orval C. Benson
SUPERVISOR Mayor

Attest:

Resolution approving the
Articles and authorizing execution
adopted Dec 16, 1974.

Bill Payne Smith
Clerk

Bill Payne Smith
Clerk

TOWNSHIP OF LINCOLN

BY: Ernest Hauke
SUPERVISOR Mayor

Attest:

Resolution approving the
Articles and authorizing execution
adopted December 10, 1974.

Berice Tretheway
Clerk

Berice Tretheway
Clerk

CERTIFICATE OF
AMENDMENT TO ARTICLES
OF INCORPORATION OF
TWIN CITY AREA
TRANSPORTATION
AUTHORITY

THE UNDERSIGNED INCORPORATORS, for the purpose of amending the original Articles of Incorporation of Twin City Area Transportation Authority, pursuant to the provisions of Act No. 55, Public Acts of 1963, as last amended by Act No. 212, Public Acts of 1969, being Sections 124.351 to 124.359, inclusive, Compiled Laws of 1948:

1. The name of the corporation is Twin City Area Transportation Authority. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article XVI of said Articles of Incorporation is hereby amended to read as follows:

A participating member municipality may withdraw from the Authority during the first contract year between the Authority and the State of Michigan upon delivery to the Secretary of the Board of Trustees, at least sixty (60) days prior to the end of the first contractual year, a certified copy of a Resolution of Withdrawal duly adopted by such Municipality, in which case the withdrawal shall be effective at the end of the first contract year of August 26, 1974, to August 26, 1975. After the first contract year, a participating member municipality may withdraw from the Authority upon delivery to the Secretary of the Board of Trustees, at least six (6) months prior to the end of the fiscal year, a certified copy of a Resolution of Withdrawal duly adopted by such member municipality, in which case the same shall be effective at the end of such fiscal year. In the event of withdrawal by a participating municipality, its representatives shall be deemed to have resigned from the Board of Trustees and the Board of Trustees shall be automatically reduced by the number of representatives appointed by the withdrawing municipality. A withdrawing municipality shall have no further interest in the assets of the Authority and shall not be responsible for any liabilities incurred after the date of withdrawal.

3. The foregoing amendment was adopted by majority of the members.

DATED this 2nd day of January, 1975.

CITY OF BENTON HARBOR

BY: Charles F. Joseph,

Mayor

Attest:

Evelyn Grenawitzke,

Clerk

Resolution approving the Articles and authorizing execution adopted Dec. 23, 1974.

Evelyn Grenawitzke

Clerk

CITY OF ST. JOSEPH

BY: Franklin H. Smith

Mayor

Attest:

Charles J. Rhodes

Clerk

Resolution approving the Articles and authorizing execution adopted December 16, 1974.

Charles J. Rhodes

Clerk

TOWNSHIP OF BENTON

BY: Martin J. Lane

Supervisor

Catheryn J. Sirk

Clerk

Resolution approving the Articles and authorizing execution adopted December 19, 1974.

Catheryn J. Sirk

Clerk

TOWNSHIP OF ST. JOSEPH

BY: Orval L. Benson

Supervisor

Attest: Bill Payne Smith

Clerk

Resolution approving the Articles and authorizing execution adopted December 16, 1974.

Bill Payne Smith

Clerk

TOWNSHIP OF LINCOLN

BY: Ernest Hauch

Supervisor

Attest:

Bernice Tretheway

Clerk

Resolution approving the Articles and authorizing execution adopted December 10, 1974.

Bernice Tretheway

Clerk

Mar. 15, 1975

H.P. Adv.

STATE OF MICHIGAN }
County of Berrien } ss.

W. J. Banyon being duly sworn

deposes and says that he is the Publisher of the Herald-Press,
Palladium

a newspaper published and printed and circulating in the

City of St. Joseph, Berrien County, Michigan; that the

Public Notice

of which the annexed is a true copy, has been printed and

published in said newspaper one times, same

being on the following days, to-wit:

March 15, 1975

Subscribed and sworn to before me this 15th day of

March A. D. 19 75

Notary Public, Berrien County, Michigan

My commission expires BETTY JUNE KARSTEN
Notary Public, Berrien County, Michigan
My Commission Expires April 19, 1976

DART

8/75

SECOND CERTIFICATE
OF AMENDMENT TO THE ARTICLES OF
INCORPORATION

By the Incorporators of

TWIN CITY AREA TRANSPORTATION AUTHORITY.

THE UNDERSIGNED INCORPORATORS, for the purpose of amending the original Articles of Incorporation of the above named corporation; do hereby execute the following Certificate of Amendment, pursuant to the provisions of Section 611 (1) and 631 (1) of Act 284, Public Acts of 1972.

1. The name of the corporation is Twin City Area Transportation Authority. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article XVI of the Articles of Incorporation is hereby amended to read as follows:

A participating member municipality may withdraw from the Authority, upon delivery to the secretary of the Board of Trustees, at least sixty (60) days prior to the end of the fiscal year, a certified copy of a resolution of withdrawal duly adopted by such municipality, in which case the same shall be effective at the end of such fiscal year. In the event of withdrawal by a participating municipality, its representatives shall be deemed to have resigned from the Board of Trustees and the Board of Trustees shall be automatically reduced by the number of representatives appointed by the withdrawing municipality. A withdrawing municipality shall have no further interest in the assets of the Authority and shall not be responsible for any liabilities incurred after the date of withdrawal.

3. The foregoing amendment was adopted by a majority of the members.

DATED this 20th day of August, 1975.

Resolution approving the Articles
and authorizing execution adopted
Aug 21, 1975.

[Signature]
Clerk

CITY OF BENTON HARBOR

BY: [Signature]

Mayor

ATTEST:

[Signature]
Clerk

Resolution approving the Articles
and authorizing execution adopted
August 1, 1975.

[Signature]
Clerk

CITY OF ST. JOSEPH

BY: Walter H. Smith
Mayor

ATTEST:

[Signature]
Clerk

Resolution approving the Articles
and authorizing execution adopted
August 7, 1975.

[Signature]
Clerk

TOWNSHIP OF BENTON

BY: Martin J. Lane
Supervisor

ATTEST:

[Signature]
Clerk

Resolution approving the Articles
and authorizing execution adopted
August 4, 1975.

[Signature]
Clerk

TOWNSHIP OF ST. JOSEPH

BY: Charles J. Benson
Supervisor

ATTEST:

[Signature]
Clerk

Resolution approving the Articles
and authorizing execution adopted
August 1, 1975.

[Signature]
Clerk

TOWNSHIP OF LINCOLN

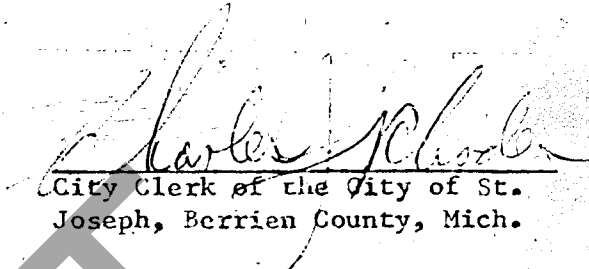
BY: [Signature]
Supervisor

ATTEST:

[Signature]
Clerk

C E R T I F I C A T E

I, CHARLES J. RHODES, City Clerk, of the City of St. Joseph,
Berrien County, Michigan, hereby certify that the foregoing Second
Certificate of Amendment to the Articles of Incorporation were
published in the St. Joseph Herald Palladium in the issue of
SEPTEMBER 13/14, 1975.


City Clerk of the City of St.
Joseph, Berrien County, Mich.

DRAFT

AFFIDAVIT OF PUBLICATION

SECOND CERTIFICATE
OF AMENDMENT TO
THE ARTICLES OF
INCORPORATION

By the Incorporates of
TWIN CITY AREA
TRANSPORTATION
AUTHORITY

THE UNDERSIGNED INCORPORATORS, for the purpose of amending the original Articles of Incorporation of the above named corporation; do hereby execute the following Certificate of Amendment, pursuant to the provisions of Section 611 (1) and 631 (1) of Act 284, Public Acts of 1972.

1. The name of the corporation is Twin City Area Transportation Authority. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article XVI of the Articles of Incorporation is hereby amended to read as follows:

A participating member municipality may withdraw from the Authority, upon delivery to the secretary of the Board of Trustees, at least sixty (60) days prior to the end of the fiscal year, a certified copy of a resolution of withdrawal duly adopted by such municipality, in which case the same shall be effective at the end of such fiscal year. In the event of withdrawal by a participating municipality, its representatives shall be deemed to have resigned from the Board of Trustees and the Board of Trustees shall be automatically reduced by the number of representatives appointed by the withdrawing municipality. A withdrawing municipality shall have no further interest in the assets of the Authority and shall not be responsible for any liabilities incurred after the date of withdrawal.

3. The foregoing amendment was adopted by a majority of the members.
DATED this 20th day of August, 1975.

Resolution approving the Articles and authorizing execution adopted Aug. 11, 1975.

CITY OF BENTON HARBOR
BY: Charles F. Joseph
Mayor

Evelyn Grenawitzke
Clerk

Resolution approving the Articles and authorizing execution adopted August 4, 1975.

CITY OF ST. JOSEPH
BY: Franklin H. Smith
Mayor

Charles J. Rhodes
Clerk

Resolution approving the Articles and authorizing execution adopted August 20, 1975.

TOWNSHIP OF BENTON
BY: Martin J. Lane
Supervisor

Catheryn L. Sirk
Clerk

Resolution approving the Articles and authorizing execution adopted August 4, 1975.

TOWNSHIP OF
ST. JOSEPH
BY: Orval T. Benson
Supervisor

Bill Panye Smith
Clerk

Resolution approving the Articles and authorizing execution adopted August 12, 1975.

TOWNSHIP OF LINCOLN
BY: Ernest Hauch
Supervisor

Bernice Tretheway
Clerk

Sept. 13, 1975 H.P. Adv.

STATE OF MICHIGAN
County of Berrien

ss.

K. H. Anderson being duly sworn deposes and says
Herald-
that he is the Controller of The News-Palladium, a newspaper published and printed and circulating in the County of Berrien, State of Michigan; that the annexed printed notice has been printed and published in said newspaper one times, same being on the following days, to-wit:

September 13, 1975

Subscribed and sworn to before me this 13th day
of September A. D. 19 75

Notary Public, Berrien County, Michigan

My commission expires BETTY JUNE KARSTEN
Notary Public, Berrien County, Michigan
My Commission Expires April 12, 1976

THIRD CERTIFICATE
OF AMENDMENT TO THE ARTICLES OF
INCORPORATION

By the Incorporators of
TWIN CITY AREA TRANSPORTATION AUTHORITY

THE UNDERSIGNED INCORPORATORS, for the purpose of amending the original *and all subsequent applicable amendments thereto* Articles of Incorporation of the above named corporation; do hereby execute the following Certificate of Amendment, pursuant to the provisions of Section 611 (1) and 631 (1) of Act 284, Public Acts of 1972.

1. The name of the corporation is Twin City Area Transportation Authority. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article XVII of the Articles of Incorporation is hereby amended to read as follows:

In the event it becomes necessary to finance all or any part of the operating expenses of the authority by contribution, any contributions made shall be on the basis of ridership usage which means that each participating member shall contribute a percentage equal to the percentage or proportion of the ridership of the participating municipality as determined by the annual audit of the total ridership of all participating municipalities for the previous year.

3. Article XVI of the Articles of Incorporation is hereby amended to read as follows:

A participating member municipality may withdraw from the Authority, upon delivery to the secretary of the Board of Trustees, at least sixty *of its intent to withdraw* (60) days prior to the effective date, a certified copy of a resolution of withdrawal duly adopted by such municipality, in which case the same shall be effective on the withdrawal date. In the event of withdrawal by a participating municipality, its representatives shall be deemed to have resigned from the Board of Trustees and the Board of Trustees shall be automatically reduced by the number of representatives appointed by the withdrawing municipality. A withdrawing municipality shall have no further interest in the assets of the Authority and shall not be responsible for any liabilities incurred after the date of withdrawal.

4. The foregoing amendment was adopted by a majority of the members.

DATED this _____ day of _____, 1976.

FOURTH CERTIFICATE
OF AMENDMENT
TO THE
ARTICLES OF INCORPORATION

By The Incorporators Of
TWIN CITY AREA TRANSPORTATION AUTHORITY

THE UNDERSIGNED INCORPORATORS, for the purpose of amending the original Articles of Incorporation and all subsequent applicable amendments thereto of the above-named corporation, do hereby execute the following Certificate of Amendment, pursuant to the provisions of Section 611 (1) and 631 (1) of Acts 284, Public Acts of 1972.

1. The name of the corporation is TWIN CITY AREA TRANSPORTATION AUTHORITY. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article VII, Board of Trustees, of the Articles of Incorporation is hereby amended to read as follows:

(b) How Constituted.

1) The Board shall consist of three (3) representatives from each constituent municipality, two of whom shall be appointed by the governing body of such municipality on or before the first day of June of each year, and shall serve during the next fiscal year following appointment or until a successor is appointed, and the third who shall be the City Manager of City official or supervisor or township official, as the case may be, of each such municipality.

2) If the membership is reduced to one remaining municipality, the Board shall consist of five (5) representatives from said remaining municipality, four (4) of whom shall be appointed by the governing body of such municipality on or before the first day of June of each year, and shall serve during the next fiscal year following appointment

or until a successor is appointed, and the fifth, who shall be the City Manager or City official or supervisor, or Mayor or township official as the case may be, of such remaining municipality.

3) If the membership is reduced to one remaining member municipality and is subsequently increased to two or more members, then the Board shall be constituted pursuant to Article VII 2(b)(1).

3. The foregoing amendment was adopted by a majority of the members.

DATED this _____ day of _____, 1979.

Resolution approving the Articles
and authorizing execution adopted
_____, 1979.

CITY OF BENTON HARBOR

By: _____
Joel Patterson
Mayor

John W. Lottridge
City Clerk

ATTEST:

John W. Lottridge
City Clerk

AFFIDAVIT OF PUBLICATION

STATE OF MICHIGAN } ss.
County of Berrien }

Stephen M. Banyon being duly sworn deposes and says that he is the ~~owner~~ Controller of The Herald-Palladium a newspaper published and printed and circulating in the County of Berrien, State of Michigan; that the annexed printed notice has been printed and published in said newspaper one times, same being on the following days, to-wit:

Dec. 31, 1979

Stephen M. Banyon
Signature

Subscribed and sworn to before me this 31st day of December A.D. 19 79

Betty June Karsten
Notary Public, Berrien County, Michigan

My commission expires BETTY JUNE KARSTEN
Notary Public, Berrien County, Michigan
My Commission Expires April 6, 1980

RECEIVED

MAR 17 1980

MICHIGAN DEPT. OF COMMERCE

ARTICLES OF
INCORPORATION
by The Incorporations Of
TWIN CITY AREA
TRANSPORTATION
AUTHORITY

THE UNDERSIGNED INCORPORATIONS, for the purpose of amending the original articles of Incorporation and all subsequent applicable amendments thereto of the above-named corporation, do hereby execute the following Certificate of Amendment, pursuant to the provisions of Section 611 (1) and 631 (1) of Acts 284, Public Acts of 1972.

1. The name of the corporation is TWIN CITY AREA TRANSPORTATION AUTHORITY. The location of the registered office is 271 Market Street, Benton Harbor, Michigan 49022.

2. Article VII, Board of Trustees, of the Articles of Incorporation is hereby amended to read as follows:

(b) How Constituted.

1) The Board shall consist of three (3) representatives from each constituent municipality, two of whom

governing body of such municipality on or before the first day of June of each year, and shall serve during the next fiscal year following appointment or until a successor is appointed, and the third two shall be the City Manager of City official or supervisor or township official, as the case may be, of each such municipality.

2) If the membership is reduced to one remaining municipality, the Board shall consist of five (5) representatives from said remaining municipality. four (4) of whom shall be appointed by the governing body of such municipality on or before the first day of June of each year, and shall serve during the next fiscal year following appointment or until a successor is appointed, and the fifth, who shall be the City Manager or City official or supervisor, or Mayor or township official as the case may be, of such remaining municipality.

3) If the membership is reduced to one remaining member municipality and is subsequently increased to two or more members, then the Board shall be constituted pursuant to Article VII 2(b) (1).

3. The foregoing amendment was adopted by a majority of the members.

DATED this 10th day of December, 1979.

Resolution approving the Articles and authorizing execution adopted Dec. 10, 1979.

CITY OF BENTON
HARBOR

Joel Patterson, Mayor
ATTEST:

John W. Lottridge
City Clerk

John W. Lottridge

City Clerk

Dec. 31, 1979

H.P. Adv.

Q

ARTICLES OF INCORPORATION OF THE OAKLAND COUNTY PUBLIC TRANSPORTATION AUTHORITY

These Articles of Incorporation are executed and adopted by the Oakland County Board of Commissioners pursuant to and in accordance with the provisions of Act 196, Public Acts of Michigan, 1986, as amended (the "Act"), for the purpose of maintaining a public body corporate as required by the Act.

ARTICLE I

Name

The name of the corporation and authority is the Oakland County Public Transportation Authority (the "Authority").

ARTICLE II

Incorporating Units

The incorporating unit of the Authority is the County of Oakland, State of Michigan, a municipal corporation of the State of Michigan. The County of Oakland; the Cities of Auburn Hills, Berkley, Birmingham, Clawson, Farmington, Farmington Hills, Ferndale, Hazel Park, Huntington Woods, Lathrup Village, Madison Heights, Oak Park, Pleasant Ridge, Pontiac, Royal Oak, Southfield, Troy and Walled Lake; the Townships of Bloomfield, West Bloomfield and Royal Oak; and the Villages of Beverly Hills, Bingham Farms and Franklin together with any political subdivision or portion of a city, village or township which may be added to the Authority after its incorporation, shall be "Members" of the Authority as defined in the Act.

ARTICLE III

Purposes

The purposes for which the Authority is organized are as follows:

- a. To operate a public transportation system providing public transportation services and public transportation facilities, as defined in the Act and to the extent authorized by these Articles.
- b. To plan, promote, finance, acquire, improve, enlarge, extend, own, construct, operate, maintain, replace, and contract for public transportation systems and public transportation facilities.
- c. To control, operate, administer, and exercise the franchise of the public transportation system and public transportation facilities, if any.

d. To conduct any and all such activities and exercise any and all such powers as are authorized by the Act and these Articles, which are necessary to the achievement of the foregoing and in furtherance of the purposes of the Authority.

ARTICLE IV Metropolitan Area

The territory encompassed by all Members of the Authority which has not been withdrawn and released from the Authority shall comprise the Metropolitan Area of the Authority.

ARTICLE V RELEASE OF POLITICAL SUBDIVISION FROM AUTHORITY

A political subdivision within the boundaries of Oakland County may be released from the Authority and withdraw from the Metropolitan Area of the Authority by utilizing the procedures set forth in Section 8 of the Act, MCL 124.458. The provisions of Section 8 of the Act shall apply to a political subdivision seeking release and withdrawal to the same extent they would apply to a political subdivision that is an incorporating member of a public authority.

ARTICLE VI POWERS, DUTIES AND LIMITATIONS

Section 1. The Authority, as provided in the Act, shall be a body corporate with power to sue and be sued in any court of the State of Michigan and shall be considered to be an agency and instrumentality of the State of Michigan.

Section 2. The Authority shall have all powers necessary to carry out the purposes of its formation and all prerogatives incident to carrying out the purpose of its formation, including those specific powers specified by the Act, except as limited herein, and the power to provide, or cause to be provided, public transportation service and public transportation facilities within or without the Metropolitan Area.

Section 3. The Authority shall have the power to enter into an agreement with the Regional Transportation Coordinating Council ("RTCC") created by Act 204, Public Acts of Michigan, 1967, as amended, or any successor agency thereto, conferring, to the extent RTCC or any successor agency thereto serves under law or by agreement with the Authority as the designated recipient to apply for federal and state transportation operating and capital on the Authority, as a subrecipient of federal and state transportation funds, the right to receive and dispense grant funds from RTCC or successor agency assistance grants.

Section 4. The Authority shall not utilize the provisions of Section 18 of the Act, MCL 124.468 (Property Taxation), without first obtaining the approval, separately for each proposed occasion of utilization, of the Oakland County Board of Commissioners, by affirmative vote of a majority of the members elected to and serving on said County Board of Commissioners.

Section 5. The Authority shall not contract with Suburban Mobility Authority for Regional Transportation ("SMART") and/or any other transportation authority or political subdivision, agency or instrumentality of the State, or private entity, for all or part of the public transportation services it is entitled or required to provide under the Act and these Articles without first having received from SMART or such other authority:

- a. A certified financial audit for its fiscal year ending in the year preceding the year in which services to be provided under such contract are to begin, such audit to be provided not later than the December 31st following the end of the fiscal year being audited or such later date as shall be established by the Authority in its sole discretion; and
- b. Internally prepared financial statements of SMART or such other authority, including without limitation a balance sheet and income statement, for the first nine (9) months of the fiscal year ending immediately preceding the beginning of the period for which services are to be provided under such contract, prepared in accordance with generally accepted accounting principles (provided that any footnotes required thereunder may be omitted) and consistent with the past accounting practices of SMART or such other authority, such financial statements to be provided not later than sixty (60) days following the end of such nine (9) month period or such later date as shall be established by the Authority in its sole discretion; and
- c. A performance audit performed by the Internal Audit Division of Oakland County or third party acceptable to the Authority for the calendar year ending immediately preceding the beginning of the period for which services are to be provided under such contract with parameters to be set by the Authority, such audit to be provided not later than the April 30th following the calendar year being audited or such later date as shall be established by the Authority in its sole discretion. Provided, however, solely in the case of the contract to be entered into with SMART for services to be provided in the fiscal year beginning July 1, 1996, the period to be covered by such performance audit shall be SMART's fiscal year ending June 30, 1996.

The requirements of Section 5 of this Article VI shall apply only with respect to contracts with SMART or other such authority to be entered into by the Authority for services to be provided in fiscal years beginning on or after July 1, 1996. The Authority was not required to comply with the requirements of Section 5 of this Article VI (as originally enacted or as amended) with respect to contracts entered into with SMART for

services provided in any period ending prior to July 1, 1996.

Section 6. The Authority shall have the power to jointly exercise with any other public agency any power, privilege or authority which the Authority shares in common with such other public agency and may exercise separately. A joint exercise in power may be made by approval by the Board of a contract or contracts in the form of an interlocal agreement, which agreement may provide for the creation of separate legal or administrative entities to administer or execute the agreement. Members to the governing body of such a legal or administrative entity may be appointed in common with other public agencies party to the interlocal agreement.

Section 7. The Authority shall have the power to finance the cost of any election called by the Board or the governing body of any Member or constituent unit of the Authority for the purpose of authorizing a tax for the purpose of financing the public transportation services to be provided by, or caused to be provided by, the Authority from any funds available to the Authority for which such use is not prohibited by law.

Section 8. Unless provided otherwise by these Articles, no enumeration of powers in these Articles shall in any way limit or restrict the general power of the Authority as provided by law.

Section 9. Oakland County Transportation Authority shall not contribute or transfer its funds to SMART unless municipal credit amounts to all Oakland County municipalities will remain at not less than 1994 levels as adjusted for inflation, and these monies shall come from the SMART State and Federal funds. Said credits shall continue as long as State and Federal funds exist to support municipal credits.

Section 10. Any money raised in Oakland County will be used to benefit Oakland County.

Section 11. The public transportation authority created herein shall cease and desist all operations, it shall dissolve one week following the certification of the transportation millage election should that millage question fail in Oakland County.

ARTICLE VII

Members and Voting Rights

Section 1. Voting Members. The Board of the Authority (the "Board") shall be composed of the following voting members:

a. Five members who shall be appointed by the Chairperson of the Board of Commissioners, subject to the consent of the Board of Commissioners, who shall serve at the Board of Commissioner's sole pleasure. At least one appointee shall be a member of a party not in the majority.

b. The Chairperson of the Board of Commissioners shall also appoint persons to serve as an alternate member(s) for each of the members they have appointed pursuant to Section 1 of this Article. An alternate member appointed pursuant to this Section may serve as a voting member of the Board at any time the primary member is absent or when a vacancy exists in their seat on the Board.

c. Members and Alternate members appointed pursuant to this Section shall be persons who are residents of the Metropolitan Area.

Section 2. Terms of Office. Except upon resignation of the member or alternate member, each member or alternate member of the Board appointed pursuant to Section 1 of Article VII shall serve as a member or alternate member of the Board for a term commensurate with the term of County Commissioner (two years), and that all currently serving Board members and alternates terms shall terminate on December 31, 1998, except that each member shall hold office until a successor is appointed and serving.

Section 3. Adoption of Bylaws and Transaction of Business. Unless a different voting requirement is otherwise required by the Act, the Board may act to adopt or amend bylaws and rules of procedure governing its meetings and to transact any business of the Authority or take any action with an affirmative vote from a majority of all members of the Board serving as voting members of the Board pursuant to Section 1 of this Article VII.

Section 4. Amendments to the Articles of Incorporation. These Articles may be amended in the following manner:

- a. By adoption of a resolution approving the amendment by the Board of Commissioners of the County of Oakland.

Section 5. Quorum. A majority of the members of the Board serving as voting members pursuant to Section 1 of this Article VII, or their alternates, shall constitute a quorum for the transaction of business.

Section 6. Non-Voting Member. The Oakland County Treasurer shall be a non-voting member of the Board and shall act as the treasurer of the Authority.

ARTICLE VIII

Officers and Chief Operating Officer

Section 1. The Board shall elect, by a vote of the majority of the Board serving as voting members pursuant to Section 1 of Article VII, a voting member of the Board to serve as Chairperson and a voting member of the Board to serve as Secretary of the Authority. Except as specifically set forth in these Articles, the qualifications, powers, duties and terms of office of the Chairperson, and Secretary shall be as set forth in the Bylaws of the Authority. At any time when Bylaws have not been adopted, officers shall

serve a term of one year or until their successors are elected.

Section 2. The Chairperson of the Board shall preside at all meetings of the Board. The Chairperson shall, under the direction of the Board, have the power, on behalf of the Board, to perform all acts, execute and deliver all documents and take all steps that the Chairperson may deem necessary or advisable in order to effectuate the actions and policies of the Board.

Section 3. The Secretary shall keep the minutes of all meetings of the Board and committees thereof in books provided for that purpose. The Secretary shall do and perform such other duties as may be fixed by or incidental to these Articles or the Bylaws of the Authority, or as may be from time to time assigned by the Board.

Section 4. The Treasurer shall perform all acts incidental to the position of treasurer as fixed by or incidental to these Articles or the Bylaws of the Authority or as may be from time to time assigned by the Board as required by law.

Section 5. The Board may appoint a Chief Operating Officer of the Authority, who may sign and execute all bonds, contracts, checks and other obligations in the name of the Authority when so authorized by the Board. The Chief Operating Officer shall have power over the management of the properties and business of the Authority and employees thereof, and shall direct the enforcement of all resolutions, rules and regulations of the Board. The Chief Operating Officer shall have the authority to appoint such officers, employees and agents as necessary to carry-out the purposes of the Authority under the general policy direction of the Board. The Chief Operating Officer shall do and perform such other duties as may be fixed by or incidental to these Articles or the Bylaws of the Authority or as may be from time to time assigned by the Board. The Chief Operating Officer shall serve at the pleasure of the Board.

Section 6. The books and records of the Authority shall be open to inspection and audit by duly authorized representatives of each Member and the State of Michigan at all reasonable times.

ARTICLE IX

Publication and Printing of Articles of Incorporation

Upon execution by persons listed first above, the County Clerk of the County of Oakland (the "County Clerk") shall endorse these Articles in substantially the form required by the Act and cause a copy of these Articles of Incorporation to be published once in a newspaper of general circulation within the area to be served by the Authority, as provided by the Act. At the Clerk's discretion, these Articles may be published in any one of the following newspapers: The Detroit News, The Detroit Free Press, The Oakland Press, The Daily Tribune and the Eccentric Newspapers. The County Clerk shall be responsible for any other publications and filings required by the Act with the Secretary

of State, the County Clerk and the State Department of Transportation.

ARTICLE X

Term and Effectiveness

The term of existence of the Authority shall be perpetual or until terminated in accordance with law.

These Articles shall become effective and the Authority shall become operative upon the publication of these Articles pursuant to Article IX by the County Clerk.

DRAFT

**BYLAWS
THE REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
BOARD OF DIRECTORS**

ARTICLE I – NAME AND ENABLING AUTHORITY

The Transit Authority of the City of Omaha, dba Metro, was created by the City of Omaha, Nebraska pursuant to the Transit Authority Law (i.e., Nebraska Revised Statutes §§ 14-1801 to 14-1826, as amended from time to time). Subsequent to the Transit Authority Law, the Nebraska Legislature enacted Nebraska Revised Statutes §§ 18-801 to 18-825, as amended from time to time, known and cited as the Regional Metropolitan Transit Authority Act, providing for the Board of Directors of the Transit Authority of the City of Omaha, dba Metro, to convert to a regional metropolitan transit authority. Pursuant to the Board of Directors resolution, effective August 1, 2022, the Transit Authority of the City of Omaha, dba Metro, converted and continues in existence known as the Regional Metropolitan Transit Authority of Omaha, dba Metro (“Metro”) remaining a body corporate and politic and governmental subdivision of the State of Nebraska exercising public and essential governmental functions in the exercise of powers and authority conferred upon it by the Regional Metropolitan Transit Authority Act.

Whenever used in these Bylaws, the term “Board” means and refers to the Regional Metropolitan Transit Board of Directors of Omaha as organized and elected pursuant to the Regional Metropolitan Transit Authority Act.

ARTICLE II – PURPOSE

The purpose of these Bylaws is to provide for the internal governance, rules and regulations applicable to the Board’s proceedings and affairs. Nothing in these Bylaws shall be construed to be a limitation of, or on, the duties, responsibilities, power or authority of the Board. The Board may adopt any rules, policies and regulations pertaining to such matters at any time.

ARTICLE III – MEMBERSHIP OF BOARD

The Board shall consist of seven (7) members (each, a “Member”) to be elected pursuant to the Regional Metropolitan Transit Authority Act.

1. One Member shall be elected from each of the certified seven (7) numbered districts in which the majority of the territory of the Regional Metropolitan Transit Authority of Omaha is located, as provided by the Regional Metropolitan Transit Authority Act. Members shall reside within the geographical boundary of their respective numbered district.
2. Before entering upon the duties of the office, an elected Member shall file with the city clerk of the City of Omaha an oath that he or she will duly and faithfully perform all the duties of the office to the best of his or her ability, and a bond in the penal sum of five thousand dollars executed by one or more qualified sureties for the faithful performance of his or her duties. If any elected Member shall fail to file such oath and bond on or before the first day of the term for which he or she was elected his or her office shall be deemed to be vacant in accordance with the requirements of the Regional Metropolitan Transit Authority Act.
3. Any vacancy in office for an elected Member of the Board resulting from the happening of any one event as set forth by Nebraska Revised Statute § 32-506 at any time before the expiration of the Member’s term of such office, the remaining Members of the Board shall appoint an individual

residing within the geographical boundaries of the numbered district in which the vacancy occurred for the balance of the unexpired term as provided in the Regional Metropolitan Transit Authority Act.

ARTICLE IV - DUTIES AND POWERS OF THE BOARD; GENERALLY

The Board shall have and perform all duties, responsibilities, power and authority to manage and control the business, operations, and affairs of Metro subject to, and as set forth in, the Regional Metropolitan Transit Authority Act. Such duties, responsibilities, power and authority shall, without limitation, include the following:

1. The Board shall provide for the manner of handling all receipts, the depositing of same in banks, and investment of same when practicable, and of all disbursements and shall provide for the keeping of accurate books of account of all of the same.
2. The Board shall fix, and revise from time to time, all rates, fares and charges for Metro's public passenger transportation system.
3. The Board shall make, and revise from time to time, all policies, rules and regulations governing the use and operation of Metro's public passenger transportation system.
4. The Board shall make, and revise from time to time, all policies, rules and regulations necessary or convenient to discharge its duties, responsibilities and to implement and effectuate its powers and authorities and the authorities, responsibilities and obligations of Metro under the Regional Metropolitan Transit Authority Act and any other applicable federal or state law, rule or regulation.
5. Promptly following the end of each fiscal year, the Board shall cause to be prepared a complete and detailed report and financial statement of its operations and of its assets and liabilities.
6. All powers usually granted to corporations, public and private that are necessary or convenient to carry out the powers, authorities, responsibilities and obligations of the Board and Metro.

No officer or Member shall be authorized to take an action on behalf of Metro or the Board except as expressly authorized by the Board.

ARTICLE V – BUDGET AND TAXING AUTHORITY

1. The fiscal year of Metro shall begin on the first day of January and end on the last day of December each calendar year.
2. To assist in the defraying of all character of expense of Metro, and to such extent as in its discretion and judgment may be necessary or appropriate to manage and control the business, operations, and affairs of Metro and to otherwise perform its duties and responsibilities, the Board shall annually make such tax certifications, levies and requests for each fiscal year, subject to, and in accordance with, all requirements of applicable law, including without limitation, the Nebraska Budget Act (i.e., Nebraska Revised Statutes §§ 13-501 to 13-513, as amended from time to time).
3. Following review and recommendation by the Finance and Procurement Committee, the Board

shall review and approve, in the manner required by the Nebraska Budget Act, an annual operating budget that reflects anticipated revenues and planned expenditures for the applicable fiscal year and that otherwise complies with the Nebraska Budget Act.

4. During any fiscal year, the Board may amend the annual operating budget for such fiscal year to the extent permitted by the Nebraska Budget Act following the review and recommendation of the Finance and Procurement Committee.
5. The Board may accept grants and other funds from governmental sources and may accept private donations and contributions in order to advance and maintain the business, operations, and affairs of Metro, including its initiatives and programs.
6. Nothing in this Article V shall be construed to limit, restrict or abrogate any related power or authority of Metro or the Board as provided in these Bylaws as allowed or required by the Regional Metropolitan Transit Authority Act.

ARTICLE VI – OFFICERS OF THE BOARD

1. The officers of the Board include the Chair and Vice Chair. The Board may establish other offices and elect Members to such offices from time to time as it may deem to be convenient.
2. The election of officers shall be held annually at a regular meeting of the Board. All officers shall be elected from among its Members by not less than four (4) votes from the Members in attendance at such meeting. Each officer shall serve for a one-year term; provided that term of the office automatically shall be extended until the officer is replaced.
3. An officer may be removed from office at any time upon resolution of the Board approved at a regular or special meeting of the Board by not less than four (4) votes from the Members in attendance at such meeting. The veto authority of the Chair shall not apply to any such resolution.
4. Whenever there shall occur a vacancy in any offices of the Board, such vacancy shall be filled promptly, and the officer so elected shall serve the remainder of the unexpired term of the vacant office. A vacancy in the offices of the Board occurs when the Member holding the office is no longer a Member of the Board, resigns the office, or if the officer is removed or replaced by vote of the Members.

ARTICLE VII – DUTIES OF THE OFFICERS

The officers of the Board have the duties set forth in these Bylaws and as may be prescribed by the Board from time to time.

1. The Chair shall:
 - a. Serve as the presiding officer at all meetings of the Board.
 - b. Call special meetings as required.
 - c. Approve the agenda of all meetings of the Board.
 - d. Execute such agreements or other documents that have been approved by the Board as and when required by these Bylaws, any policy of the Board or any applicable federal or state law, rule or regulation.

- e. Execute any correspondence approved by the Board as and when required by the Board.
 - f. Sign all minutes of each meeting of the Board following their approval by the Board.
 - g. Subject to the Chair's power to object to any such resolution as provided in the Transit Authority Law, sign all resolutions duly adopted by the Board at any meeting of the Board.
 - h. Appoint a representative of the Board from among its Members to serve on Metro's Pension Plan Committee.
 - i. Have such additional duties as are customary and appropriate for the office of Chair or as may be required by any applicable federal or state law, rule or regulation.
2. The Vice-Chair shall have and exercise all of the duties of the Chair during the absence, unavailability or inability of the Chair to serve or perform such duties. For clarity nothing herein shall be construed to allow the Vice-Chair to make any objection to any resolution of the Board, which shall be reserved for the Chair.

ARTICLE VIII – COMMITTEES

1. The following Committees are established in order to support the Board's fulfilment of its duties, responsibilities, powers and authorities:
 - a. **Planning and Policy Committee** is responsible for monitoring existing and future service offerings, customer experience, and strategic directions of the overall system.
 - b. **Operations Committee** is responsible for monitoring operational aspects related to maintenance, equipment, training, culture, career development, service provision, and the CEO's performance, which may include, but is not limited to, workforce development, contracts, and viability of assets.
 - c. **Finance and Procurement Committee** is responsible for monitoring the organization's overall financial health and reviewing resolutions related to procurements in accordance with Metro's adopted purchasing policy and procedures.
2. Each Committee's authority, composition, term, leadership, meetings, function and duties, and attendance requirements shall be as prescribed by the Board from time to time.
3. The Board may appoint ad hoc structures (e.g., task forces), as may be deemed by the Board to be necessary or convenient to support the Board's fulfilment of its duties, responsibilities, powers and authorities.
4. In no event shall any Committee or ad hoc structure consist of a number of Members equal to or exceeding the number of Members that would constitute a quorum of the Board, and no such Committee, ad hoc structure, or any member of either shall have the authority to hold hearings nor to make any policy for, or take formal action on behalf of, the Board.

ARTICLE IX – BOARD MEETINGS AND CONDUCT OF BUSINESS

1. Except as provided in these Bylaws or as permitted by the Open Meetings Act (i.e., Nebraska Revised Statutes §§ 84-1407 to 84-1414, as amended from time to time), the Board shall hold its meetings at Metro's corporate offices, where all meeting agendas and minutes of each meeting shall be maintained. All current agendas, including those for any special or emergency meeting regardless of location, shall be posted in a conspicuous location that is accessible to the public and shall be kept continuously current as required by the Open Meetings Act.

2. All regular meetings of the Board shall be held at 8:30 a.m. on the fourth Thursday of every calendar month unless otherwise determined by the Board at the immediately preceding regular meeting or at special or emergency meeting of the Board.
3. The Chair may call emergency or special meetings as permitted by the Open Meetings Act. Any such emergency or special meeting shall be held at the time and place specified in the notice of such meeting. Notice of any emergency or special meeting shall be posted on Metro's website and publicized as required by the Open Meetings Act. At the commencement of any emergency meeting for which reasonable advance publicized notice cannot be made, the nature of, and facts supporting the finding of, an emergency must be stated at the meeting.
4. All meetings shall be conducted in compliance with the requirements of the Open Meetings Act and the provisions of these Bylaws. All meetings shall be open to the public. The Board shall provide an opportunity for public comment on agenda items, other than for closed/executive sessions as permitted by the Open Meeting Act. Public participation at any meeting shall be governed by policies and procedures adopted by the Board from time to time. All such policies and procedures shall comply with the Open Meetings Act.
5. Other than in respect of matters to be discussed in a closed/executive session as permitted by the Open Meetings Act, the Board shall make available at its meeting for examination and copying by members of the public, at least one copy of all reproducible written material to be discussed by the Board at the meeting, either in paper or electronic form, in the manner required by the Open Meetings Act. At each meeting, there shall be available at least one current copy of the Open Meetings Act posted in the meeting room at a location accessible to members of the public. At the beginning of the meeting, the public shall be informed about the location of the posted information.
6. All meetings shall be preceded by reasonable advanced publicized notice specifying the time and place of each such meeting and such publicized notice shall be simultaneously transmitted to all Members. Such notice shall comply with the Open Meetings Act. Such notice shall contain either an enumeration of the agenda subjects known at the time of such publicized notice or a statement that such agenda shall be available for public inspection during normal business hours of Metro at the corporate offices of Metro and that such agenda will be kept current. Except for matters of an emergency nature, no business shall be transacted at any meeting other than that stated in the publicized notice or the agenda, as amended, for such meeting. The CEO shall be responsible for the preparation of a proposed agenda for each meeting for review by the Chair. Upon approval by the Chair, the agenda shall be posted and made available for distribution, subject to amendment as set forth in these Bylaws and as permitted under the Open Meetings Act. In advance of any regular Board meeting, a Member may request that the agenda for such meeting be amended to include additional agenda item(s) by providing the request to the CEO for review with the Chair. Upon approval by the Chair, the agenda may be amended for such purposes to the extent permitted by the Open Meetings Act. Agenda items shall be considered by the Board in the order listed unless otherwise approved at the meeting by the Chair or by affirmative vote of at least four (4) Members.
7. Except for an emergency meeting, where practical the Board shall endeavor to provide Members and the public at least five (5) days' notice of all meetings. The presence of a Member at a meeting shall be deemed to waive any failure to provide such Member any notice required by these Bylaws. Nothing in these Bylaws shall be construed to preclude the calling of any special or emergency meeting at any time, nor to prohibit an amendment to the posted agenda for any

meeting, nor to prohibit the Board from addressing any action at a regular or special meeting in respect of an emergency, in all such cases to the extent permitted by the Open Meetings Act.

8. Minutes of each meeting of the Board shall be prepared and maintained in accordance with the requirements of the Open Meetings Act.
9. The presence (in any manner allowed by the Open Meeting Law) at a meeting of four (4) Members of the Board shall constitute a quorum. The existence of a vacancy shall not affect the number of Members required to constitute a quorum or to adopt any resolution or to otherwise any action on any matter before the Board. Except as otherwise required by law, the Board shall endeavor to apply the current edition of Robert's Rules of Order Newly Revised, as amended from time to time, as the parliamentary rules of procedures for all meetings of the Board and its Committees. The failure to follow or correctly apply such rules shall not void or make ineffective any action taken by the Board.
10. Except as expressly applied in the Regional Metropolitan Transit Authority Act or any other applicable federal or state law rule or regulation, all actions of the Board shall be by resolution, and the affirmative vote of at least four (4) Members shall be necessary to adopt any such resolution. Not less than the affirmative vote of five (5) Members shall be necessary to give effect to any resolution returned by the Chair with objection at or before the next ensuing regular meeting of the Board following passage. Such vote shall be held at the Board at the regular meeting following passage of the resolution and unless then approved by affirmative vote of five (5) Members the resolution shall be deemed to have no effect, provided that the same matter may be placed on the agenda at any other meeting of the Board. The vote of, or abstention by, each Member shall be recorded and maintained in the minutes of each meeting in the manner required by the Open Meetings Act.
11. All resolutions and all minutes of the proceedings of any meeting of the Board and all fiscal documents and records of the Board shall be public records open to public inspection, except such documents that are prepared and kept for use in negotiations, legal actions, or proceedings to which the Board is a party or which may be withheld from the public pursuant to the Nebraska Revised Statutes §§ 84-712 through 84-712.09, inclusive, as amended from time to time.

ARTICLE X – APPOINTMENT OF CEO AND RELATED DUTIES

The Board may appoint a Chief Executive Officer ("CEO"). The Board shall fix the compensation, benefits, and qualifications for the CEO. In all cases subject to the supervision, control, and direction of the Board, the CEO shall fulfill, discharge, and otherwise perform (i) those tasks, services, duties, and responsibilities that may be necessary to supervise, manage, direct and conduct the day-to-day operations of Metro; and (ii) those executive or administrative duties as are inherent in the office together with any additional tasks, services, duties, responsibilities, directives, and orders as may be assigned or prescribed by the Board from time to time which shall include, without limitation, those duties, responsibilities and authority set forth in any employment contract between the CEO and Metro. The CEO shall have such powers and authorities as may be necessary or convenient to perform all such services, tasks, duties, responsibilities directives, and orders, all of which shall be performed in the manner required by law and in accordance with all operating policies established by the Board. Without limitation to the generality of any of the foregoing, with the assistance of staff, the CEO shall:

1. Prepare a proposed agenda for all Board meetings.
2. Provide notice of all Board meetings.

3. Prepare proposed budgets and budget amendments, meeting with the Finance and Procurement Committee to review all proposed budgets and amendments before meeting with the Board on budget matters.
4. Maintain the minutes and records of Board meetings.
5. Maintain all other Metro records.
6. Represent Metro and the Board at public or private meetings related to the business and operations of Metro.
7. Hire, suspend, discipline and terminate any Metro employee.
8. Hire or retain temporary staff, consultants or agents as may be required.
9. Serve as registered agent of Metro.
10. Be deemed to be the official whose duty it is to maintain Metro's official records, as contemplated by Nebraska Revised Statute Section 13-905.
11. Authorize expenditures in accordance with the Board approved purchasing policy and procedures.
12. Implement and administer personnel rules and policies together with procedures that are intended to assure that jobs created as a result of federal or state funding of Metro's projects, programs or activities and all other positions shall be administered subject to equal employment opportunity hiring practices.
13. Maintain compliance with the filing of any required reports or documentation required by local, state or federal agencies.
14. Oversee and manage the business operations and affairs of Metro, including: the administration of all operating policies, and other Metro procedures and rules in accordance with Board guidance and policy; oversee, monitor and resolve all litigation matters, including casualty and workers compensation claims; engage and retain experts and other professionals; secure appropriate insurance policies related to Metro operations; direct financial transactions and investments; and the determination of routes of the passenger transportation system, including without limitation the revision of the same, as and when appropriate.
15. Appoint an employee of the Regional Metropolitan Transit Authority of Omaha as the plan administrator for the existing Regional Metropolitan Transit Authority of Omaha Collective Bargaining Employee Pension Plan and the Regional Metropolitan Transit Authority of Omaha Administrative Employee Pension Plan.
16. Enter into letters of understanding or memoranda in respect of matters arising under Metro Collective Bargaining Agreements, and except as may be required to be approved by the Board by any applicable federal or state law rule or regulation, and subject to all Metro purchasing policy and procedures and other applicable operating policies, approve and enter into contracts and agreements with public and private entities for financial, administrative, technical and other support.
17. Except as may be required to be approved by the Board by any applicable federal or state law rule or regulation, and subject to all Metro purchasing policy and procedures and other applicable operating policies, approve and enter into grant or similar agreements with the Federal Transit

Administration, Nebraska Department of Transportation, Metropolitan Area Planning Agency and other public and private funding and pass-through entities.

18. Accept on behalf of the Board all grants and other funds from governmental sources and may accept private donations and contributions in order to advance and maintain the business, operations, and affairs of Metro, including its initiatives and programs and enter into agreements as may be appropriate for such purposes, including acceptance of relayed lawful conditions therefor.
19. Assume all duties, obligations and responsibilities of the “Executive Director” under any current written policy, procedure or practice of Metro or the Board.

In the interest of efficiency and to facilitate the CEO’s performance of the foregoing, no officer of the Board or any other Member shall contact Metro personnel except through the CEO; provided, however that individual staff shall be required to report to the Board at a meeting as and when requested by the Chair or the Board.

ARTICLE XI – INFORMATION INQUIRIES

Information about Metro’s programs, meetings, and any other information about Metro will be maintained at, and may be obtained by visiting or writing Metro at:

Address: 2222 Cuming Street, Omaha NE 68102

Telephone: (402)341-0800

Email address: info@ometro.com

Website: www.ometro.com

ARTICLE XII – ORDER OF PRIORITY

In the event of any conflict between these Bylaws and any federal, state, or local law, rule, or regulation, such law, rule or regulation shall be deemed to govern and control.

ARTICLE XIII – AMENDMENT OF BYLAWS

These Bylaws may be amended at any regular meeting of the Board, provided that notice of any proposed amendment and a draft thereof have been provided in writing to each Board Member prior to the meeting at which the amendment is identified on the agenda to be considered. Notwithstanding anything to the contrary contained in these Bylaws, no amendment shall be deemed to be adopted unless approved by the affirmative vote of five (5) Members. For avoidance of any doubt, the Chair shall have no right to make an objection to any such amendment.

Approved this 9th day of January 2025.

BYLAWS OF THE ANN ARBOR AREA TRANSPORTATION AUTHORITY

As Amended June 15, 2017

The following Bylaws are adopted by the Board of Directors of the Ann Arbor Area Transportation Authority Board (hereinafter referred to as the Board) pursuant to Article IV, Section 4 of the Articles of Incorporation of said Authority (hereinafter referred to as the Articles) as adopted by the Ann Arbor City Council, which Articles shall be made available together with these Bylaws:

ARTICLE I

Board Memberships

Section 1.

The members of the Board shall be those individuals appointed by the Mayor of the City of Ann Arbor, with the concurrence of Ann Arbor City Council; the Mayor of the City of Ypsilanti, with the concurrence of Ypsilanti City Council; and the Charter Township of Ypsilanti Supervisor, with the concurrence of the Charter Township of Ypsilanti Board of Trustees, pursuant to the Articles.

Section 2.

The term of office of a Board member shall be five years other than for members of the Ann Arbor Area Transportation Authority Board as of June 15, 2013, who shall serve for the remainder of their terms, as provided by the Articles.

Section 3.

Members of the Board may be removed only by majority vote of that representative's jurisdiction's governing body. In the case of Ann Arbor representatives this would be the Ann Arbor City Council; in the case of an Ypsilanti representative, this would be Ypsilanti City Council; and in the case of a Charter Township of Ypsilanti representative, this would be the Charter Township of Ypsilanti Board of Trustees.

Section 4.

The Board may appoint ex-officio members of the Board for specified terms, as it may deem appropriate. Ex-officio members may be removed or replaced at any time by six affirmative votes of the Board.

ARTICLE II

Board Officers

Section 1.

The Board shall elect from its membership a chair, a secretary, and a treasurer.

Section 2.

Nominations shall be made from the floor, with one office to be filled at a time by secret ballot. Officers shall be elected in September to take office October 1 for a one-year term.

Section 3.

If an office becomes vacant, the Board shall fill said office by election from its membership.

Section 4.

Any officer may be removed from office by a vote of six Board members, provided that notice of such removal proceedings be given to the Board members not less than four days prior to the meeting at which removal is to be considered.

ARTICLE III

Board Officers

Section 1.

The duties of the Chair, Secretary, and Treasurer shall be as provided in the Articles, with additional duties as specified in these Bylaws.

Section 2.

In the absence of any officer, or for any other reason the Board may deem sufficient, the Board may delegate, for a specified time, any or all powers or duties of an officer to any other Board member.

Section 3.

No officer shall have the authority to bind the Board to any contract or obligation without the consent of the Board by resolution, provided, however, that the Board may designate general classes of obligations which may be assumed by an officer or officers on the Authority's behalf without further Board approval.

Section 4.

It shall be the responsibility of the Chair to notify Board members of regular meeting agendas, as provided in Article IV, Section 7.

ARTICLE IV

Board Meetings

Section 1.

The Board shall meet in public session generally once each month. The Board shall set the time of Board meetings at such time as the budget is passed for the fiscal year.

Section 2.

All meetings of the Board shall be public, provided, however, that the Board may determine by a majority vote of the Board (or a higher number, if provided by law) to consider in executive session those matters allowed under the applicable laws of the State of Michigan.

Section 3.

Special meetings for any purpose or purposes may be called by the Chair. In addition, a special meeting shall be called by the Chair or the Secretary at the written request of two Board members. Such requests shall state the purpose or purposes of the special meeting.

Section 4.

Notice of a special meeting stating the time, place, and agenda shall be provided to all Board members at least eighteen hours prior to such meeting. Notice is the duty of the officer calling the meeting.

Section 5.

Six members of the Board, or a majority of the Board duly appointed and confirmed, constitute a quorum.

Section 6.

Resolutions of the Board to adopt or amend the annual budget and service plan, hire or terminate the Chief Executive Officer, adopt a labor contract, approve a financial transaction in excess of five percent of the annual budget, amend the Bylaws or challenge a member's right to vote under Section 12, shall require at least six affirmative votes for passage. All other resolutions may be adopted by a majority vote of board members present, provided a quorum is present.

Section 7.

A specific agenda, prepared by the Chair, shall be furnished to Board members, at least four days prior to regular meetings, and shall be posted at Ann Arbor Area Transportation Authority offices, the Ann Arbor Downtown Facility, Ann Arbor City Hall, the Washtenaw County Building, Ypsilanti City Hall, Ypsilanti Township offices and elsewhere, as required by law, no less than eighteen hours prior to regular meetings. Any member of the Board may put an item on the agenda by contacting the Chair. This shall not prohibit the addition of items to the agenda at the time of the meeting by the affirmative vote of a majority of the members present. Failure to comply with the requirements of this Section shall not invalidate action of the Board.

Section 8.

By resolution of the Board, a member of the audience shall be permitted to address the Board at a time other than during Public Time or Public Hearing; provided, however, that unless otherwise approved by resolution of a majority of the Board members present, no member of the audience may address the Board more than once during each Public Time and once during any public hearing, nor address the Board for longer than three minutes (the time can be extended by the Chair) during any presentation.

Section 9.

Public hearings shall be held on any item when so determined by resolution of the Board or when legally required.

Section 10.

The vote of all questions coming before the Board shall be by voice vote with the Chair announcing the results. Any Board member may call for a roll call vote on any question. In such case the roll call vote will be taken and recorded in the minutes.

Section 11.

Each member present shall cast a yea or nay vote on each resolution voted upon by the Board, except that each member is obligated to refrain from voting, or otherwise influencing the debate or vote upon, a matter in which the member shall have a personal financial interest beyond that of general public interest, or a matter involving his or her own conduct. If a member's right to vote is challenged, it shall be in the form of a resolution directing the member to abstain from voting on a particular pending motion. Such a resolution shall require a simple majority of affirmative votes of voting Board members for adoption.

Section 12.

Roberts' Rules of Order shall govern in all applicable cases, provided said rules are not in conflict with these Bylaws, the Articles of Incorporation, or laws of the State of Michigan.

ARTICLE V

Committees

Section 1. Governance Committee. There shall be a Governance Committee of the Board of Directors which shall be responsible for coordinating the work of the Board and of any governing committees that the Board establishes; for developing the Board in terms of its composition and its members' governing skills; for maintaining the Board- Chief Executive Officer partnership; and for carrying out other duties as prescribed for it in the Bylaws and by Board resolution.

The Governance Committee shall consist of the Board Chair (who shall chair the Governance Committee), the chairs of the other Board governing committees, and the Chief Executive Officer.

Section 2. Board Governing Committees. The Board of Directors may establish governing committees that are not otherwise enumerated in these Bylaws as it deems necessary to assist in carrying out its governing responsibilities. Such governing committees shall be recommended by the Board's Governance Committee and shall be established by passage of a resolution by a simple majority of the Board of Directors. Board governing committees shall consist only of Board members, and the Board Chair shall appoint governing committee chairs and assign Board members to the governing committees. A Board governing committee may not exercise the powers of the Board with respect to management of the affairs of AAATA, and can take action on behalf of the full Board only as explicitly authorized by the Board of Directors by formal resolution in advance.

ARTICLE VI

Indemnification

Section 1.

Unless otherwise provided by law or its Articles of Incorporation or Bylaws, the Authority shall indemnify any person who was or is a party or is threatened to be made a party to any threatened, pending or completed action, suit, or proceeding, whether civil, criminal, administrative, or investigative (other than an action by or in the right of the Authority) by reason or the fact that the person is or was a board member, officer, or agent of the Authority, or is or was serving at the request of the Authority as a board member, officer, or agent of another corporation, business corporation, partnership, joint venture, trust, or other enterprise; against expenses (including attorney's fees) judgments, fines, and amounts paid in settlement actually and reasonably incurred by the person in connection with such action, suit, or proceeding if the person acted in good faith and in a manner the person reasonably believed to be in or not opposed to the best interests of the Authority, and with respect to any criminal action or proceeding, had no reasonable cause to believe that conduct was unlawful. The termination of any action, suit, or proceeding by judgment, order, settlement, conviction, or upon a plea of nolo contendere or its equivalent, shall not of itself create a presumption that the person did not act in good faith and in a manner which the person reasonably believed to be in or not opposed to the best interests of the Authority and, with respect to any criminal action or proceeding, had reasonable cause to believe that the conduct was unlawful.

Section 2.

Unless otherwise provided by law or its Articles of Incorporation or Bylaws, the Authority shall indemnify any person who was or is a party to or is threatened to be made a party to any threatened, pending, or completed action or suit by or in the right of the Authority to procure a judgment in its favor by reason of the fact that the person is or was a board member, officer, or agent of the Authority, or is or was serving at the request of the Authority as a board member, officer, or agent of another corporation, business corporation, partnership, joint venture, trust, or other enterprise agent expenses (including attorneys' fees) actually and reasonably incurred by the person in connection with the defense or settlement of such action or suit if the person acted in good faith and in a manner the person reasonably believed to be in or not opposed to the best interests of the Authority and except that no indemnification shall be made in respect of any claim, issue, or matter as to which such person shall have been adjudged to be liable for negligence or misconduct in the performance of a duty to the Authority unless and only to the extent that the court in which such action or suit was brought shall determine upon application that, despite the adjudication of liability but in view of all circumstances of the case, such person is fairly and reasonably entitled to indemnify for such expenses which such court deem proper.

Section 3.

- (a) Unless otherwise provided by law or its Articles of Incorporation or Bylaws, to the extent that a board member, officer, or agent of Authority has been successful on the merits or otherwise in defense of any action, suit, or proceeding referred to in Section 1 or 2 of Article VI or in defense of any claim, issue, or matter therein, the successful party shall be indemnified against expenses (including attorneys' fees) actually and reasonably incurred in connection therewith.
- (b) Any indemnification under Section 1 or 2 of Article VI (unless ordered by a court) shall be made by the Authority only as authorized in the specific case upon a determination that indemnification of the board member, officer, employee, or agent is proper in the circumstances because the person has met the applicable standard of conduct set forth in Section 1 and 2 of Article VI. Such determination shall be made in either of the following ways:
 - (i) By the board by a majority vote of a quorum consisting of members who were not parties to such action, suit, or proceeding.
 - (ii) If such quorum is not obtainable, or, even is obtainable, a quorum of disinterested board members so directs, by independent legal counsel in a written opinion.

Section 4.

Expenses incurred in defending a civil or criminal action, suit, or proceeding described in Section 1 or 2 of Article VI may be paid by the Authority in advance of the final disposition of such action, suit, or proceeding as authorized in the manner provided in Section 3 (b) of Article VI upon receipt of an undertaking by or on behalf of the board member, officer, or agent to repay such amount unless it shall ultimately be determined that the person is entitled to be indemnified by the Authority.

Section 5.

A provision made to indemnify board members or officers in any action, suit, or proceeding referred to in Section 1 or 2 of Article VI, whether contained in the Articles of Incorporation, the Bylaws, a board resolution, an agreement or otherwise, shall be invalid only insofar as it is in conflict with Sections 1 through 5 of this Article. Nothing contained in Sections 1 or 5 of this Article shall affect any rights to indemnification to which persons other than board members and officers may be entitled by contract or otherwise by law. The indemnification provided in Sections 1 through 5 of this Article continues as to a

person who has ceased to be a board member, officer, or agent and shall inure to the benefit of the heirs, executors, and administrators of such person.

Section 6.

The Authority shall have power to purchase and maintain insurance on behalf of any person who is or was a board member, officer, or agent of the Authority, or is or was serving at the request of the Authority as a board member, officer, or agent of another corporation, business corporation partnership, joint venture, trust, or other enterprise against any liability asserted against the person and incurred by the person in any such capacity arising out of the person's status as such, whether or not the Authority would have power to indemnify the person against such liability under Sections 1 through 5 of this Article.

ARTICLE VII

Amendment of Bylaws

Section 1.

These Bylaws may be amended by resolution, provided that notice of proposed changes and a written copy thereof shall be given to the Board no less than one week in advance, those requirements of notice and provision of written copy may be waived by affirmative vote of seven Board members for immediate adoption of specific Bylaw amendment.