

# CITY *of* WICHITA

## SUMMARY REPORT OF COMMUNITY INFORMATION MEETINGS

### “BUILDING A BETTER FUTURE”

JULY 18, 2014

*Prepared by*

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## **Disclaimer**

The study was conducted by the Hugo Wall School of Public Affairs, Center for Urban Studies (HWS) at Wichita State University (WSU). The HWS is an independent research body not affiliated with the City of Wichita. This report was prepared by the research team. It represents the findings, views, opinions and conclusions of the research team only and the report does not express the official nor unofficial policy of the HWS or WSU. Information for this report was supplied by sources identified. The accuracy of findings for the report is dependent upon these sources.

## **Acknowledgements**

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**WICHITA STATE  
UNIVERSITY**

*Hugo Wall School  
of Public Affairs*

*Center for Urban Studies*

# Summary Report of Community Information Meetings

## *“Building A Better Future”*

July 18, 2014

As part of a strategic planning process, the City of Wichita City Council voted on May 27 to move forward four proposals for potential funding with a five-year sales tax. The Council directed staff to inform the public on the sales tax proposals and solicit feedback regarding: Water, Jobs, Public Transit and Pavement Maintenance. The Hugo Wall School of Public Affairs (HWS) at Wichita State University, in partnership with Bothner and Bradley -- a communication and consulting firm, assisted the City of Wichita in developing the process, review of information, collecting community feedback and summarizing the information. The purpose of the report is to provide a synopsis of the information received at the various public information sessions and identify potential issues for clarification.

### **Background**

The City of Wichita held six public meetings that were hosted by the District Council Member, District Advisory Board and, in some districts, neighborhood associations. In addition, nine other meetings were held with stakeholder groups for feedback on the proposals (Attachment A). There were approximately 495 participants in the meetings. The meeting process included a presentation overview of the sales tax proposals for the four areas, anticipated revenue to be generated and the oversight process put in place to ensure accountability. Written handouts were also provided on the proposals. Participants reviewed information, asked questions specific to the issues, and were asked to complete a comment card to receive feedback on each proposal. In addition to the meetings, the City of Wichita utilized Activate Wichita to also garner feedback. The questions from the comments were used as the premise for the Activate Wichita engagement. There were 102 participants in the survey with 99 responses. In general the feedback from Activate Wichita was similar to the information received at the public meetings and stakeholder sessions (Attachment B).

### **Comment Cards**

The purpose of the comment cards was to receive citizen input on the importance of the issues; the benefit of the plan for the future of the community; and the saliency of the plan to address the issue. Approximately 228 people returned the comment cards and the information received reflects only the view of those who completed the cards (Attachment C). The respondents were not randomly sampled and thus do not necessarily reflect the views of the overall public. However, 228 responses in a 30 day period represent a significant effort. The information, more importantly, continues to support the previous work of the Community Investments Plan Survey from April 2013, which was a random sample of the community and received more than 4,000 responses, and the ACT ICT engagement project that received feedback from more than 2,000 citizens.

The comment cards allowed for written comments and included the same questions for each proposal:

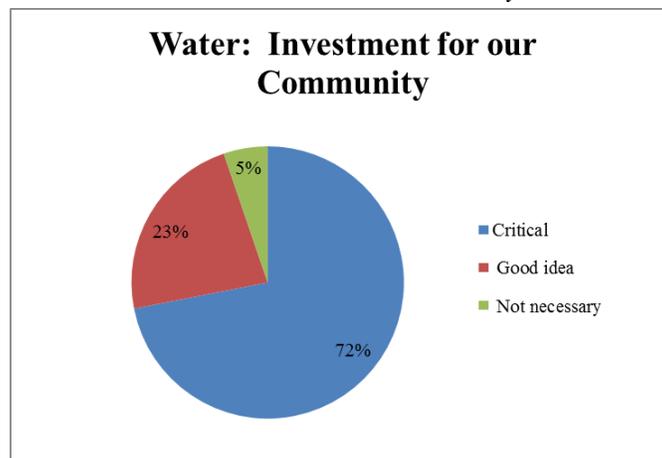
- *How would you describe this plan as an investment for our community?*
  - *(Critical, Good Idea, Not Necessary)*

- *How would you describe this plan as a benefit for the next generation?*
  - *(Critical, Good Idea, Not Necessary)*
- *How would you describe this as a plan that is well designed and will generate the community's preferred results?*
  - *(Good plan, Don't know, Needs more work)*

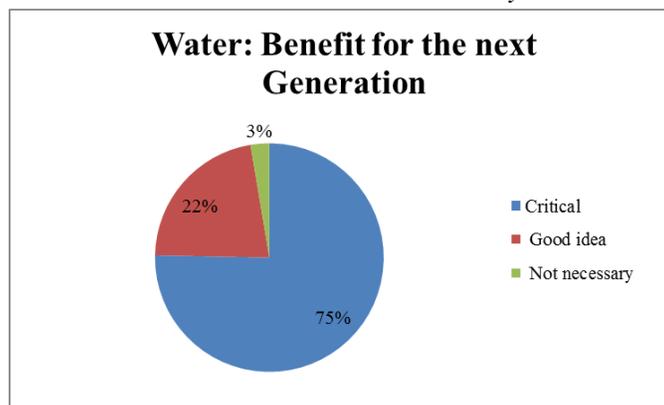
The following are the results of the community feedback regarding the plans:

**Water**

- *How would you describe this plan as an investment for our community? (228 respondents)*  
*Critical – 72%      Good Idea – 23%      Not Necessary – 5%*



- *How would you describe this plan as a benefit for the next generation? (227 respondents)*  
*Critical – 75%      Good Idea – 22%      Not Necessary – 3%*

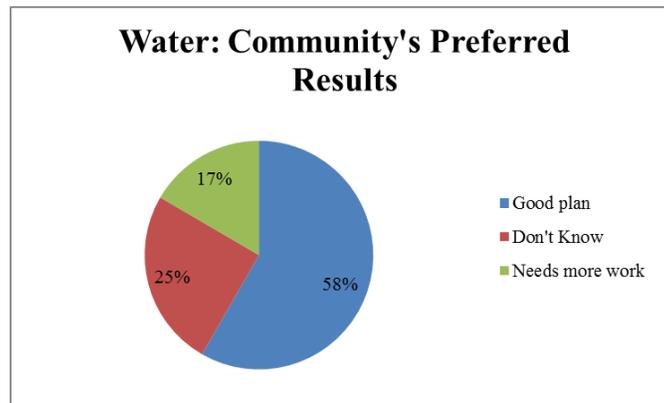


- *How would you describe this as a plan that is well designed and will generate the community's preferred results? (211 respondents)*

*Good plan – 58%*

*Don't know – 25%*

*Needs more work – 17%*



Comments and Questions

There were five main themes identified in the comments for water: critical need; conservation; ASR option; El Dorado Option; and funding source.

**Critical Need:** There were several comments from respondents regarding the critical need for water. Many respondents wrote about water being the top priority and the foundation for the community. Others identified water as an economic issue to grow and retain businesses.

**Conservation:** Respondents made several comments regarding the need for conservation. From support for watering restrictions, limitations on wells, and overall education on the need for conservation were suggested ideas.

**ASR:** There were direct comments regarding ASR. The majority of the comments were favor of expanding ASR, but there were a few comments questioning the success of the project.

**El Dorado:** Those respondents that identified El Dorado as a potential water source were mixed on whether this was the best options. Some felt the results were more certain, while others expressed concern regarding drought tolerance and relying on another city for basic needs.

**Funding Source:** Some respondents questioned the idea of using sales tax funding. These respondents appeared to favor the idea of rate payers absorbing the increase rather than using a sales tax. Connecting usage to payment was an overall theme.

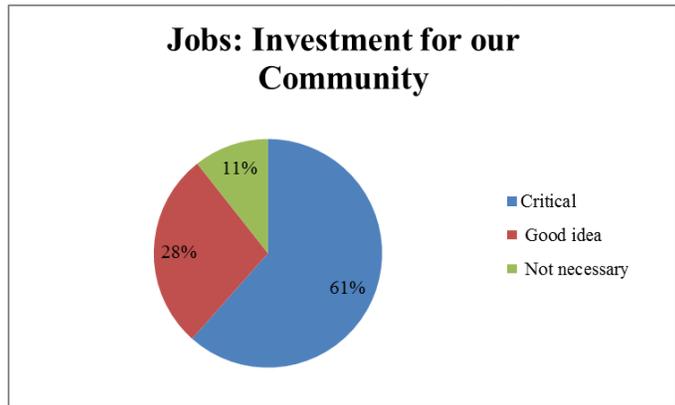
There were also overall questions that received consistent responses. Participants were curious about the following:

- How can we further develop education about voluntary conservation?
- Is reuse still an option?
- How is the information provided to businesses and surrounding communities regarding the plan and changes?
- How do we demonstrate the need and consequences?

**Jobs**

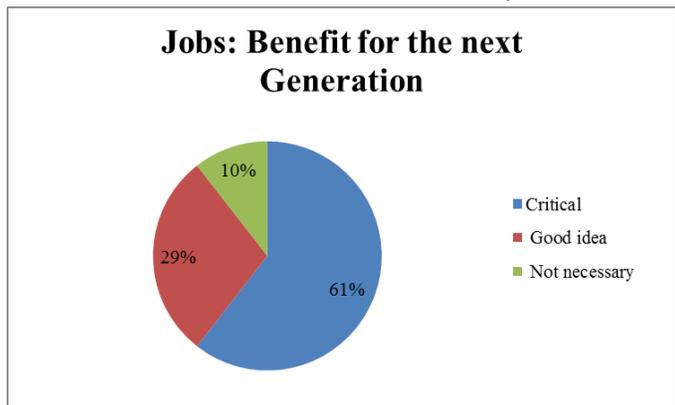
- *How would you describe this plan as an investment for our community? (216 respondents)*

*Critical – 61%      Good Idea – 28%      Not Necessary – 11%*



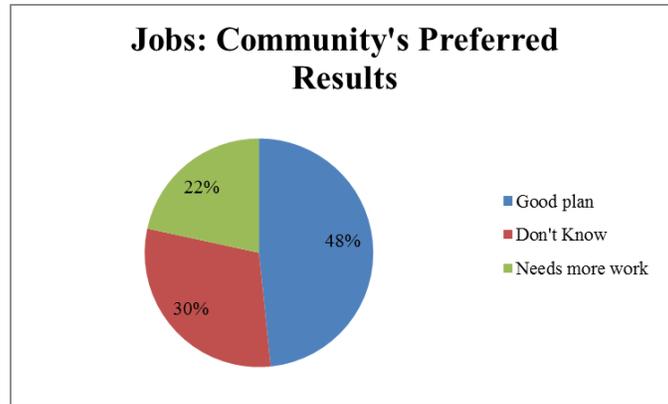
- *How would you describe this plan as a benefit for the next generation? (218 respondents)*

*Critical – 61%      Good Idea – 29%      Not Necessary – 10%*



- *How would you describe this as a plan that is well designed and will generate the community's preferred results? (213 respondents)*

*Good plan – 48%      Don't know – 30%      Needs more work – 22%*



Comments and Questions

There were four main themes identified in the comments for jobs, which include: critical need; clarity, oversight and accountability, and opposition.

**Critical Need:** Respondents indicated jobs as a priority and foundation for growing the economy. Many indicated jobs led expanding the tax base to provide funding for other services. Others recognized the long-term need to diversify the economy to attract living-wage jobs for the future.

**Clarity:** There were several questions on what the funding would be used for in the future. There appears to be a need for clarification on the purpose of the plan, operations and specifics on how the plan will be used. Additional information was a common theme.

**Oversight and Accountability:** Respondents were supportive of the oversight plan, but stressed the need and, some skepticism of accountability. Transparency and creating a trustworthy process for how the funds will be used, return on investment, and funds being for public benefit, not a private benefit were common concerns regarding accountability.

**Opposition:** There were several comments in opposition to the plan. Respondents indicated jobs were market-based and government should not play a role in the market. Less regulation, taxes and control were issues for these respondents.

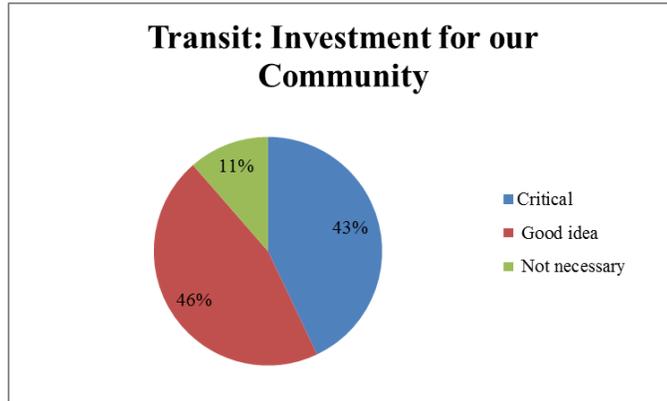
There were also overall questions that were consistent in the responses. Participants were curious about the following:

- What are the specifics and details of the plans, including types of incentives; oversight process; target markets; and anticipated outcomes?
- What will the impact be on existing businesses and how is this coordinated with other plans?
- How does this plan address economic diversity?

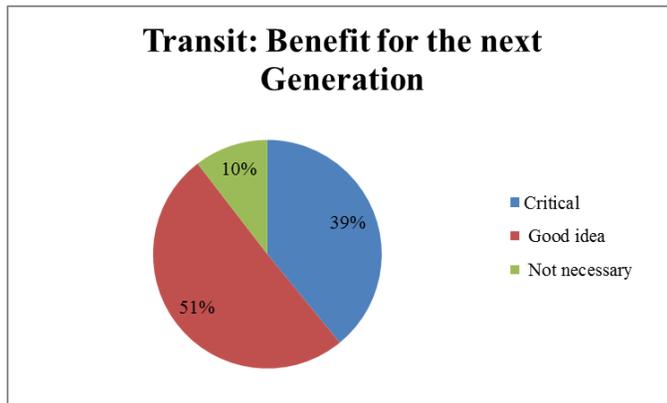
- How does this benefit the public and not just private companies?
- Why is the free-market system not a better option?

**Public Transit**

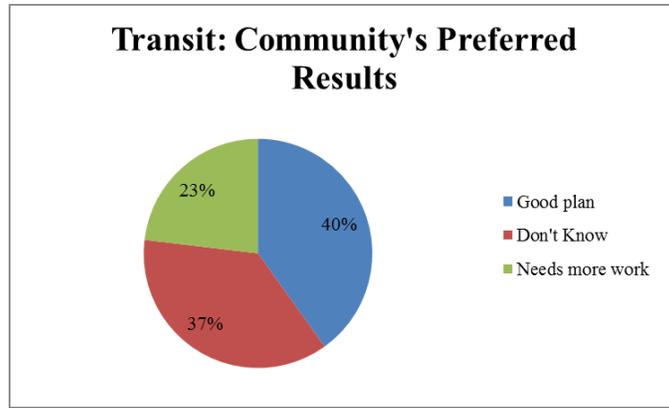
- *How would you describe this plan as an investment for our community? (219 respondents)*  
 Critical – 43%      Good Idea – 46%      Not Necessary – 11%



- *How would you describe this plan as a benefit for the next generation? (220 respondents)*  
 Critical – 39%      Good Idea – 51%      Not Necessary – 10%



- *How would you describe this as a plan that is well designed and will generate the community's preferred results? (212 respondents)*  
 Good plan – 40%      Don't know – 37%      Needs more work – 23%



Comments and Questions

There were four main themes identified in the comments for public transit, which include: critical need; long-term plan; capacity and growth; and alternatives.

**Critical Need:** There were several comments regarding the critical need of transit services. Participants identified the need to provide services for low-income individuals; people with disabilities; and aged populations. The comments focused on the population of public transit dependent consumers. Several comments also focused on the need to provide public transit for employment opportunities and impact to economic growth.

**Long-Term Plan:** Participants expressed concern about the sustainability of the plan for continued operations of public transit. Infusion of one-time funds was a concern to stabilize the system which has persistent funding deficits. Respondents expressed concern that the core issues were not being addressed.

**Capacity and Growth:** The issue of the funding allowing for capacity and growth was a frequent theme for respondents. There were requests to provide more information on how the system would improve or how people will be better served.

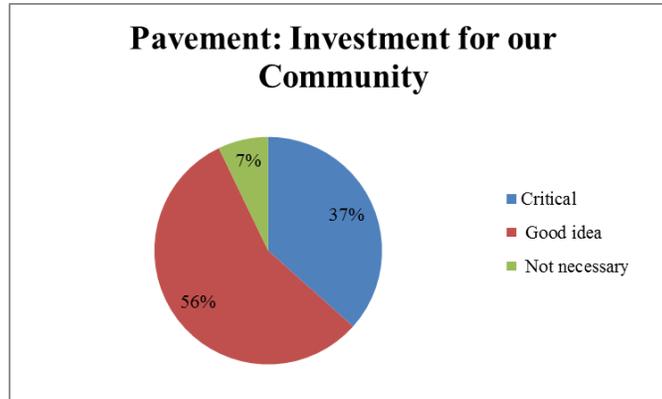
**Alternatives:** Respondents had questions on what other alternatives had been or could be considered. Issues ranging from bus size, privatization, cab reimbursement and others were discussed.

There were also overall questions consistent in the responses. Participants were curious about the following:

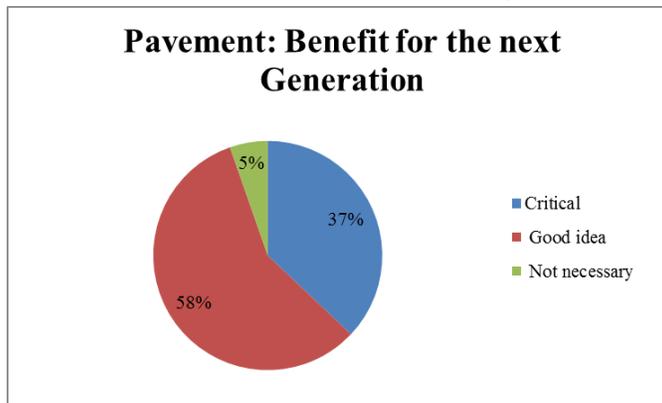
- What is the actual capacity of the system?
- What has been the identified market for need and potential ridership?
- How will the funds be used and what will be the impact?
- What other funding sources can be used for the future?

***Pavement Maintenance***

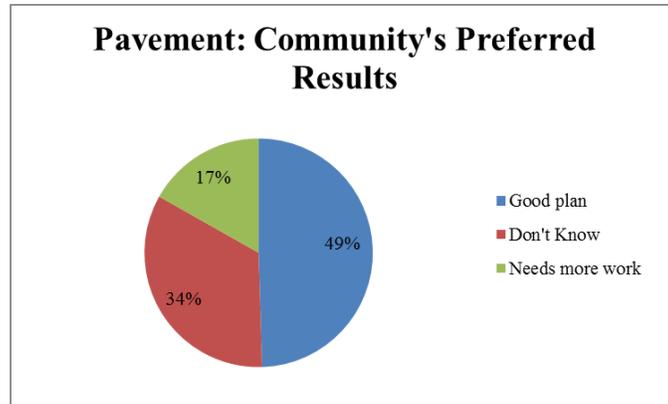
- *How would you describe this plan as an investment for our community? (224 respondents)*  
*Critical – 37%      Good Idea – 56%      Not Necessary – 7%*



- *How would you describe this plan as a benefit for the next generation? (224 respondents)*  
*Critical – 37%      Good Idea – 58%      Not Necessary – 5%*



- *How would you describe this as a plan that is well designed and will generate the community's preferred results? (208 respondents)*  
*Good plan – 49%      Don't know – 34%      Needs more work – 17%*



Comments and Questions

There were three main themes identified in the comments for pavement maintenance, which include: critical need; future funding source and specific functions.

**Critical Need:** Many respondents indicated streets as a basic service of local governments. Proper care and maintenance of the infrastructure was identified as a core responsibility of government.

**Future Funding Source:** There were comments regarding concern for the use of temporary funding to address an on-going need. Respondents indicated that mill levy funds are a better source for a permanent solution to the problem and that sales tax funding is only a temporary solution.

**Specific Functions:** Several comments were provided on specifics of the plan, including identified streets in need of repair, types of maintenance, funding for paving dirt streets and overall infrastructure issues.

There were also overall questions that were consistent in the responses. Participants were curious about the following:

- How will the maintenance be continued and is this enough funding to make a difference?
- How can other items be included, such as paving dirt streets, bike paths, pedestrian crossing, etc.?
- How will decisions be made on priorities?

Conclusion

The public information process provided an opportunity for citizens and stakeholders to learn more about how a potential sales tax might be used for specific plans. Support for the process was evident through the significant number of people involved in a short amount of time, comments from the meeting, and responses from the comment cards and Activate Wichita. Overall, the responses were favorable to the plans being a needed investment for the public good and for an opportunity for a better community for the next generation. All plans

indicated significant overall support of a community investment as either critical or good idea. The combined results are:

Water – 93% (Critical or good idea)

Jobs – 86%

Public Transit – 89%

Pavement Maintenance – 91%

Additional information and specifics of the plans will be needed in the future. In addition, more information on the oversight and accountability process for the funds and the deliverables of the plan will be critical for the public.

**Community Information Meetings**  
***“Building A Better Future”***

- 6.17 Meeting District 5 -- 40
- 6.18 Meeting District 6 -- 45
- 6.23 Meeting District 1 -- 55
- 6.24 Chamber Leadership Council -- 85
- 6.26 Meeting District 2 -- 35
- 6.26 WIBA -- 15
- 6.26 Chamber Board --10
- 6.27 Wichita Transit Board -- 25
- 6.30 Meeting District 3 -- 25
- 7.1 Meeting District 4 --40
- 7.9 East Rotary – 65
- 7.15 WDDC – 20
- 7.15 Chamber Members - 10
- 7.16 Chamber – Partner Association Members - 5
- 7.18 Chamber Members - 20

**Total Engaged: 495**

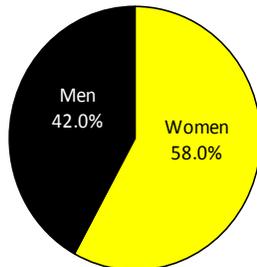
## Sales Tax Engagement Survey Summary

From June 15 until July 16, a survey was posted on the Activate Wichita site titled ***Building a Better Future: A Community Conversation***. The survey was designed to gain productive feedback related to the potential uses of the proposed sales tax. The survey asked 20 questions regarding use of sales tax revenue for the areas of water supply, pavement maintenance, public transit and jobs. Five questions were asked for each area: whether sales tax proposals for the respective topic were a good investment in the community, if they would better serve future generations, whether sales tax funds in a particular area contributed to the community's preferred results, what community leaders should consider as next steps, as well as general comments or concerns.

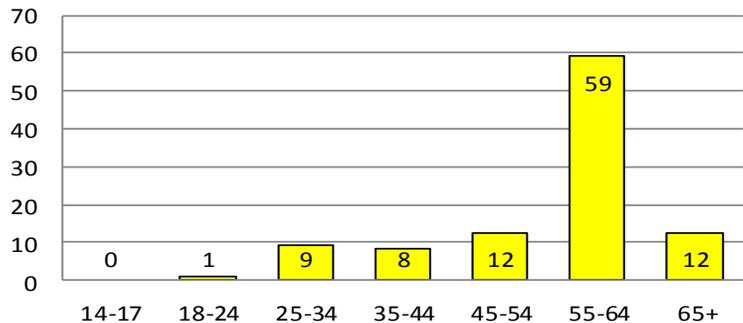
## Participant Demographics

The figures below illustrate the participant demographics for the Activate Wichita survey. At survey closing, **99 responses had been submitted** and **6 general comments offered**. There were **102 participants** in the survey with the average participant being a female between the ages of 55 and 64. This has been consistent since the analysis of the survey began last month. Though women still represent the highest number of respondents, men's participation has jumped since the survey started. The most active postal codes for this survey come from **67203 (District VI)**, **67212 (Districts V and VI)**, and **67218 (District IV)**. Currently, the survey has garnered **32% more participation than Activate Wichita's project average**. Participation for this survey grew at a rate of about 20 new respondents each week.

### Gender Demographics



### Age Demographics



## Water Supply

The clear majority among responses recognized the importance of water for the future of Wichita. The majority of respondents (37 votes) thought the sales tax proposal for water supply was a good idea as it related to investment in the community and the next highest scoring response (33 votes) stated it was critical. Only 18 respondents felt the sales tax proposal for water supply was not a necessary action. The majority of respondents (45 votes) felt the sales tax proposal for water supply was a critical need as it related to being of benefit to the community and that it was a good idea to include it as part of a plan to generate the community's preferred results (42 votes). Most of the reasoning behind not supporting the proposal stemmed from a general opposition to any new taxes. These commenters felt that charges should be associated more with usage and that using a sales tax in this way would not be equitable. There was some anxiety expressed about relying too much on current projections and a fear that rates would increase more than expected due to changing circumstances in the future. Conservation was an item that was brought up repeatedly as an item community leaders should consider when deciding the next steps for the water supply. Support for using sales tax funds for water supply projects has consistently been demonstrated through survey responses.

## **Pavement Maintenance**

Support of the use of sales tax funds for pavement maintenance steadily increased as the survey remained open. A total of 50 votes had been cast stating that pavement maintenance was a good idea as an investment for the community and 22 votes stating it was critical. Many respondents felt this was an area that should be budgeted for already. Repairing and maintaining were the a more favorable courses of action rather than expanding paved road access throughout Wichita. Some respondents suggested that sidewalks, paved pedestrian walkways, and streetlight repairs should be included in these activities. A general sentiment seemed to be that Wichita has a history of failing to fully address road infrastructure problems which in turn create a negative impression of the city by visitors. While the support for the water supply items always received positive feedback from the survey, support for pavement began modestly, then grew as time went on.

## **Public Transit**

Public transit was the area where there was the most significant divide in public opinion. While many (31 votes) described the sales tax proposal for public transit as a good idea, a healthy number of responses (23 votes) felt it was not necessary at all. A slight majority (33 votes) described the sales tax proposal for public transit as an appropriate way to generate Wichita's preferred results, but only slightly less (29 votes) felt it needed more work in this area. The gap between positive and negative responses grew smaller and smaller as the survey went on. Several comments reflected the thought that the community should "wait and see" what the younger generation would demand from their public transit system. Others felt the problems with transit were systemic and related to routes and scheduling issues rather than infrastructure or staffing needs. The fact that professionals are not currently using Wichita public transit was brought up as both an argument for and against dedicating more funds to the service. Comments that were supportive of using sales tax funds to improve transit services stressed the need for greater accessibility and streamlined routes.

## **Jobs**

The need for more jobs was clearly identified by respondents. However, use of sales tax funds to this end were not as strongly supported. As it related to being an investment in the community, the majority of responses (29 votes) felt job creation was a critical area. However, an even larger number (38 votes) felt the sales tax proposal for jobs needed more work if it wanted to generate the community's preferred results. Many requested more details on what exactly the money would be going towards. Some felt that the relationship between the sales tax and job creation was poorly defined. Increased disclosure from GWEDC and the City of Wichita was requested to give a detailed year-to-year plan for allocating sales tax money to a jobs fund. Clearly defined performance measures were stressed. The subjects of the comments ranged from advocacy of smaller businesses to calling for more advanced manufacturing to diversifying the job market in the community. The variety of responses seem to indicate that there is little consensus among survey responders as to the ultimate purpose or design of the jobs fund.

## **Results Summary**

Since the survey opened, ensuring a reliable water supply has consistently been the most favorable use of sales tax funds. There is a clear connection in the public's mind between a dependable water resource and the prosperous future of Wichita. Opinions on using sales tax funds for pavement maintenance steadily grew more positive as time went on, and at the time of the survey's closing it was healthily supported. The sales tax' role in public transit had the most noticeable split in opinions, but there is a general consensus that the service is deficient as is. The area that requires the most clarification is jobs, as the ambiguity regarding the use of sales tax for this item is the largest deterrent to its support.

## Attachment C

### Water Supply Sales Tax Proposal Comments and Station Notes

#### Comments 6.17

- Not enough info about any of these subjects
- If revenue is needed should be obtained through increased rates not through additional sales taxes.
- Please recharge the aquifer – that's the safest storage for our water (prohibit the wastage and pollution of fracking)

#### Comments 6.18

- How much will actually stay there?
- Water rights?
- Should we not conserve more water?
- Love A.S.P. Glad it is being utilized as we speak.
- 1% sales tax water supply.
- Watering on scheduled days only.
- No idea on what the water plan will be.
- Seems to be related to job growth and population expansion. If no population growth we don't need any extra water. People = jobs needs water (cannot buy jobs).
- I do not support a sales tax for water issues, this issue is not going away. A temporary sales tax is not the way I see as most efficient & sustainable to address this issue. My water bill has already doubled over last 5 years for same level of use. Further water rate increases makes more sense.
- We have to do SOMETHING and this is a start.
- \$? New water Conservation? \$? For storage? Net new row water supply.
- Never to provide for more water in future.
- Needs to be presented to the community not large with details with respect to conservation.
- Absolutely necessary. ASR seems better plan (based on the presentation). Needs more work because there are 2 plans.
- Conservation is key. The city council and city administration needs to provide significant and passionate leadership on this issue. We have to rethink our lifestyle whether it is popular or not.
- We have no choice.
- Am wondering about people with private wells & potential for people to install water wells & disconnect from water system. Any possibility of prohibiting new wells within the city by citizens? I think the wells should be prohibited & existing wells mandated not to be used during droughts.
- Not sure the ASR will achieve the needed results. Probably need to look at some version of the El Dorado supply.

#### Comments 6.23

- Infrastructure of old neighborhoods - water lines are so old. Not good to drink, a better filtering system, water pressure. Why not use a rebate of sorts?

## Attachment C

- Above ground reservoir that was proposed as part of ASR improvement would not hold enough water to help much (if full) during a drought – so not worth the cost
- Great ideas so far
- Need it to compete
- Need to expand. This has come to us 5 years later than it should have
- What % do uninsured pay
- What about recycling water? So much goes down the drain. We should treat the water we use and put it in the Equus beds. ASR preferred conservation is good not onerous!
- What about a new lake?
- Always look upstream
- ASR did not do what it originally intended to do, so why invest more?
- Reuse water should still be considered.
- Do people understand why we need water?
- What drives the rate increases without the sales tax?
- Why would we even consider Eldorado, wouldn't they have the potential for the same issues we are experiencing?
- What is the timeline to complete the added water supply project?

### Comments 6.24

- Maybe more of burden should be on the rate payers-not so much on the sales tax (Wichita's rates vs comparable cities?)
- It is a mistake to use sales tax for water use. You should know how much each user consumes and users should pay for use. A 6% increase in rates is not unreasonable. I understand the negative feedback from residents. But I encourage the city to use the right funding source for long-term success.
- Not sure if ASR or El Dorado is best option given costs.
- Feel that water users should bear most of the cost of creating a viable water plan.
- Need to look at other solutions – better deal with El Dorado – reservoir –recharge has not been successful program
- Should be in extra base and studied further before money spent.
- Sales tax is a rate increase put it in the rate base so we match revenue and expenses. Do we have independent review at appropriate level and transparency?

### Comments 6.26

- I think it's a good idea
- Water supply should be last
- We need our S Wichita S Area
- This has to happen.
- Important for everyone in the area.
- Seems a good idea.
- Critical for Wichita's future
- Good plan in short term. Need another lake for long term solution. City owned

## Attachment C

- Community cannot survive without water. Drought threat would be a major restraint on inward investment
- Continue to explore ASR options
- In favor of sales tax
- Without a long-term self-sustaining water supply the city faces major losses during severe drought. The plan could pay for itself versus potential losses during severe drought, I consider investing in the water supply as insurance
- Plan is better than what has been done processing clean water and storage will be a concern, both new and in the future growth of city
- Without water nothing else matters

### Comments 6.27

- How does this impact surrounding communities currently or future cities that benefit from Wichita water. Does this cost trickle to the other cities/ towns being supported by these reservoirs supplies. Will this presentation be taken to other communities for water impact?

### Comments 6.30

- I support continuing the ASR project. It's smart to get the infrastructure in.
- How much can El Dorado change water rates in the short and long term?
- Why don't we implement conservation measures before we get into dire straits?
- Don't like relying on El Dorado or any other city for water

### Comments 7.1

- 63% too much
- I like having a small sales tax instead of property tax or any other lump sum fee. I will feel it less over small purchases
- I believe this is one of the most critical areas the city could focus on especially and I hope with appropriate consideration being given to climate change
- Need to emphasize conservation all the time not just during drought, Need to educate about waste water reuse
- Make sure businesses pay their share instead of reducing
- Recycling waste water does not presume additional resources; it is the only environmental solution, recycling waste water is premised upon continued consumer use; does not require new resources
- The plan is early in my opinion
- South water facility draining into Ark River

### Comments 7.9

- Continuing to recharge the
- I would prefer a rate increase than inclusion on the tax. 10-15% isn't overly significant monthly.
- As a benefit for the next generation – unknown based on this plan. Users should share in larger burden of the cost.
- Crucial to pass.

## Attachment C

- Include recycling.
- The state has a plan. Quit fear mongering.

### Comments 7.10

- Best of the four
- Wichita needs its own water reservoir in Sedgwick Co El Dorado is in Butler, Cheney is in Reno Co where is a res in Sedgwick Co. We will not be able to conserve our way out of all droughts.
- H2O is essential to life.

### Comments 7.14

- I don't know enough about water service to say that it is a good plan or not. The plan sounds reasonable and seems that it will work.
- Does the use of sales tax for a service that has direct beneficiaries that pay rates for those services discourage conservation? How do the out of city rate payers pay their share?
- The importance of this can't be overemphasized.

### Comments 7.15

- I don't know enough about the plan in all of these proposals, but I am sure there will be more.
- I think the info presented by the city manager was clear, concise & made a compelling argument for the sales tax. I also appreciated the open and transparent approach that the city has taken. I think that a more basic approach to conveying this complex info could be improved upon. Wasn't familiar with a few acronyms in the presentation. As a person said during the Q&A session, keep it simple.
- Not convinced as is more work deliver needed results.
- Sensible approach.
- Proposed plans do not appear to be sufficient.

### Comments 7.18

- ASR vs El Dorado – still not sure on best option. Feel like El Dorado is more steady option, but could be more expensive
- More detailed budget info is good idea
- Do not support 1% drought – go with 2% as per KS guidelines ASR is sunk cost, high cost per volume of water, ag benefits at City's cost Additional water supply from El Dorado lake is best option
- Be objective about the right solution, not just to support the previous ASR decisions
- We can't afford the risk of doing nothing on water supply. Don't wait for another critical situation.
- What is the comparative cost of a rate increase vs sales tax and a residential customer who is not affluent

## Attachment C

### Pavement Maintenance Sales Tax Proposal Comments and Station Notes

#### Comments 6.17

- First pave dusty streets
- Please include bicycle and pedestrian access safety on every repaired street
- This should be funded through a temporary increase in the fuel tax
- Give us streets without potholes and smooth streets
- Paint white lines on Zoo Boulevard near 235 so when it rains we can see the lanes
- Fix what we have

#### Comments 6.18

- Maintenance on rock road and on 33<sup>rd</sup> & Jeanette.
- N. Coolidge by fire department, 1800 block of W. 23<sup>rd</sup>, both roads are horrible, concrete cracks bad south of Senior Center on Walnut, 2400 block of Somerset, and 2300 block of Arkansas (Mill & Overlay).
- McLean Boulevard, right lane going north is bad after the seal coat was put on.
- If there are 5,000 miles, is 100 miles going to be a substantial impact?
- If we don't spend now we will spend double later.
- Neighborhood streets do not have snow/ice removal during the winter. Fall/injury risk.
- We (the city) need to plan ahead on road maintenance for the future.
- Put it in the mill levy.
- I do not support a sales tax as the mechanism for addressing pavement maintenance. That is a valid priority and when it's delayed it ends up costing us more in the long run. But as pointed out tonight by another attendee, street maintenance is an ongoing issue. A temporary 5yr sales tax isn't a long term solution.
- Have you looked at how expanding transportation impacts street maintenance?
- I predict Wichita residents will vote down a sales tax if given the opportunity.
- On slide comparing sales tax and property tax, need to list similar size cities for apples to apples.
- Once again we have to do something & this is a start.
- Current plan is 2xs more than recent plan and should be enough for next 5yrs. Not now.
- 200-2300 S McLean is not very good since it has been sealed!
- This is something the public wants and needs to be presented in terms of what it won't do.
- Not convinced this is the best plan – concerned about streets that won't be repaired b/c they are not residential.
- Money to pave dirt streets.
- Particular attention should be paid to blighted neighborhoods to provide a feeling of renewal. That plus partnerships that include city council, Sunflower Community Action, Inter-Faith Worker Justice and local residents would help rebuild these fallen neighborhoods.

## Attachment C

- Needs more money in this to make much of a difference in the current state of our streets.
- There is no question about the need but the temporary sales tax funding mechanism is the wrong approach to a permanent problem.

### Comments 6.23

- Does not include paving dirt streets, it should
- Need to include paving dirt streets
- Maybe we can escape going back to the horse/buggy to drive over some of our neighborhood streets
- City maintenance is an ongoing cost. It pains me to spend a short term source of funds on ongoing needs. We are at this point because of the funding and maintenance strategies of the past 20 years. After the sales tax incremental efforts. We need to be in a position to maintain with existing funding
- Are landlords who own property in neighborhoods willing to support without raising rent. Why not do a rebate of sorts?
- I am curious about the new methods and have seen some poor work thus far in some areas
- Have to have it to provide transportation at reasonable rates
- Problem to me with streets comes in design. Unpaved to paved is necessary. Design of streets needs to be sustainable. We need to look at how and why streets look the way they do. I can't define in Wichita what's a major artery street way and minor road. We don't even have a grand roadway like Ward in KC, Ocean in Miami, or even state in KC. If we defined and gave virtual clues as to the use, people would use these
- Solar freaking roadways!
- As presented there are still questions on what percentage of the cost of paving unpaved streets will be paid by the overall city.
- Streets: Questions on how special assessments work on streets and sidewalks.
- Streets: Question on why we still have dirt streets in Wichita.
- Streets: "Does the City get any of the County sales tax for city streets?"
- When will the tax sunset? If we get the money we need prior to the five years we will end the tax early?
- Should the pavement of dirt roads be at the expense of the benefit area and not the full tax base?
- How will we sustain program and projects at the end of five years?
- This should be broadened to include other community facilities, especially parks, bike paths and other recreational facilities that help improve the health of our citizens

### Comments 6.24

- This should be a general fund issue.
- Should be part of the regular city budget.
- Seems like a good "reset" of the next generation of road maintenance.
- Could be taken case by case though(better economics). Increase tax base.

## Attachment C

- City has done excellent job of reprioritizing methodology for repair and maintenance.
- Why is sales tax the right funding mechanism? Is this just part of a packaging approach to sell this?

### Comments 6.26

- Pave unpaved streets. Fix bad inner city streets
- I think it's a good idea
- This should be third cause the streets need fixing
- How did the city get into current state?
- How does use of sales tax as road fund eliminate road problems reoccurring?
- Pave dirt streets
- I would have trouble supporting any tax increase until convinced the city's base operations are state of the art in efficiency. I am retired from private business – we never pay into a process that could not be improved 15-30% by implementing best practice
- We all want better streets; I am for the sales tax
- Only if sales tax on food is removed
- Doing an excellent job – keep up the good work! Thank you
- In favor of sales tax
- How about paving dirt streets before any other work is done. Those citizens pay taxes also. I have lived in Wichita for 14 years. I see the affluent citizens receiving better treatment than the others. Utility house at 21<sup>st</sup> and Webb because neighbors were upset with roof color (75,000) received a new metal roof; landscaping and wall along East Kellogg beautiful, nothing on west Kellogg
- All roads need better lane marking. Lines are nearly invisible in wet/dark conditions; we need reflective paint, storage turn guide lines at intersections and better lighting especially of medians at intersections
- Seems reasonable
- Important to be done, but the main highways should be priority at all times, including the snow routes

### Comments 6.27

- The public needs to know how the pavements will be repaired so there is a better process that will be used
- Improve bus, get more on bus, will reduce the street wear and tear

### Comments 6.30

- We must integrate restructuring for a walkable/bikeable community and connect our communities and services up to our citizens. Give residents a safe place to get out and connect.

### Comments 7.1

- Dirt streets are an issue we need to keep the rainy day fund built in on new projects

## Attachment C

- Streets in residential last longer
- If public transit is supported, less traffic should reduce street maintenance
- Fix the problems not spot fix them
- This is important. I'd like to see some of the worst roads fixed. Those communities would appreciate it.
- If streets are not maintained, homeowners are moving and neighborhoods are becoming taken over by drugs, crime which costs tax payers more in the long run
- Pave dirt streets and improve air quality

### Comments 7.9

- Sounds good, but is just a start. Again, sustainability and building a reserve is important.
- Important to keep infrastructure – streets etc.

### Comments 7.10

- Keeping best streets best!

### Comments 7.14

- It seems to me that this is necessary, but not as important as the other three topics.
- Is this sizeable enough? What happens after 5 years when the need doesn't go away?
- For all four sections: If the plans don't spell out details in layman's terms people are suspicious & don't really understand. Everything needs simple, clear details to engage the public.

### Comments 7.15

- I think the pavement maintenance sales tax proposal is important, but in my view, doesn't necessitate a critical approach as the water supply. But I applaud the city's efforts for using a transparent approach in communicating the water supply sales tax.
- If 2.2% of the current paved lane miles are helped that seems to me a small return on the investment.

### Comments 7.18

- Great rationale for new strategy. Could you provide more details about what the new money would fund?

## Attachment C

### Jobs Sales Tax Proposal Comments and Station Notes

#### Comments 6.17

- I hear the most uncertainty about this goal...that it'll profit the wrong folks.
- Increased taxes drive business away so why increase taxes at any level.
- Need more details – need to diversify beyond aircraft and medical and restaurants any business should be able to pay its own way
- A job is one of the most important things in a person's life.

#### Comments 6.18

- Aerospace and general aviation is stagnant in growth. What new industries are we adding?
- Why give money to the private sector rather than add it to the public transit option selected by the community? Tie the living wage to the money being handed out.
- Clarity in message is a problem. Currently, it's very confusing.
- We're short on welders. It's a dying skill.
- Jobs for young folks?
- How will this help get people jobs?
- WATC is doing this already – skilled training.
- Will money go to pay for tuition?
- Bribe, intentions?
- How specifically will the money be spent?
- Will the taxpayer pay for infrastructure?
- Don't you think that downtown redevelopment is important to attracting jobs?
- A lot of reference to Oklahoma City.
- Oversight for eco devo – there needs to be metrics to measure success.
- Big question is measurement and accountability.
- Incentives – tax revenue, how does this affect school district, etc.?
- Old Town – Private investment/public infrastructure investment
- Will the jobs generated be good living wage jobs, \$15+ hourly rate will this be a condition of the incentive?
- Does the City plan on being more transparent as far as eco devo?
- There's a lot of money, where will it all go?
- Accountability?
- Why don't you ask for a 1 ¼ to 1 ½ percent tax increase so funds available will be treated like with transit. Plan on increasing sales tax and closing the mill levy by increase of ½ to 1%.
- Need to know what specifics are going to be developed & why. Agree that oversight committee needs to know how \$ are to be spent.
- Continue to get input from executives in Wichita. Find out what other communities with job growth are doing.
- What is the plan? Mill levy increase – lower sales tax.
- I do not support a sales tax increase. It negatively impacts my business revenue. Events have \$x to spend that is \$x not \$x + tax. As tax goes up my sales go down.

## Attachment C

- Make the central library more of a priority. Listen to the library board and the work already done.
- Do not fund.
- We've got to increase jobs for our growth.
- Retain & expand #1, Recruit #2
- NO SALES TAX INCREASE! I'll start shopping in Valley Center!
- Work with WSU to grow technology jobs.
- What is the percentage broken down on the type of job growth: % industry that serves local, % industry that serves region, % industry that serves nationally, % industry that serves global
- Link to WSU innovation campus is great idea.
- Ways to convince average man/woman on the street that this is CRITICAL to the survival of Wichita.
- A fraction of this proposal could pay for an entrepreneurial incubator w/ significant micro loan financing for entrepreneurs. This would attract job creators from other communities.
- Bang for the buck. If they consider this, options become clear.
- People are taxed to death and to have service you have to pay.
- Infrastructure – sewers, water mains.
- I realize that the recruitment of outside/new companies (and retention of existing ones) often involves taxpayer funded incentives. Having said that, I'm generally opposed to corporate welfare.

### Comments 6.23

- As presented there are still questions on oversight. It can be a real problem if is approved.
- Do not put this on the ballot; it will cause the whole thing to fail
- These should be living wage jobs
- Sustainability – we want the investment to be in industries that are in wind, solar, food, etc.
- I'm glad for the oversight committee, but I do feel that more explanation is needed - there needs to be assurance that job training will be a major component
- Promise that if there is another drought in 3 years they will not gouge us with a huge rate increase before we can get the sales tax done!
- Specific plans on diversity of industry? What training partnerships are we looking at to ensure growth?
- Sustainability and vitality
- More jobs, good jobs, better pay
- Jobs that high school train workers include education of the budget include McAdams Park future
- The fight is not with cities our size, it's about relevancy with "global cities". Yes to all of this it's not even enough to me. What it needs to do is make Wichita a place that business can move items easy.
- I am impressed by the amount of planning going into Wichita's development; 4% growth is not enough we cannot globally compete on 4%, it's great not good

## Attachment C

enough to be the world class city we can be. We need to focus on using this to grow Wichita, allow people to love Wichita. This will grow Wichita and make the discussions we've been having for a few years less often.

- Fix the heart of the city (DT) and the inner city please. Make suburbs pay for their own roads in the development.
- Increase the % for relocation costs – location changes are infrequent in most company
- Decrease the % for training – do not use most training ahead of companies request – any and all training dollars spent should be used to foster entrepreneurs at younger ages – grade school, high school
- Input to USD 259 – magnet schools for entrepreneurship – return to our city's heritage – this is where companies are born
- Needs more community input and oversight
- Summer youth employment
- Should take sales tax off food and medicine
- Look for better paying jobs, training of young people beyond school, retraining for some older adults
- The kinds of businesses that better serve the population
- Jobs: (from a Developer and Engineering Company) “Why is only 20% being allocated for incentives? We thought it was all for incentives. Who got to make that decision?”
- Jobs: Who will staff the incentives portion? Will it be the City, GWEDC, or some other entity?
- Jobs: “The sales tax is going to live or die by the jobs component. How do we get the message out? We need to provide citizens with more specifics on this portion. It needs to be done sooner rather than later.”
- Jobs: Should include a wage threshold, i.e. to qualify for incentives the business must agree to a minimum wage threshold “Oklahoma City does that and look how successful they have been.”
- What other industries are we trying to attract with this job component? Will there be any funds allocated youth employment?
- What types of wages are we trying to attract with the new jobs?
- Will there be any guarantees on job creations for organizations that receive incentives?
- Will there be transparency in the monitoring of the spending of the tax dollars?

### Comments 6.24

- Are we ready to explain this to typical citizen? Urgency is good but if we aren't ready then we lose credibility which is more costly. Concern that we have reverse engineered priorities to fit our funding package?
- This will take education to everyone sunset. Have website.
- I like the breakdown for the expenditure but want to make sure the 40% for infrastructure includes preparation of shovel ready sites. Will funds be able to be shifted amongst the “” if needed.

## Attachment C

- Educate the community on the impact from a successful execution. Rally business and community leaders to get out the message including to their own employees.
- We need to promote that this funding is not all for a closing fund (it's only 20%).

### Comments 6.26

- First get the transportation going 24/7 then the jobs then streets then water
- At least 10-20% sales tax for buses then jobs before streets and water
- I think it's a good idea
- Future of Wichita

### Comments 6.26

- Must have jobs to grow.
- Strong plan, let's do it. To do nothing is irresponsible.
- Most business owners to not agree with adding taxes for eco-devo. Making a better regulatory climate for new and existing business is key.
- Focus on education. Retention of graduates is a key to creating jobs.
- Think outside the box. Look at cities that are doing things differently.
- This is well documented. Better communicate the HOW, not just the need.

### Comments 6.26

- WE have many many training facilities already in place that just need to be better publicized and or utilized more efficiently
- Can the new library. It's not needed. Also, the new high school that will replace SE high is a huge waste of money and needs to be rethought
- How do we get a good company to move to Wichita
- I am tired of supporting the corporate welfare system which keeps tax payers of Kansas
- I need more information about how the money will be spent. Throwing money at generic worded funds won't yield the intended (and needed) results
- Private solutions
- This is a bad idea
- I am for the job development but would place it behind the others if I had to but don't want to. These are all excellent proposals. I support them all
- My view is to get out of the way of entrepreneurs and let the private economy do what it does best

### Comments 6.27

- What are you doing to utilize the marginalized citizens to increase their participation in the workforce? EG what resources are being used to help integrate the disabled in the workforce
- If transportation is better people can get to jobs easier
- The percentage of our population with developmental or acquired disabilities does not change. Now the state is mandating that KanCare MCOs help move recipients to employment. Now, federal contractors are charged to have 7% of their workforce to be people with disabilities. Coming this summer CMS will be

## Attachment C

submitting their final rule to have people with disabilities on Home and community based services seek employment opportunities. W job growth need to provide service at employment sites in our city and surrounding communities

### Comments 6.30

- Find ways to keep college grads here.
- Evolve beyond aviation and manufacturing.
- Input from younger generations. They are the ones who leave the city to find work and public transit.
- Get input from the community on the type of jobs they want?
- Retaining manufacturing jobs is great but we need new renewable energy jobs.

### Comments 7.1

- State and federal already have resources in place to retrain assist job seekers money should be used in other needed areas.
- Very critical, I'd like to see some emphasis on tech. Non-manufacturing jobs they always seem to disappear eventually
- We definitely need jobs for now and the future. My concern is that offsets are businesses before. Like diversification – plan for using skills – explanation about how money will be used
- Let print company in green jobs, by giving all business same advantage, way to cut cost by eliminating waste
- Need to give more info
- We need to build infrastructure for assembly jobs maintenance good as well, maintenance work
- Better jobs draw companies in
- Glad see the 3 categories, it seems this will be reviewed each 5 years in a chamber of commerce subsidy, I feel better after your explanation
- Without sharing each expenditure publicly, sales tax dollars should not be used for job development, Where is the county/state contribution, why 90 million; perhaps less initially
- I don't want to see a fund for businesses without some claw back features if they don't deliver what they agree to.
- The only thing I can say about this is what took the city so long? I find it hard to believe that our city leaders believed the aircraft industry could be sustained at the 60's and 70's rates forever.

### Comments 7.9

- If jobs are created, then tax revenue will increase, so, this category is the highest in my opinion.
- I know a 1.5% would be hard to pass, but to make sense the transit section and roads can be sustained perhaps could be considered...gradual intro – 1% in 2015-16; additional .25 in 17-18; or something similar.
- Separating quality of life from job creation is a mistake in my opinion. I agree with the current allocation of funds for the proposed job creation funds, but to

## Attachment C

attract new businesses & employee we need state of the art recreation options & performing arts facilities.

- Only if managed by private group. No government people on board. Applies to all these issues.
- Many community options available.
- It is needed.
- Has the internet made libraries obsolete?
- What did technology and having only one industry effect our job growth. How do we overcome this?
- How do we keep our young here? Vs. K.C.?
- If economic plan will generate revenue, why only \$80m of sales tax being spent on it? Can't some of the \$250m on water be next on economic growth then revenue towards water?
- No. Free market options. Low regulations. Low taxes. Use the sales tax comparison chart to draw biz, not justify an increase!
- Unless there is public oversight – i.e. “public” member of the firm’s governing board – there are not sufficient controls. (Applies only to the 20%.)

### Comments 7.10

- I like that the plan is training/infrastructure (mostly) rather than bribing/buying investment
- Project is critical but this is an ongoing program if it is a good idea fund by property tax increase.
- City of Wichita’s future
- I understand this is all working toward the future—several years out—However, I serve residents of the community who are not already a part of the (ex-given) machine shop industry & have to resort to fast food industry. How is this sector of population been a addressed to increase growth/opportunity for them.

### Comments 7.14

- Make sure new jobs & companies held to produce jobs they promise. Quit moving people around and must be new to the community.
- This is the most critical item (in my opinion), selling this is very important.
- How does the community accomplish 4% annual job growth with an \$80 million per year economic development fund that is limited to 5 years? Is this at all realistic? 4% annual job growth over a 20 year period would result in a population increase to almost 1 million people by 2035—what will be accomplished 20,000 net job increase or 4% annual job increases—they are not the same.
- Critical issue for the community. We must have a plan that is as specific as possible—if people perceive a slush fund administered in the back room it will not pass.
- Would rather see us invest all/most in infrastructure/training to grow jobs rather than cash for jobs.

### Comments 7.15

## Attachment C

- Transparency of detailed pronouns and spending—good idea on commission on oversight. Don't make the consumers pay and end up with no jobs. Ensure enough has been planned to cover risk/contingency—especially H2O—to ensure results needed. The jobs proposal is key but will be a “hard sale” as correlation to results is tough.
- I need more time to review the info that was given to us in a handout. I think the focus was more on water supply & didn't get a sense as well as the other, issues but this is a great step in the process!
- Really would like to see how this model has been successfully implemented elsewhere and if it can be replicated in Wichita.
- Money spent on job creation and enterprise zones have a poor track record.

### Comments 7.18

- Needs more money
- Increases in economic development could help fund the quality life changes many Wichitans want to see
- More detailed explanation. Clearer definition of what funding will cover. What does success look like?
- Does this really raise us to the level of “competitive” with other regions on economic development or will more money be needed?
- I like the quarterly reports that address effectiveness and progress.
- More infrastructure less money to companies
- I like the initiative with specific structure and metrics for accountability, not just a large incentive pool
- Focus on the prize, objectives, outcomes, and develop measures to stay on course
- Avoid typical tax exceptions – like infrastructure focus cannot pick winners and losers
- We have to do something different I am looking for a job and frightened by these projections
- Performance benchmarks may not be enough corporate citizenry should also be a consideration
- I find the proposal confusing despite effort to understand and some knowledge of the needs identified by national experts to effect positive economic development in a community. Perhaps this is because it's been pared down in some areas and not in other key areas

## Attachment C

### Public Transit Sales Tax Proposal Comments and Station Notes

#### Comments 6.17

- Transit is not only necessary for low income folks (owning a car averages \$800/yr) transit is also important for young professionals.
- There needs to be more research and discussion on a plan to perhaps a subsidized private system.
- Low income and disabled need this to get to work, etc. Not everyone can afford a car, taxes, insurance and gas
- Transit is our most critical need.

#### Comments 6.18

- How do we stabilize the transit system?
- Exactly how will the \$80 million be spent? (breakdown of planned expenditures)
- Why do we think that this plan will increase ridership?
- Given the two million rides that transit serves annually, how much could the capacity realistically increase with this new plan?
- The transit service would grow by how much (percentage) given the plan?
- Why did the City purchase large buses knowing that there weren't enough riders to fill them?
- What is the largest transit-related expense?
- Are there long-range plans to switch to CNG (compressed natural gas), a type of clean energy fuel?
- Has the City considered offering a day pass?
- Wouldn't increasing the mill levy to address long-term issues be a more permanent solution than a five-year plan to increase the sales tax, which is just a band-aid?
- Is the City looking at transit from an emergency perspective, like it is with the water and drought scenario?
  - What happens if emissions and fuel costs increase to unsustainable levels and more people are forced/encouraged to transition to public transportation?
- Could cab companies be subdivided to provide after hour transportation, like the American Red Cross does to transport senior citizens to their medical appointments?
  - Would this be for residents who can justify that they have no other means of transportation?
- If the City can't say exactly how the money will be spent and whether its expected results can be guaranteed, why would the staff go to the Council and the public and ask them to commit to this plan for five years?
- Sunday service should be offered.
- Many major businesses have been lost in the city, especially those that rely on 2<sup>nd</sup> and 3<sup>rd</sup> shift employees because the buses don't maintain late hours.
- Other countries seem to have longer life expectancies for their fleet than the United States, so our buses may not need to be replaced as often as we think.

## Attachment C

- Smaller buses or vans should be provided to increase service routes and resident accessibility to the transit system.
  - Maybe private companies could be contracted to provide this service.
- Individuals getting to work 2<sup>nd</sup> & 3<sup>rd</sup> shift need a 24 hour service.
- Tuscan runs until midnight.
- Why did we get the big buses?
- Continue to support and expand.
- Terrible service.
- We have a poor system now which keeps ridership down and keeps people from taking 3<sup>rd</sup> shift jobs.
- It is not enough money.
- I do not support using sales tax to further subsidize this grossly over-subsidized already system. I do not support a sales tax increase. It negatively impacts my business.
- Short term solution to a long term need. Sales tax alone isn't the total solution.
- How big of a property tax increase would equal a 1% sales tax increase?
- Ron did a great job!
- Transit is the most important issue.
- I am not sure what growth the current system can withstand and what growth in usage the city is planning for.
- Very important but not as critical as water & jobs.
- We need to provide 20% of sales tax increase to transit and at most 10% to jobs initiative. Ideally we would provide 30% to transit and 0% to developers.
- Would some smaller buses help on some routes?
- Think day passes would increase ridership.
- Again, I think this is a band-aid approach to an ongoing funding need. Since the taxpayers are already covering a shortfall on every rider and every mile, I'm not convinced an expansion that will add to the funding deficit makes sense.

### Comments 6.23

- Marking bus stops
  - Need it
  - West side improvements implemented
  - Problem with flagging
  - With financial problems some things cut
- City Manager knows: raise taxes, need to quit cutting
  - City income tax used to exist why not now?
  - Blaming the state
- Why bus so big if people don't use?
  - Don't see the rush; only see part of people using
  - Main route get more use
    - Use feeders to get people to main routes
  - Big bus has to be maintained
    - Small busses don't fair better like may think
- Time 1.5 hour across town

## Attachment C

- Need to connect routes – grid
- I would like to know more specifics of the plan: what are plans to increase efficiency? Grid system?
- Because the situation is so critical I'm afraid we don't have enough budgeted for long term sustainability
- 250 million – 1 cent sales tax
- Do you survey the rides?
- Electric buses
- We need to look at regional system of transit. This is silly if we don't achieve that measure. All successful metros include a regional component
- Just make sure all areas of the city are covered. Can't get to some of the skirts of town where some of the jobs are
- We need better routes and more options
- Transit is our most critical need
- Agree that we ought to fund transit big responsibility with sales tax
- If after the sales tax we don't have a system that is either more self-sustaining or attractive enough for desire for further funding : (
- I'm a new comer to this. The language is so much that may be a reason why a lot of common people like me are not in tune with the City's reasoning to increase
- Look forward for newer technology. Don't replace older buses with new(old) technology
- Transit - are we right sized for our community?
- Transit – how are other systems handling operation cost?
- How much federal money does Transit receive currently?
- The investments/incentives awarded should be largely targeted toward uses that come back to the community- goods and services purchased locally

### Comments 6.24

- Not sure this may not be enough money to fix the system. What happens in 5 years?
- The need is permanent. Are we setting ourselves for problems by not admitting that?
- Seems like an adequate proposal knowing that you can never charge enough for this necessary function.
- It will continue to decrease. What other options? Pavement- should be paid for with taxes.
- What are some alternatives – smaller but more buses-use of technology to make system more efficient.
- Come up with alternative solution. Improved economics will pay for this.
- We have 8-10K actual users. How do we serve them efficiently? How large is the discretionary rider market?

### Comments 6.26

- Expand services to fit area venues grid system
- I think it's a good idea

## Attachment C

- The sales tax needs to go up to 20% for Public transit to do well. To attract more jobs

### Comments 6.26

- Public industry must increase
- Very important for young professionals and individuals with mental handicaps (Arc of Sedgwick County)
- Not enough proposed funding
- Important for the future. Can't cut routes
- Social justice issue. Population without resources is more likely to overcome not only poverty but cycle of poverty with increased public transit.
- What is price of transit system, loser?
- I never ride the bus but it is crucial to many and the city itself
- Remove the sales tax on food and recalculate the percent needed to raise funds for transit, water and pavement
- Peak periods need lg bus smaller vehicle otherwise
- Transit is not underfunded, it's simply not operated smartly. Expenses need to decrease by responding to non-peak hours rate changes, or technology changes
- Both for residents and for special events to move people. What services are available for special events? Sports to conventions
- In favor of sales tax
- Wichita needs 24 hour, well developed and affordable public transportation. How can less affluent citizens get to work, shopping, appointments etc? Wichita services only the affluent then complains about those on public welfare. I am affluent. KC was reflected for GOP convention partly because of poor public transportation
- Where are the bus-stops? How are they assigned? What is the bus schedule? Need to consider more than service for non-drivers; the service should be the method of choice for recreation and shopping in lieu of 2<sup>nd</sup> car families
- Seems reasonable to use 10% of 1 cent
- You can watch buses all over town with very few if any riders. I think it's a waste of money. Buy smaller buses

### Comments 6.27

- Opinion costs from tax should be to minimize economic impact so you can stable transit and expand and keep covered for a few years after the 5 years.
- How does this plan address increasing services throughout our community? Evening/Sunday/frequency of routes what has Wichita Transit learned about proximity of routes near employment sites
- With the beginning slide show public transit should be #1. You do that, you will pull in jobs, more people will take the rail than their cars and we will get more people to move here. Revenue from advertising.
- Need to run more hours so 2<sup>nd</sup> shift can get home 3<sup>rd</sup> shift can get to work expand the routes because jobs are forming outside the bus routes. Give business an incentive for their workers to take bus that will reduce payment repair

## Attachment C

### Comments 6.30

- Transit is most critical concern.
- Needs to be improved and supported. Don't feel the funding would be sufficient though.
- Need more funding to provide more service. Ridership will increase if bus came by every half hour. More people could ride to work or go to the store.

### Comments 7.1

- I think the best bang for the buck is downtown. We could also focus on handicap work routes
- Get enough riders
- How do you change public opinion we are an auto society
- I don't use this as much
- I feel like it's a lost cause at this point. I suggest better marketing. Even if I wanted to take the bus, I have no idea how it's run or the in's and out's
- Needed service by small percentage of population

### Comments 7.9

- I'm concerned about the sustainability of the program, but we must do something!
- Would like more details about specifics of plan.
- Important to improve some.
- Give serious consideration to hours of operation
- We need to increase bus frequency & routes. (even beyond the plan)
- Always mindful of the physically challenged—blind, etc.
- Public transit works best in densely populated cities. May need to be creative in a city like Wichita.

### Comments 7.10

- How much benefit is possible—that will justify this subsidy. Is a subsidized transit system (public) a detriment to market solutions. Is a nice to have program-worth the costs—at what price per ride (now \$6.00)
- Project is good but fund this proposal by increase in property tax—transit needs to be treated like any other city dept.

### Comments 7.14

- None—Do want to say that while new buses and such would be nice the emphasis needs to be on service/routes etc. to get ridership up.
- This is a “hidden need” for most voters. The importance of this issue needs to be more fully explored/explained.
- How are the service enhancements funded long term or do they go away after 5 years?
- What happens after 5 years if the tax \$ are used for operations?

### Comments 7.15

- I don't think this is aggressive enough to make the kind of whatever we might need in terms of rail options, etc.

## Attachment C

- I'd like to be more informed about public transit. Perhaps getting the perspective from the frequent users of public transit would be helpful. As someone who drives everywhere, it would help to learn more about how folks who use public transit—the issues they encounter in trying to use public transit. I do like the van pool concept & would like to learn more.
- Unsure about the best solution here—I doubt much can be done to increase ridership and increasing hours/adding Sundays will increase payroll/maintenance costs.

### Comments 7.18

- Figuring out how young professional would utilize transit, or what would make them willing to use transit, is key to its long-term success
- Important to consider new/creative models to make transit sustainable
- How will transit move in the direction of being self-sufficient? What is the vision for Wichita's future with transit?
- I'm not sure a sales tax initiative is the proper tool to use to manage transit for the long term. Please don't let it potentially defeat the overall effort
- More concerned about public transit between major cities – rail service to KC, Denver, OKC, etc.
- More detailed explanations are needed