

W. Frank Barton School of Business

Center for Economic Development and Business Research



Commuting Patterns in Kansas



WICHITA STATE
UNIVERSITY

1845 Fairmount St.
Wichita KS 67260-0121
316-978-3225
www.CEDBR.org
cedbr@wichita.edu



Commuting Patterns in Kansas

March 2012

This report was prepared by The Center for Economic Development and Business Research, W. Frank Barton School of Business at Wichita State University using data from the U.S. Census Bureau 2006-2010 American Community Survey. It describes commuting patterns for the State of Kansas, urban areas, and rural areas. It also describes, in detail, the commuting patterns for all metropolitan and micropolitan areas in the state.

Contents

Kansas Statewide Information 3

Metropolitan Areas..... 8

 Kansas City Kansas Metropolitan Statistical Area..... 8

 Lawrence Metropolitan Statistical Area 10

 Manhattan Metropolitan Statistical Area..... 12

 St. Joseph Kansas Metropolitan Statistical Area..... 14

 Topeka Metropolitan Statistical Area 16

 Wichita Metropolitan Statistical Area..... 18

Micropolitan Areas..... 20

 Atchison Micropolitan Statistical Area..... 20

 Coffeyville Micropolitan Statistical Area..... 22

 Dodge City Micropolitan Statistical Area 24

 Emporia Micropolitan Statistical Area 26

 Garden City Micropolitan Statistical Area..... 28

 Great Bend Micropolitan Statistical Area 30

 Hays Micropolitan Statistical Area..... 32

 Hutchinson Micropolitan Statistical Area 34

 Liberal Micropolitan Statistical Area..... 36

 McPherson Micropolitan Statistical Area 38

 Parsons Micropolitan Statistical Area 40

 Pittsburg Micropolitan Statistical Area 42

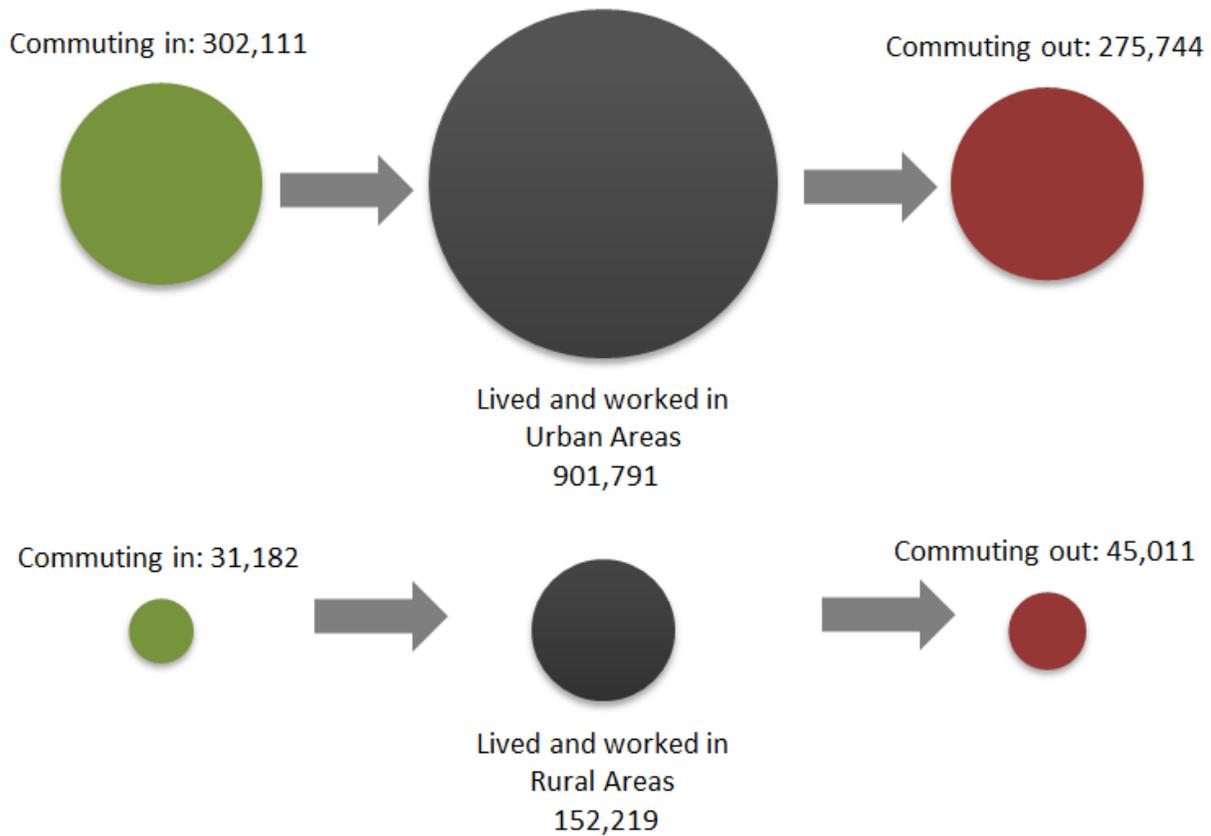
 Salina Micropolitan Statistical Area 44

 Winfield Micropolitan Statistical Area 46

Definitions and Methodology 48

Kansas Statewide Information

Relative to population, there were few workers living or working in Kansas that cross state borders in their daily commute. The state as a whole imports approximately 12,583 workers on a typical day. However, within the state there was a significant amount of commuting between areas. Urban areas typically import workers, while rural areas export workers.



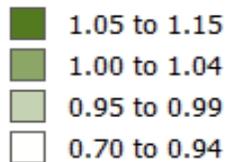
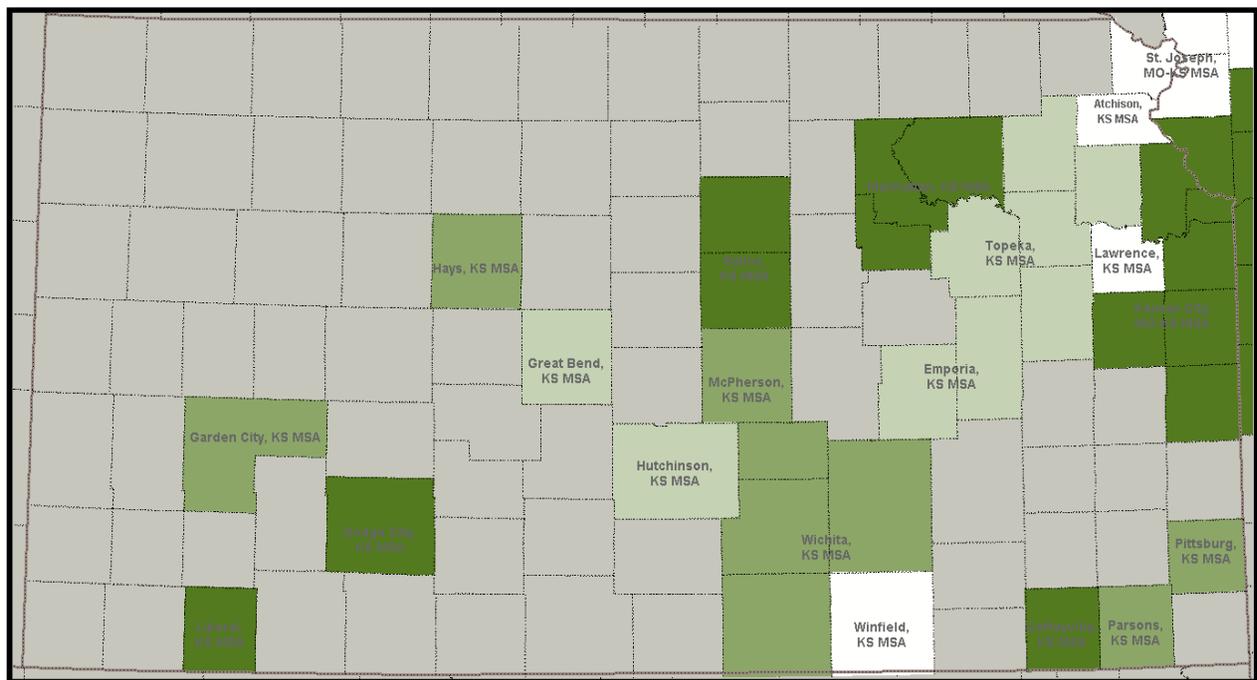
	Kansas	Urban Areas	Rural Areas
Daytime Population			
Total resident population	2,809,329	2,395,550	413,779
Total workers working in area	1,387,303	1,203,902	183,401
Workers who lived and worked in same area	1,272,591	901,791	152,219
Workers commuting in:	114,712	302,111	31,182
Total workers living in area	1,374,765	1,177,535	197,230
Workers who lived and worked in same area	1,272,591	901,791	152,219
Workers commuting out:	102,174	275,744	45,011
Total daytime population	2,821,867	2,421,917	399,950
Daytime population change due to commuting	12,538	26,367	-13,829
Worker retention	92.6%	76.6%	77.2%
Employment residence ratio	1.01	1.02	0.93

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Although, taken together urban areas generally import workers, there were distinct differences in the level and direction of commuting throughout Kansas. This is shown in the varying Employment Residence (ER) ratios in the Kansas urban areas. ER ratios are the total number of workers working in an area, relative to the total number of workers living in the area. Ratios greater than 1.00 indicate there were more workers working in the area than living there. For example, an area with an ER ratio of 1.15 indicates there were 15 percent more workers working in an area than living in an area. These areas can be considered net importers of labor. Values less than 1.00 indicate areas that were net exporters of labor.

The metropolitan areas that import the most workers, relative to the total number of workers living in the area, were Manhattan and Kansas City, at 7 percent and 5 percent respectively. The biggest relative importers for micropolitan areas were Liberal and Coffeyville, at 12 percent and 10 percent respectively. The largest relative exporters in metropolitan areas were St. Joseph at 28 percent and Lawrence at 9 percent. The largest relative exporters in micropolitan areas were Atchison at 8 percent and Winfield at 6 percent.

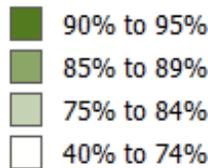
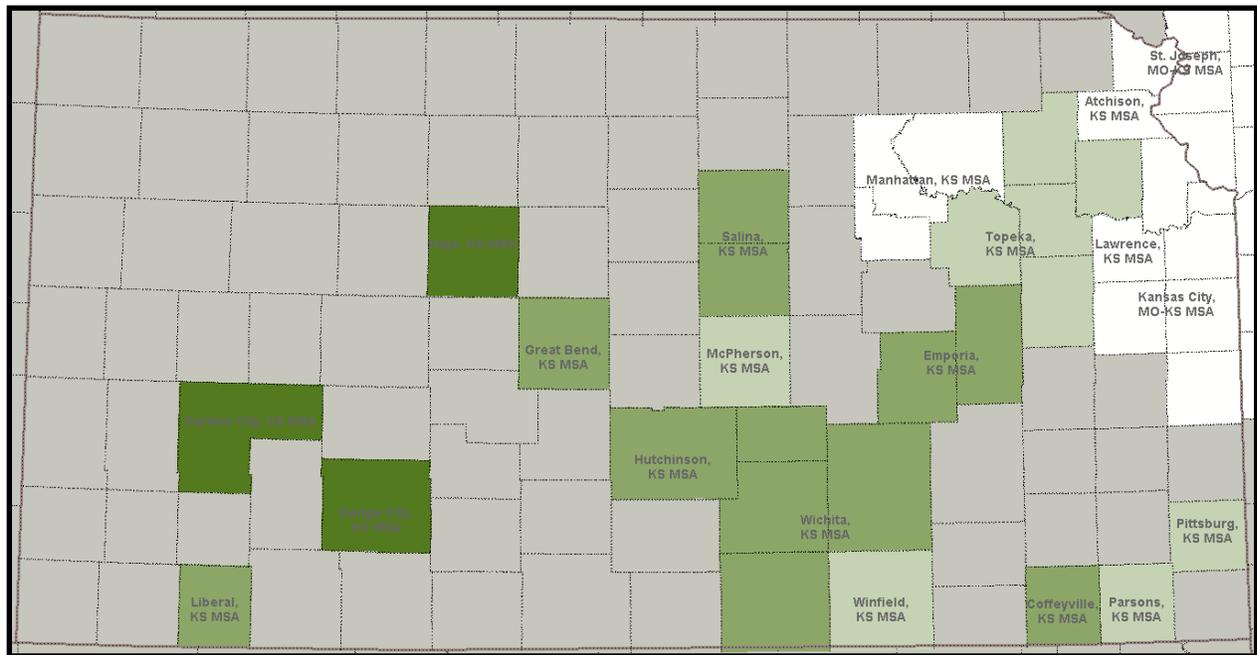
Employment Residence Ratio by Metropolitan and Micropolitan Area



Although specific areas may be net importers or exporters of labor, within those areas there were workers commuting in and workers commuting out. This is shown in the varying level of worker retention across urban areas. Worker retention refers to workers who lived and worked in the same area as a percentage of total workers living in the area. This is the number of workers that are not commuting to other areas for work. A low worker retention percentage indicates a high level of outbound commuting.

When grouped together, urban areas have very similar worker retention rates compared to rural areas, approximately 77 percent; that being said, there was a wide variance in the worker retention rates between urban areas. The micropolitan areas in western Kansas have the lowest level of commuting with worker retention of approximately 94 percent in Hays, Dodge City and Garden City. Wichita had the lowest commuting level among Kansas metropolitan areas, with 87.5 percent worker retention. Urban areas in eastern Kansas have much higher levels of outbound commuting, the highest being St. Joseph, Kansas City and Atchison, with worker retention of 43.5, 64.3 and 69.3 percent respectively.

Worker Retention by Metropolitan and Micropolitan Area



Although an area may have a net import or export of workers, the migration of workers in specific industries may vary from area to area. Within each industry, it was assumed that there were both workers commuting in and out. To quantify the net migration of workers in an industry, the number of workers living in an area was subtracted from the number of workers working in an area. The result indicates the net effect of commuting. A positive number indicates there were more workers commuting into an area than out. A negative number indicates there was more outward commuting than inward commuting.

The State of Kansas had a low level of commuting across state borders relative to population. However, of the workers that do cross state lines, Kansas sees the largest net inflow of workers in manufacturing and the largest net out flow of workers in professional services. The net increase in workers in urban areas can be mostly attributed to manufacturing, retail trade, and transportation, warehousing and utilities. Rural areas export workers in all industries, with the exception of agriculture.

	Kansas	Urban Areas	Rural Areas
Commute by Industry			
Total:	↑ 12,538	↑ 26,367	↓ -13,829
Agriculture, forestry, fishing and hunting, and mining	↓ -271	↓ -612	↑ 341
Construction	↑ 1,424	↑ 2,775	↓ -1,351
Manufacturing	↑ 4,477	↑ 6,931	↓ -2,454
Wholesale trade	↑ 2,151	↑ 2,568	↓ -417
Retail trade	↑ 3,771	↑ 5,722	↓ -1,951
Transportation and warehousing, and utilities	↑ 3,187	↑ 3,927	↓ -740
Information	↑ 3,079	↑ 3,372	↓ -293
Finance and insurance, and real estate and rental and leasing	↓ -566	↓ -240	↓ -326
Professional, scientific, and management, and administrative and waste management services	↓ -2,141	↓ -1,147	↓ -994
Educational services, and health care and social assistance	↓ -1,603	↑ 1,906	↓ -3,509
Arts, entertainment, and recreation, and accommodation and food services	↓ -583	↓ -52	↓ -531
Other services (except public administration)	↑ 105	↑ 531	↓ -426
Public administration	↓ -470	↑ 313	↓ -783
Armed forces	↓ -22	↑ 373	↓ -395

Source: U.S. Census Bureau, 2006-2010 American Community Survey

As with variances between industries, there were also differences in commuter patterns by income. Within each income bracket it was assumed there were both workers commuting in and out. The commute by income was calculated by taking the difference in the percentage of workers working in an area and a percentage of workers living in an area, for each bracket. This indicates the net flow of workers by income. Negative numbers indicate more out-commuters, while a positive number indicates more in-commuters.

Typically, in the State of Kansas as a whole and in the urban areas of the state, the highest and lowest income earners commute out from their area of residence to other urban or rural areas. In rural areas the highest and lowest income earners generally commute into rural areas from urban areas.

	Kansas	Urban Areas	Rural Areas
Commute by Income			
\$1 to \$9,999 or less	↓ -0.06%	↓ -0.15%	↑ 0.66%
\$10,000 to \$14,999	↑ 0.05%	↑ 0.04%	↑ 0.25%
\$15,000 to \$24,999	↑ 0.03%	↑ 0.02%	↑ 0.41%
\$25,000 to \$34,999	↑ 0.39%	↑ 0.50%	↓ -0.07%
\$35,000 to \$49,999	↑ 0.19%	↑ 0.32%	↓ -0.69%
\$50,000 to \$64,999	↑ 0.01%	↑ 0.04%	↓ -0.47%
\$65,000 to \$74,999	↓ -0.06%	↓ -0.06%	↓ -0.18%
\$75,000 or more	↓ -0.54%	↓ -0.72%	↑ 0.10%

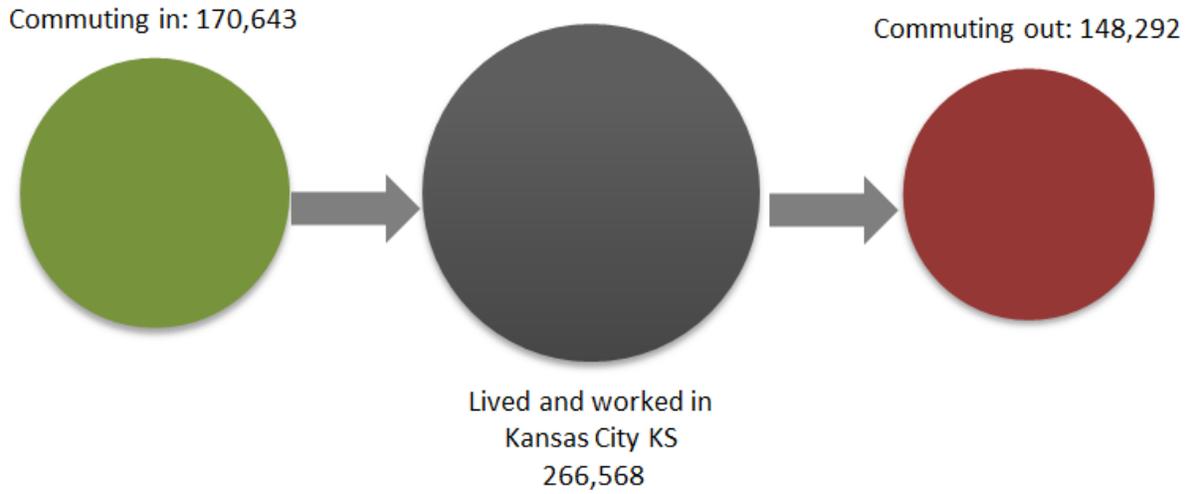
Source: U.S. Census Bureau, 2006-2010 American Community Survey

The import or export of a particular class of workers should not be interpreted as a strictly positive or negative event. For example, it is good to have higher income earners, which generally pay more in local taxes, living in an area. In this light an outflow of high income earners may be interpreted positively. However, an outflow of higher income earners may also indicate that local industries are not providing higher wage jobs. Similarly, an inflow of low income workers may indicate the area does not have affordable housing available, or it may indicate a particularly high level of low wage jobs available in the area. The data provided here gives insights as to the flow of commuters in an area, but further analysis would be needed to understand the reasons for the commuter flow in a specific area.

Metropolitan Areas

Kansas City, Kansas Metropolitan Statistical Area

The Kansas City, Kansas metropolitan area consists of six counties: Franklin, Johnson, Leavenworth, Linn, Miami and Wyandotte. This analysis does not contain the counties in the metropolitan area that are in Missouri. Kansas City, Kansas, was a net importer of labor. There were five percent more workers working in the area than living in the area. There was also a very high level of commuting, one of the highest of all Kansas urban areas.

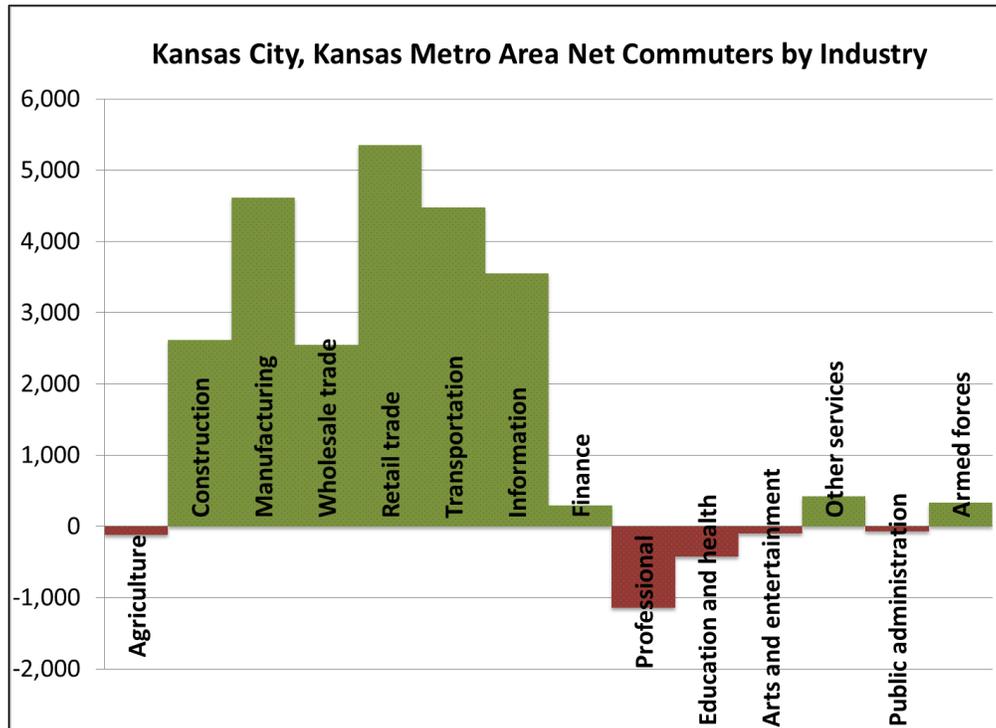


Kansas City, Kansas Metropolitan Statistical Area

Daytime Population	
Total resident population	829,040
Total workers working in area	437,211
Workers who lived and worked in same area	266,568
Workers commuting in:	170,643
Total workers living in area	414,860
Workers who lived and worked in same area	266,568
Workers commuting out:	148,292
Total daytime population	851,391
Daytime population change due to commuting	22,351
Worker retention	64.3%
Employment residence ratio	1.05

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The workers that were commuting into the area typically work in retail trade, manufacturing, and transportation and warehousing, and utilities. They also tend to be low to mid-level income earners. The workers commuting out of the area tend to be professional, scientific, and management, and administrative and waste management services. They also tend to be either very low or very high income earners.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

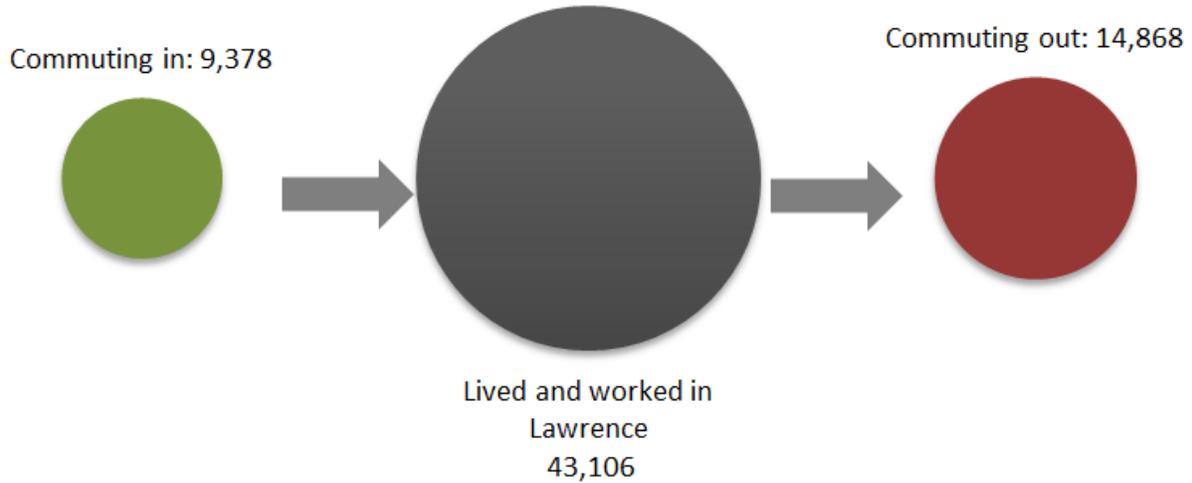
Kansas City, Kansas Metropolitan Statistical Area

Commute by Income	
\$1 to \$9,999 or less	↓ -0.05%
\$10,000 to \$14,999	↑ 0.12%
\$15,000 to \$24,999	↑ 0.25%
\$25,000 to \$34,999	↑ 1.38%
\$35,000 to \$49,999	↑ 0.70%
\$50,000 to \$64,999	↑ 0.03%
\$65,000 to \$74,999	↓ -0.22%
\$75,000 or more	↓ -2.21%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Lawrence Metropolitan Statistical Area

The Lawrence metropolitan area consists of Douglas County. It was a net exporter of workers with an estimated decrease of 5,490 workers in the population each day due to commuting activity. There were nine percent fewer workers working in the area than living in the area. There was also a relatively high level of commuting in the area, the fifth highest of the 20 urban areas in the state.

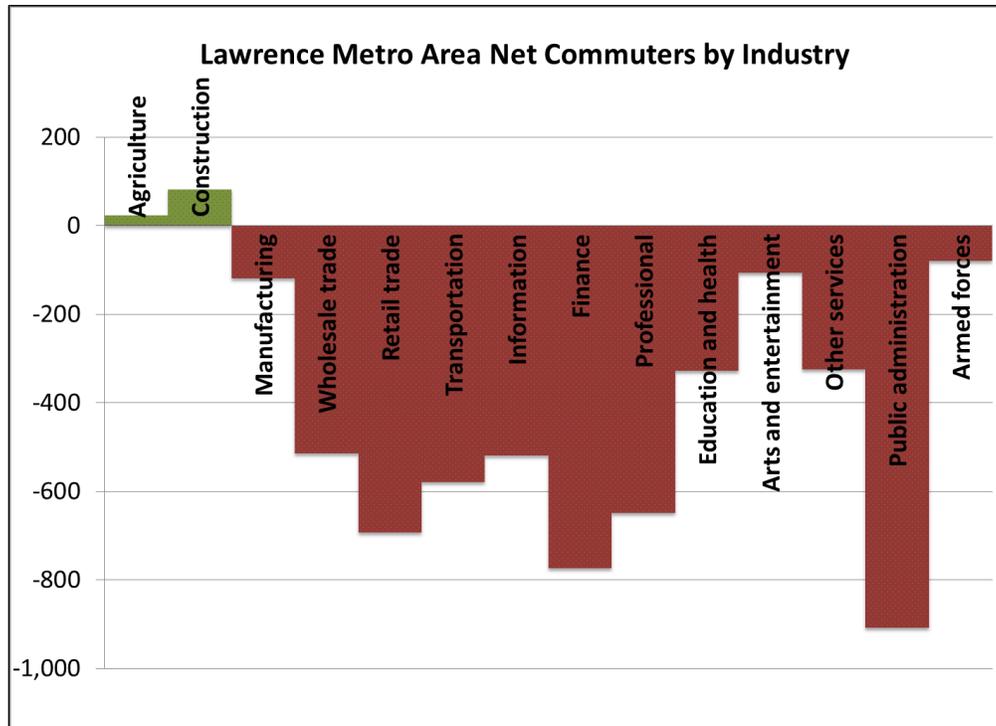


Lawrence Metropolitan Statistical Area

Daytime Population	
Total resident population	109,052
Total workers working in area	52,484
Workers who lived and worked in same area	43,106
Workers commuting in:	9,378
Total workers living in area	57,974
Workers who lived and worked in same area	43,106
Workers commuting out:	14,868
Total daytime population	103,562
Daytime population change due to commuting	-5,490
Worker retention	74.4%
Employment residence ratio	0.91

Source: U.S. Census Bureau, 2006-2010 American Community Survey

In all, with the exception of agriculture and construction, there were more commuters leaving industries in the area than entering. However, the lower income workers did typically travel into the area for work, while higher income earners were traveling out of the area for work.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

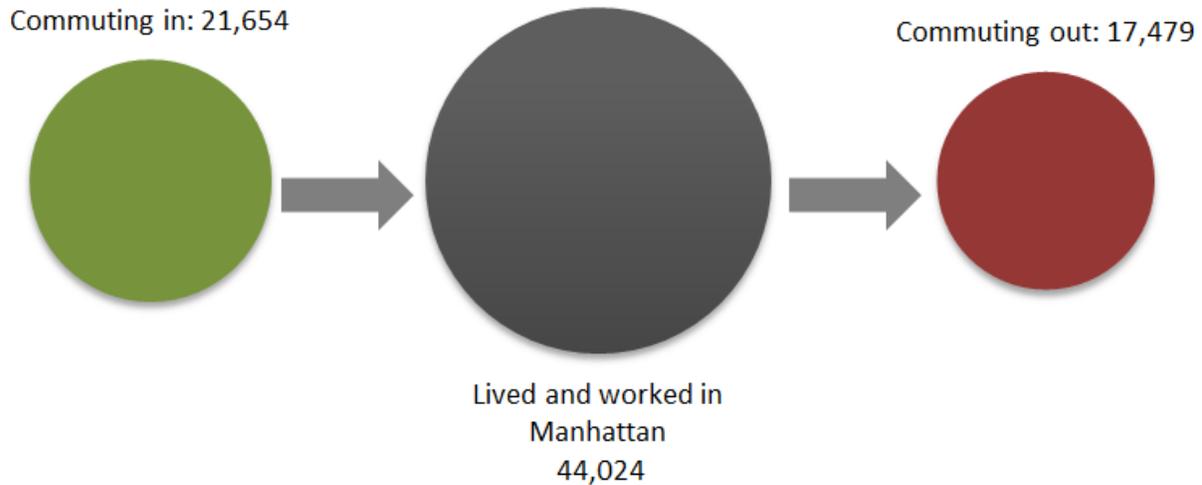
Lawrence Metropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	1.07%
\$10,000 to \$14,999	↑	0.85%
\$15,000 to \$24,999	↑	1.07%
\$25,000 to \$34,999	↑	1.12%
\$35,000 to \$49,999	↓	-0.36%
\$50,000 to \$64,999	↓	-1.34%
\$65,000 to \$74,999	↓	-0.23%
\$75,000 or more	↓	-2.18%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Manhattan Metropolitan Statistical Area

The Manhattan metropolitan area consists of three counties; Geary, Pottawatomie and Riley. There was a net import of workers to the area, the third highest of the 20 urban areas in the state. There were 7 percent more workers working in the area than living in the area. There was also a high level of commuting, 28.4 percent of Manhattan residents commute to other areas for work.

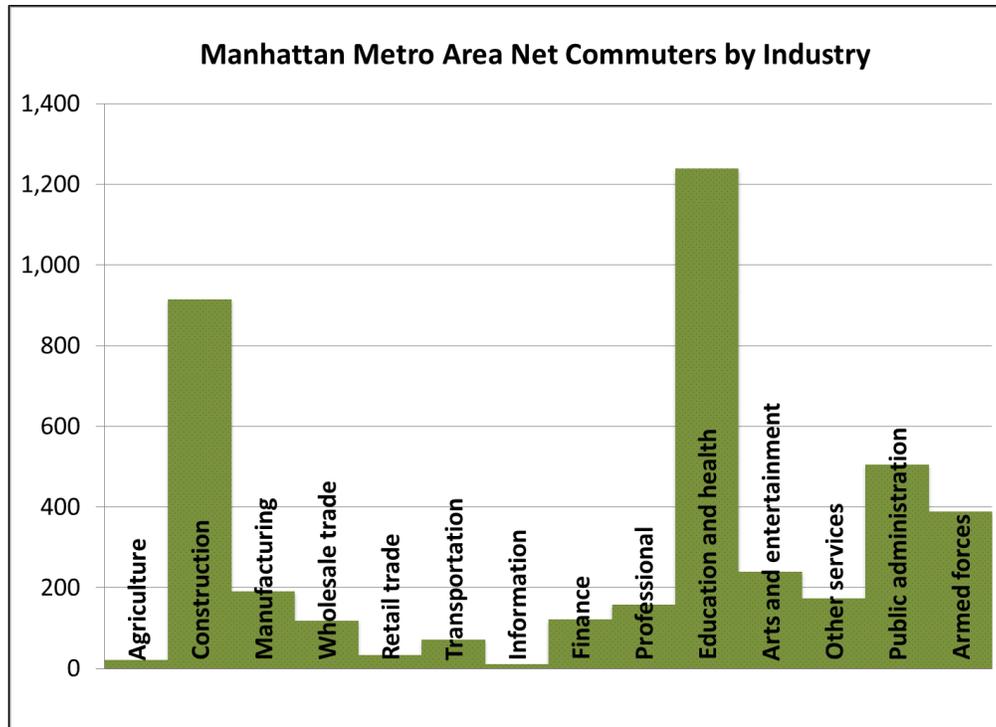


Manhattan Metropolitan Statistical Area

Daytime Population	
Total resident population	120,353
Total workers working in area	65,678
Workers who lived and worked in same area	44,024
Workers commuting in:	21,654
Total workers living in area	61,503
Workers who lived and worked in same area	44,024
Workers commuting out:	17,479
Total daytime population	124,528
Daytime population change due to commuting	4,175
Worker retention	71.6%
Employment residence ratio	1.07

Source: U.S. Census Bureau, 2006-2010 American Community Survey

There was a net import of workers in all industries in Manhattan, with the most workers coming into the education and health care and construction industries. Lower wage workers commute out of the area for work. Moderate and high income workers commute into the area for work.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

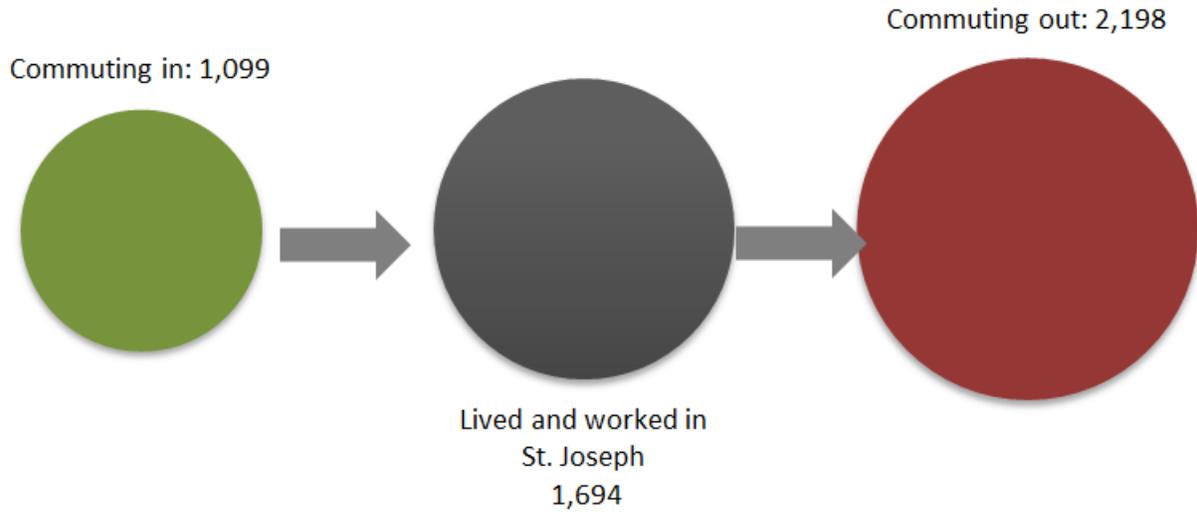
Manhattan Metropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.63%
\$10,000 to \$14,999	↓	-0.24%
\$15,000 to \$24,999	↓	-0.28%
\$25,000 to \$34,999	↑	0.27%
\$35,000 to \$49,999	↑	0.16%
\$50,000 to \$64,999	↑	0.16%
\$65,000 to \$74,999	↑	0.19%
\$75,000 or more	↑	0.39%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

St. Joseph, Kansas Metropolitan Statistical Area

The St. Joseph, Kansas metropolitan area consists of Doniphan County. This analysis does not contain the counties in the metropolitan area that are in Missouri. This area was a net exporter of workers. There were 28 percent fewer workers working in the area than living in the area. This county also had the highest level of commuters, of all counties in an urban area, in the state.

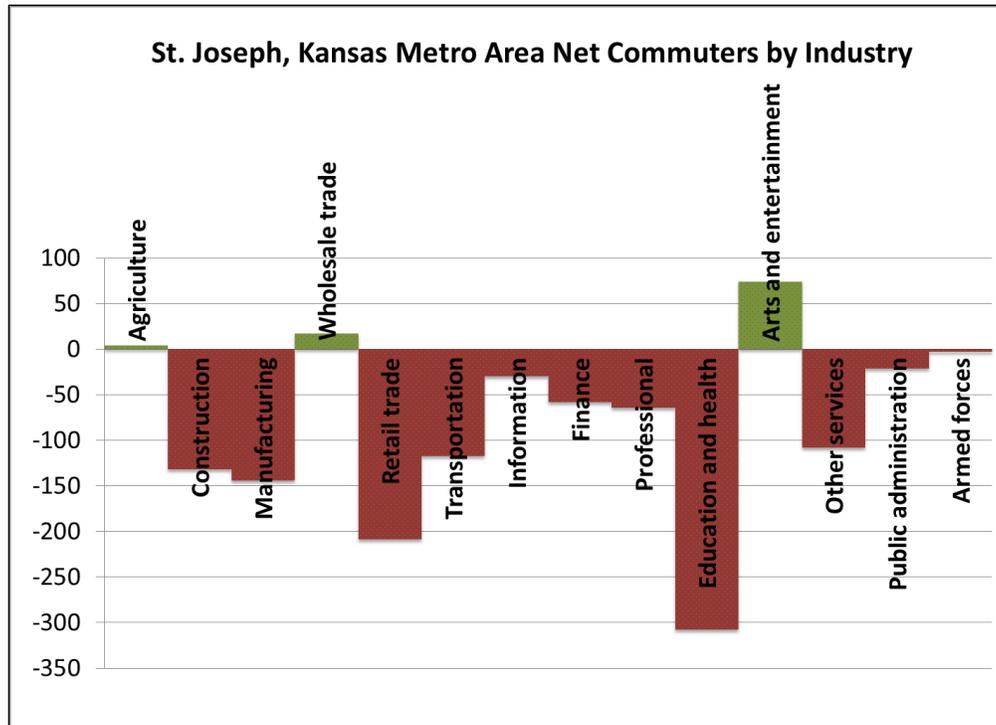


St. Joseph, Kansas Metropolitan Statistical Area

Daytime Population	
Total resident population	7,957
Total workers working in area	2,793
Workers who lived and worked in same area	1,694
Workers commuting in:	1,099
Total workers living in area	3,892
Workers who lived and worked in same area	1,694
Workers commuting out:	2,198
Total daytime population	6,858
Daytime population change due to commuting	-1,099
Worker retention	43.5%
Employment residence ratio	0.72

Source: U.S. Census Bureau, 2006-2010 American Community Survey

In St. Joseph, Kansas, the agriculture, wholesale trade and arts and entertainment industries were net importers of workers. All other industries were net exporters of workers. The commute by income for workers in the area was mixed. The highest and lowest income earners commute into St. Joseph, while middle income workers may commute in or out.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

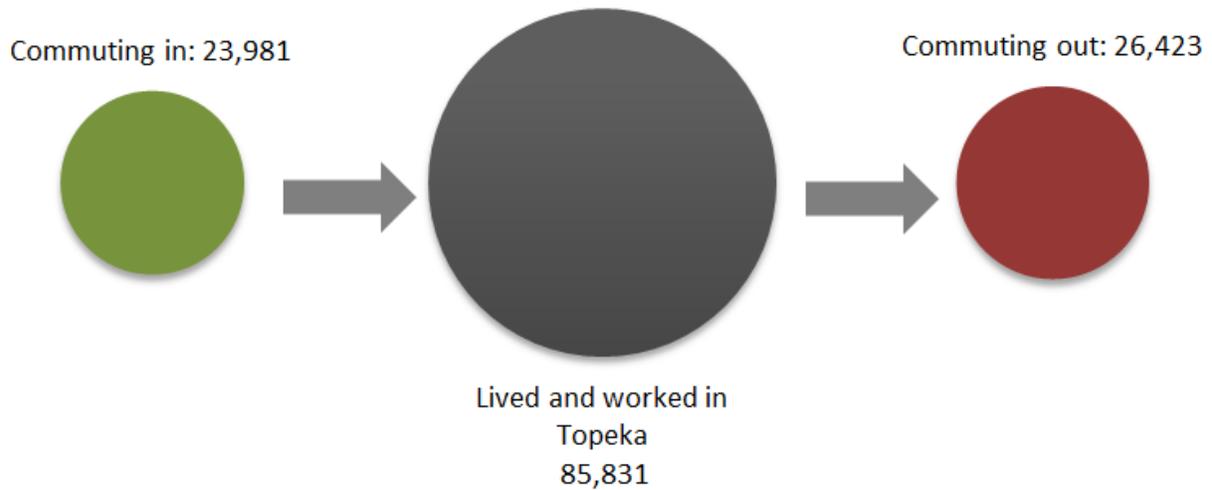
St. Joseph, Kansas Metropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	4.46%
\$10,000 to \$14,999	↓	-1.56%
\$15,000 to \$24,999	↓	-4.43%
\$25,000 to \$34,999	↓	-0.34%
\$35,000 to \$49,999	↑	0.65%
\$50,000 to \$64,999	↑	1.61%
\$65,000 to \$74,999	↓	-1.19%
\$75,000 or more	↑	0.80%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Topeka Metropolitan Statistical Area

The Topeka metropolitan area consists of five counties; Jackson, Jefferson, Osage, Shawnee and Wabaunsee. The area exports a small number of workers relative to the size of the total resident population, with a net decrease in population of 2,442 workers. There was a moderate to high level of commuting in the area.

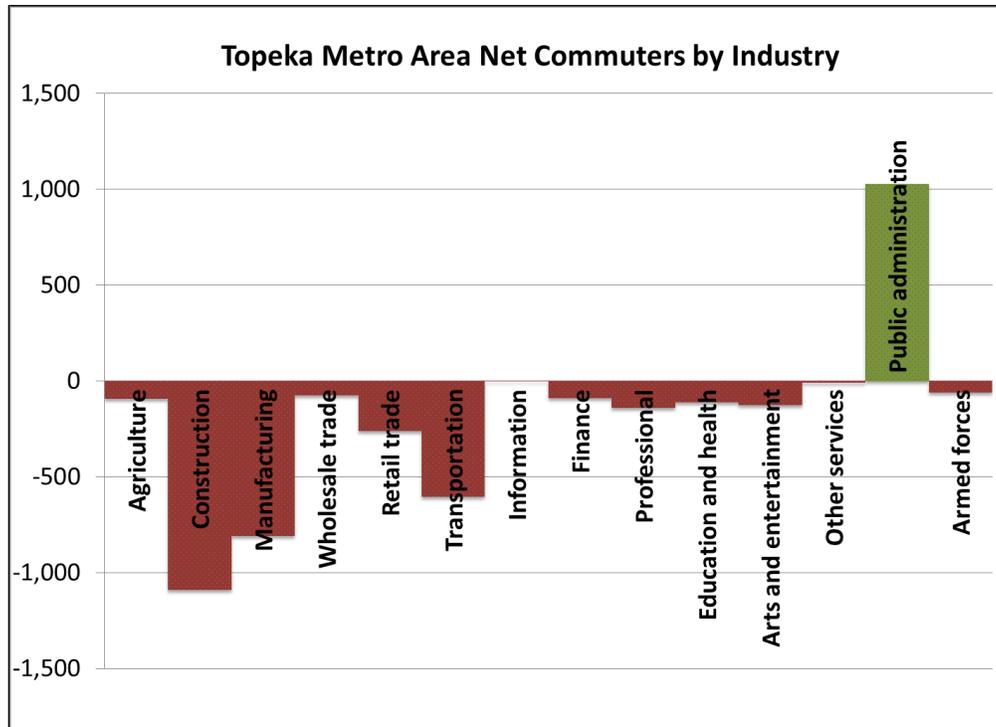


Topeka Metropolitan Statistical Area

Daytime Population	
Total resident population	231,386
Total workers working in area	109,812
Workers who lived and worked in same area	85,831
Workers commuting in:	23,981
Total workers living in area	112,254
Workers who lived and worked in same area	85,831
Workers commuting out:	26,423
Total daytime population	228,944
Daytime population change due to commuting	-2,442
Worker retention	76.5%
Employment residence ratio	0.98

Source: U.S. Census Bureau, 2006-2010 American Community Survey

As the state capital, the Topeka area was a net importer of workers in the public administration industry. However, the area was a net exporter in all other industries. There was very little consistency between categories of income.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

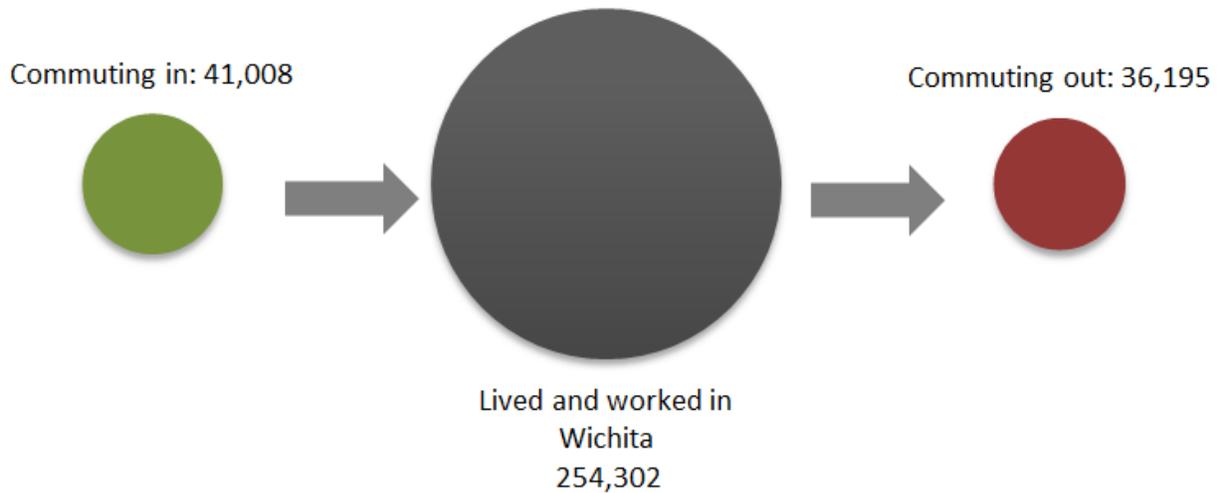
Topeka Metropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.03%
\$10,000 to \$14,999	↑	0.11%
\$15,000 to \$24,999	↑	0.09%
\$25,000 to \$34,999	↓	-0.32%
\$35,000 to \$49,999	↑	0.17%
\$50,000 to \$64,999	↑	0.03%
\$65,000 to \$74,999	↓	-0.27%
\$75,000 or more	↑	0.23%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Wichita Metropolitan Statistical Area

The Wichita metropolitan area consists of four counties; Butler, Harvey, Sedgwick and Sumner. There was a net import of workers to the area, with 2 percent more workers working in the area than living in the area. The daytime population increased by only 4,813, a small adjustment relative to the population. There was a moderate to low level of commuting compared to other urban areas in the state.

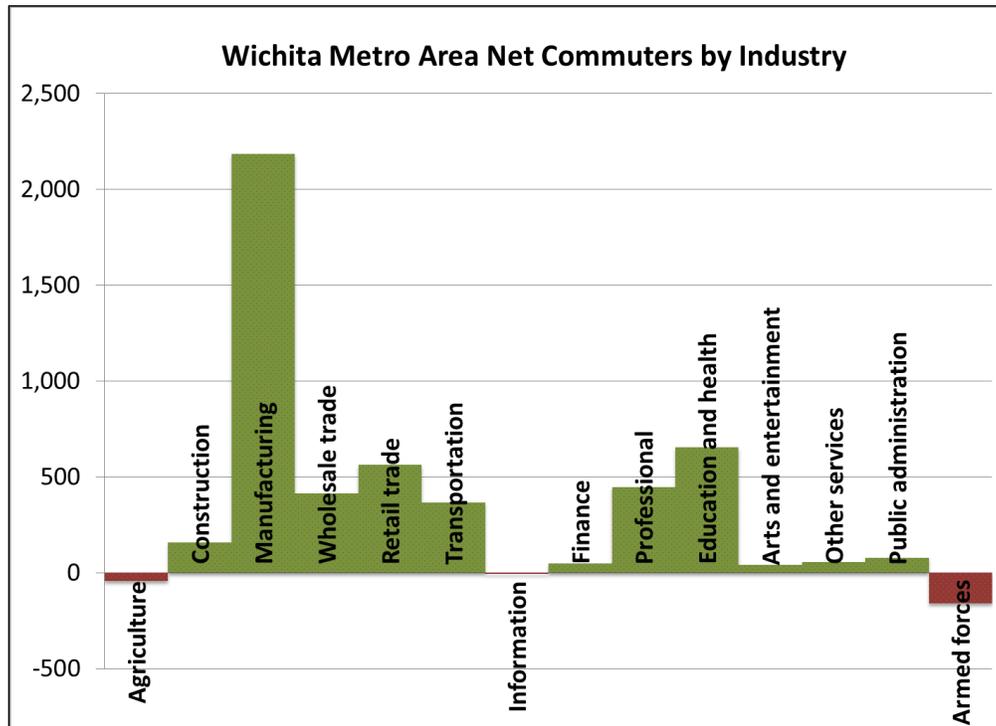


Wichita Metropolitan Statistical Area

Daytime Population	
Total resident population	609,383
Total workers working in area	295,310
Workers who lived and worked in same area	254,302
Workers commuting in:	41,008
Total workers living in area	290,497
Workers who lived and worked in same area	254,302
Workers commuting out:	36,195
Total daytime population	614,196
Daytime population change due to commuting	4,813
Worker retention	87.5%
Employment residence ratio	1.02

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Wichita had a net import of workers in all industries with the exception of agriculture, information and the armed forces, each of which export a small number of workers. Manufacturing was by far the industry that draws the most significant number of workers to the area. In Wichita, low income workers tend to travel out of the area to work, while moderate and high income workers tend to live outside the area and travel in for work.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

Wichita Metropolitan Statistical Area

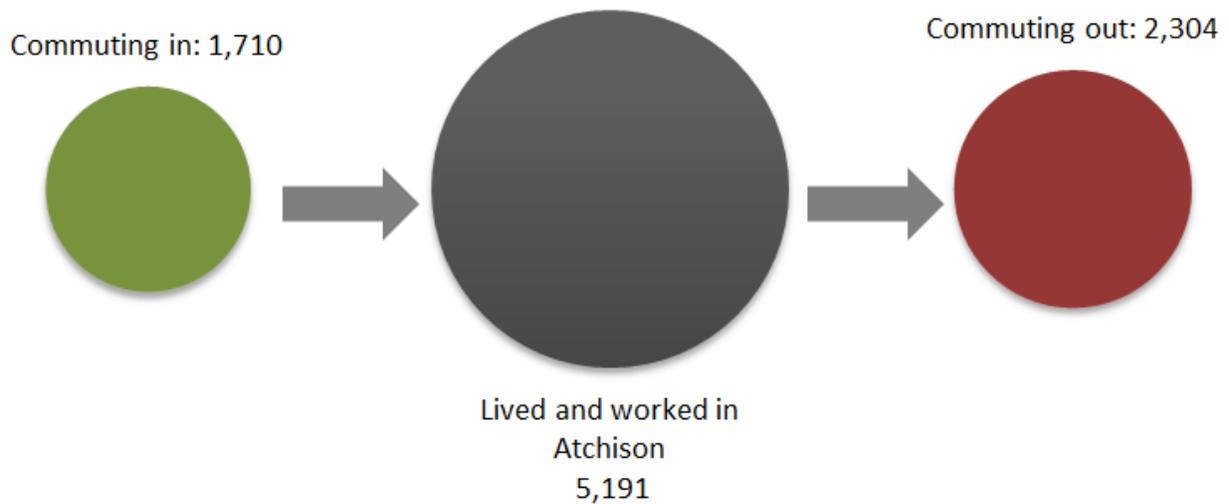
Commute by Income		
\$1 to \$9,999 or less	↓	-0.16%
\$10,000 to \$14,999	↓	-0.14%
\$15,000 to \$24,999	↓	-0.22%
\$25,000 to \$34,999	↑	0.06%
\$35,000 to \$49,999	↑	0.06%
\$50,000 to \$64,999	↑	0.18%
\$65,000 to \$74,999	↑	0.03%
\$75,000 or more	↑	0.19%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Micropolitan Areas

Atchison Micropolitan Statistical Area

The Atchison micropolitan area consists of Atchison County. There was a net export of workers in the area, with 8 percent more workers living in the area than working in the area. Atchison had the third highest level of commuters relative to workers living in the area. In all of the metropolitan and micropolitan areas in the state, only St. Joseph and Kansas City residents commute more.

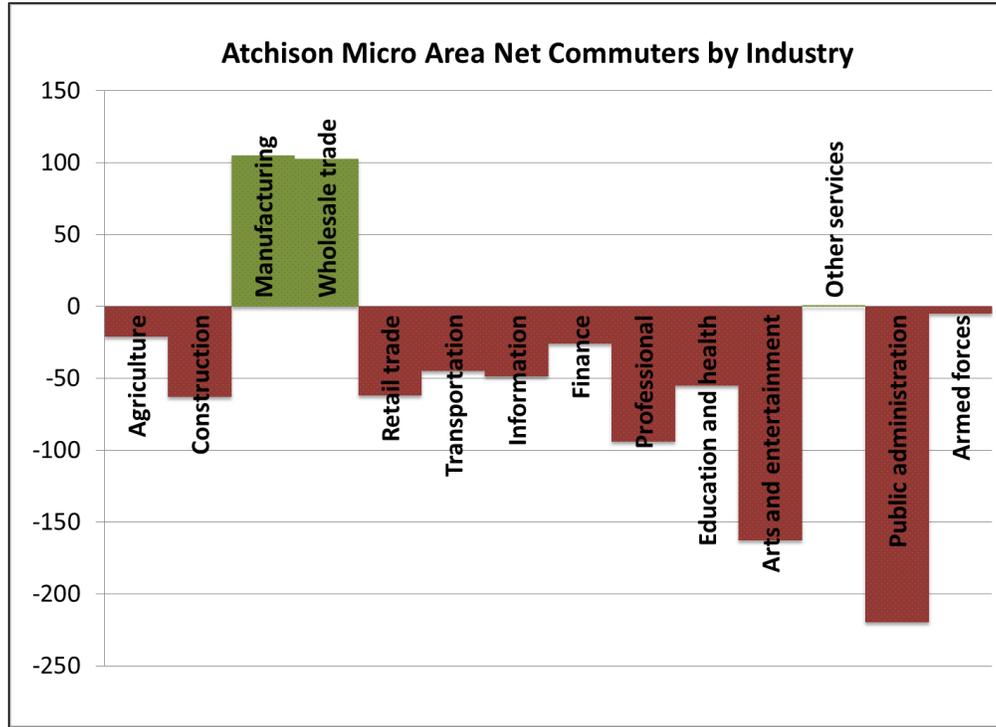


Atchison Micropolitan Statistical Area

Daytime Population	
Total resident population	16,889
Total workers working in area	6,901
Workers who lived and worked in same area	5,191
Workers commuting in:	1,710
Total workers living in area	7,495
Workers who lived and worked in same area	5,191
Workers commuting out:	2,304
Total daytime population	16,295
Daytime population change due to commuting	-594
Worker retention	69.3%
Employment residence ratio	0.92

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Atchison imports workers in manufacturing, wholesale trade and other services. The area was a net exporter of workers in all other areas. Low income workers commute into the area, the highest income earners live in Atchison and commute out of the area. Moderate income earners may commute in or out.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

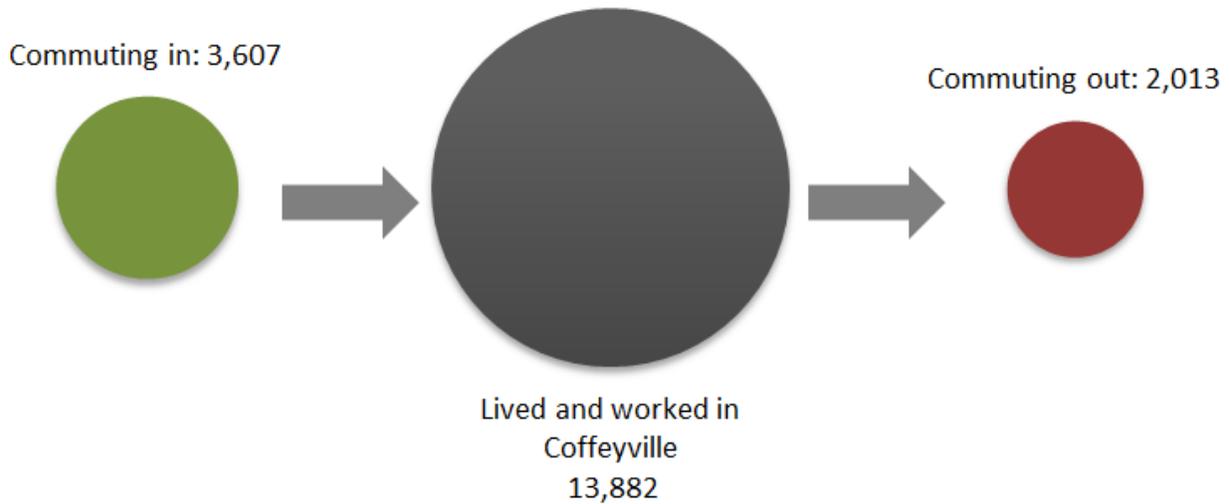
Atchison Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	0.44%
\$10,000 to \$14,999	↑	0.66%
\$15,000 to \$24,999	↑	1.08%
\$25,000 to \$34,999	↓	-1.10%
\$35,000 to \$49,999	↓	-2.87%
\$50,000 to \$64,999	↑	1.34%
\$65,000 to \$74,999	↑	0.77%
\$75,000 or more	↓	-0.32%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Coffeyville Micropolitan Statistical Area

The Coffeyville micropolitan area consists of Montgomery County. The area had a significant net import of workers, with 10 percent more workers working in the area than living in the area. This was the second highest among metropolitan and micropolitan areas in the state relative to the size of the population. The daytime population increase was due to commuting by 1,594 workers. There was a moderate to low level of commuting in the Coffeyville area.

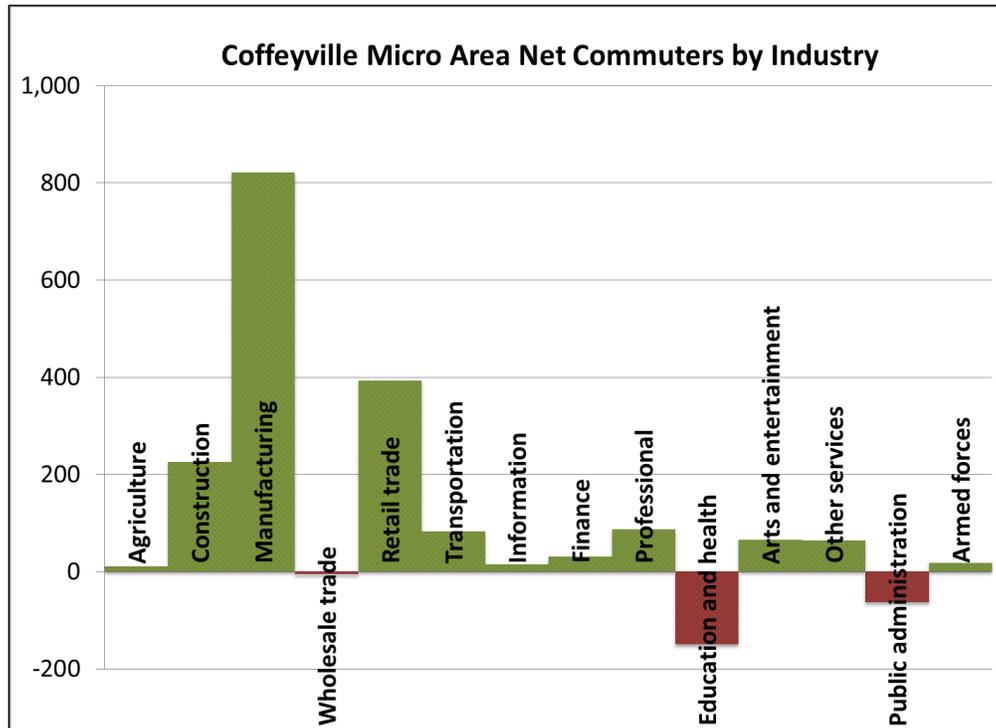


Coffeyville Micropolitan Statistical Area

Daytime Population	
Total resident population	35,453
Total workers working in area	17,489
Workers who lived and worked in same area	13,882
Workers commuting in:	3,607
Total workers living in area	15,895
Workers who lived and worked in same area	13,882
Workers commuting out:	2,013
Total daytime population	37,047
Daytime population change due to commuting	1,594
Worker retention	87.3%
Employment residence ratio	1.10

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The majority of the workers commuting into the area were in the manufacturing industry, with the retail trade and construction industries also importing workers. Education and health services and public administration were the only industries exporting workers. In Coffeyville, the lowest income earners were commuting into the area. Moderate and high income earners commute out of the area, with the exception of the \$65,000-\$74,999, which commute into Coffeyville.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

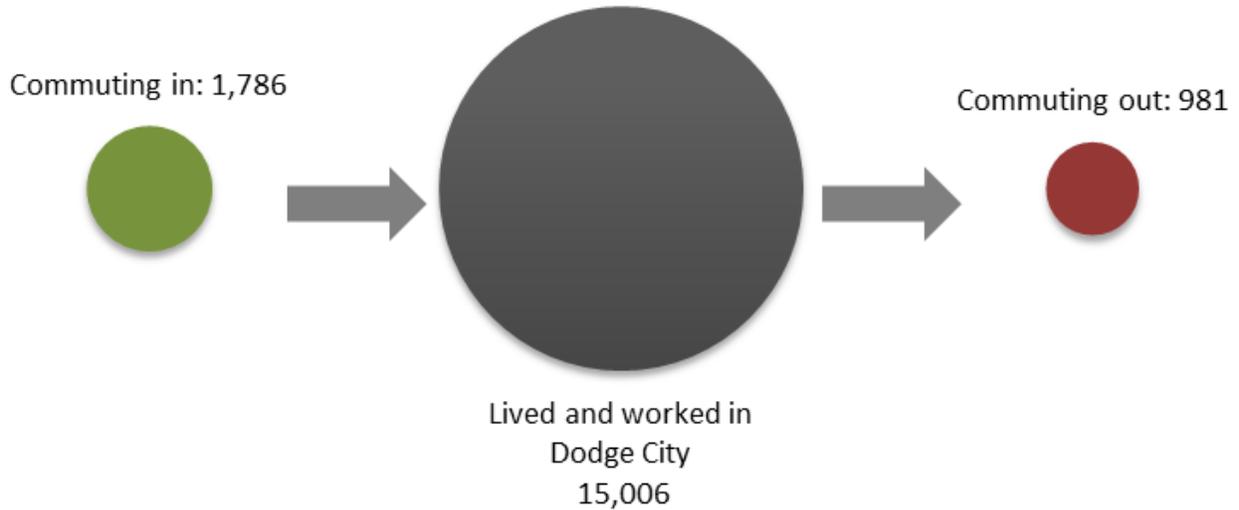
Coffeyville Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	0.08%
\$10,000 to \$14,999	↑	0.60%
\$15,000 to \$24,999	↑	0.07%
\$25,000 to \$34,999	↓	-0.50%
\$35,000 to \$49,999	↓	-0.03%
\$50,000 to \$64,999	↓	-0.65%
\$65,000 to \$74,999	↑	0.57%
\$75,000 or more	↓	-0.12%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Dodge City Micropolitan Statistical Area

The Dodge City micropolitan area consists of Ford County. This area was a net importer of workers, with 5 percent more workers working in the area than living in the area. Dodge City had one of the lowest levels of commuters in the state, with 93.9 percent of workers both living and working in the area. The daytime population changes by only 805 workers.

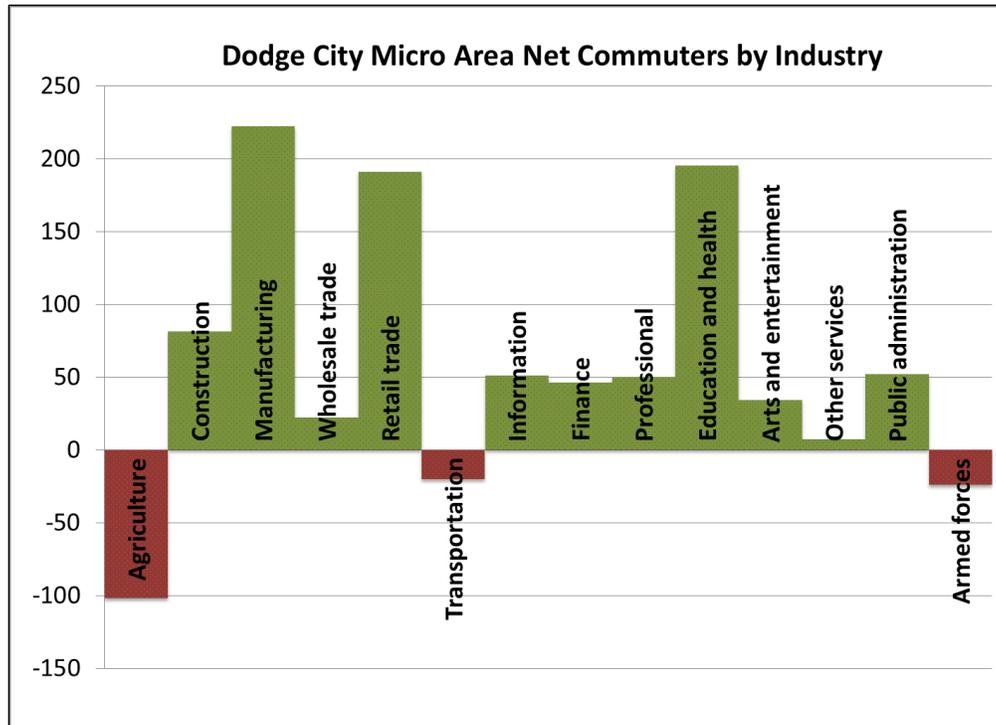


Dodge City Micropolitan Statistical Area

Daytime Population	
Total resident population	32,727
Total workers working in area	16,792
Workers who lived and worked in same area	15,006
Workers commuting in:	1,786
Total workers living in area	15,987
Workers who lived and worked in same area	15,006
Workers commuting out:	981
Total daytime population	33,532
Daytime population change due to commuting	805
Worker retention	93.9%
Employment residence ratio	1.05

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Many of the workers commuting into Dodge City were in the manufacturing, retail trade and education and health care industries. Agriculture, transportation and the armed forces were the only industries exporting workers. The lowest and highest income earners were commuting into the area for work, while moderate income earners commuted out.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

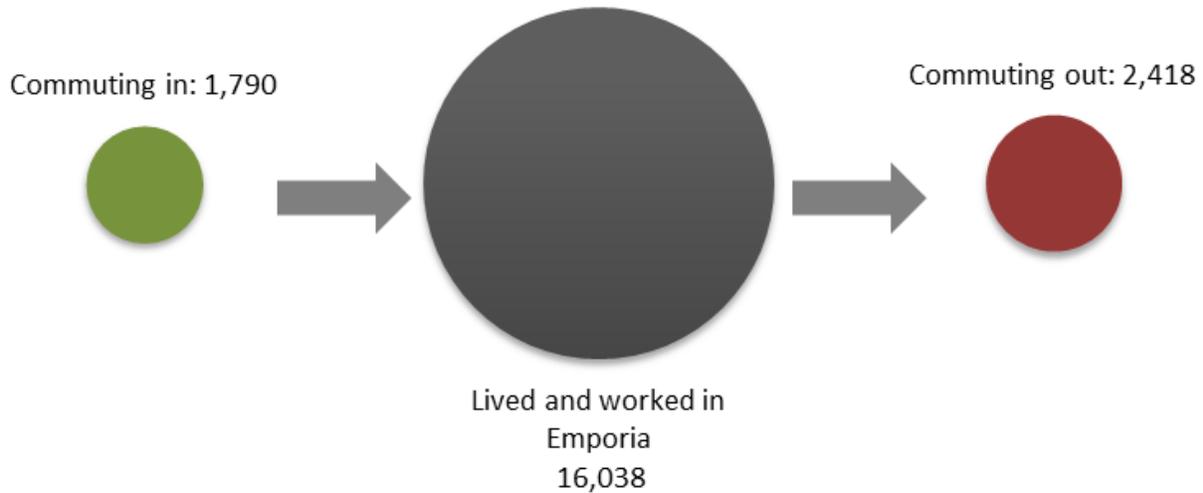
Dodge City Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	0.38%
\$10,000 to \$14,999	↑	0.04%
\$15,000 to \$24,999	↓	-1.13%
\$25,000 to \$34,999	↓	-0.69%
\$35,000 to \$49,999	↓	-0.10%
\$50,000 to \$64,999	↑	0.86%
\$65,000 to \$74,999	↑	0.10%
\$75,000 or more	↑	0.54%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Emporia Micropolitan Statistical Area

The Emporia micropolitan area consists of two counties, Chase and Lyon. The area was a net exporter of workers with 3 percent fewer workers working in the area than living in the area. There was also a low to moderate level of commuting.

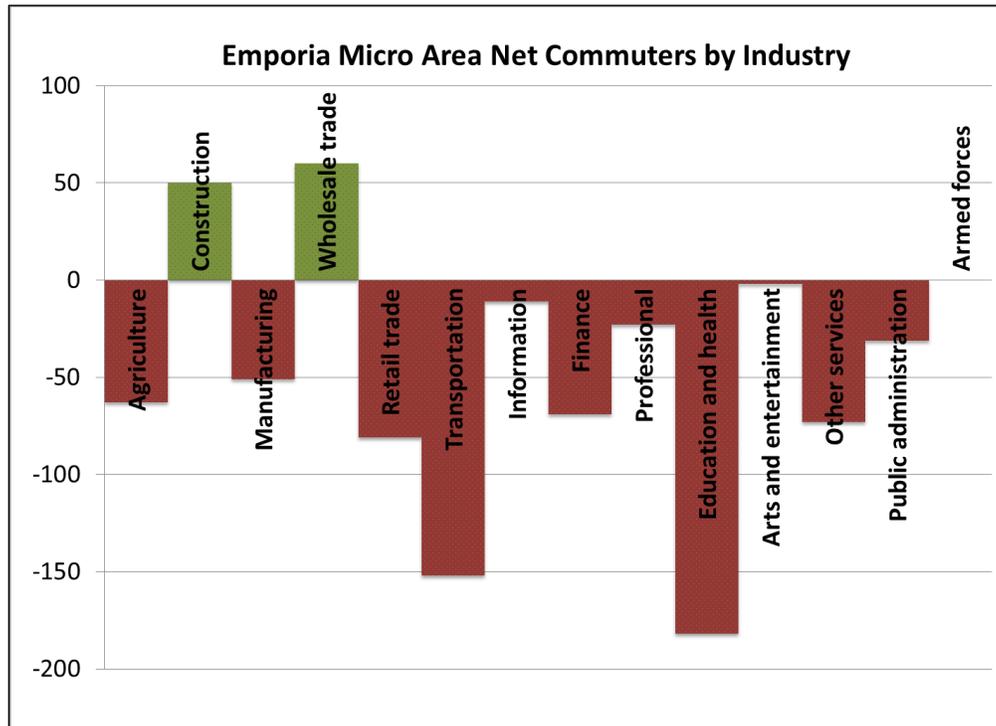


Emporia Micropolitan Statistical Area

Daytime Population	
Total resident population	37,808
Total workers working in area	17,828
Workers who lived and worked in same area	16,038
Workers commuting in:	1,790
Total workers living in area	18,456
Workers who lived and worked in same area	16,038
Workers commuting out:	2,418
Total daytime population	37,180
Daytime population change due to commuting	-628
Worker retention	86.9%
Employment residence ratio	0.97

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The construction and wholesale trade industries in Emporia import workers. All other industries export workers, with the majority commuting out in the education and health care and transportation industries. The commute by income in the area was mixed. The lowest income earners commute in, and the highest income earners commute out. The middle income earners may commute either in or out.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

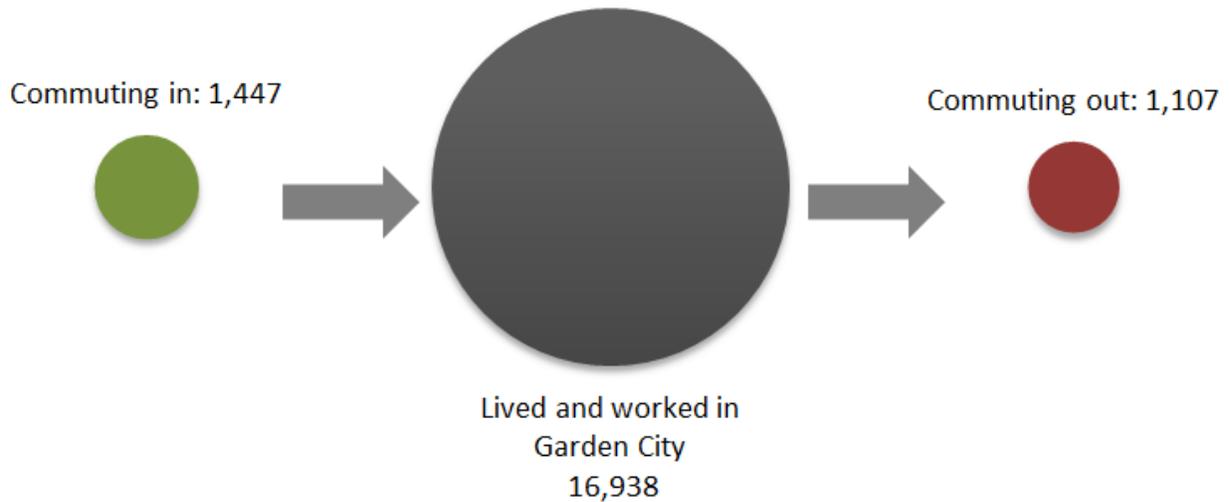
Emporia Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	0.15%
\$10,000 to \$14,999	↓	-0.07%
\$15,000 to \$24,999	↓	-0.18%
\$25,000 to \$34,999	↓	-0.13%
\$35,000 to \$49,999	↑	0.43%
\$50,000 to \$64,999	↓	-0.09%
\$65,000 to \$74,999	↑	0.17%
\$75,000 or more	↓	-0.28%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Garden City Micropolitan Statistical Area

The Garden City micropolitan area consists of Finney County. This area was a net importer of workers with 2 percent more workers working in the area than living in the area. Garden City had one of the lowest levels of commuters in the state, with 93.9 percent of workers living and working in the area. The daytime population changes by only 340 workers.

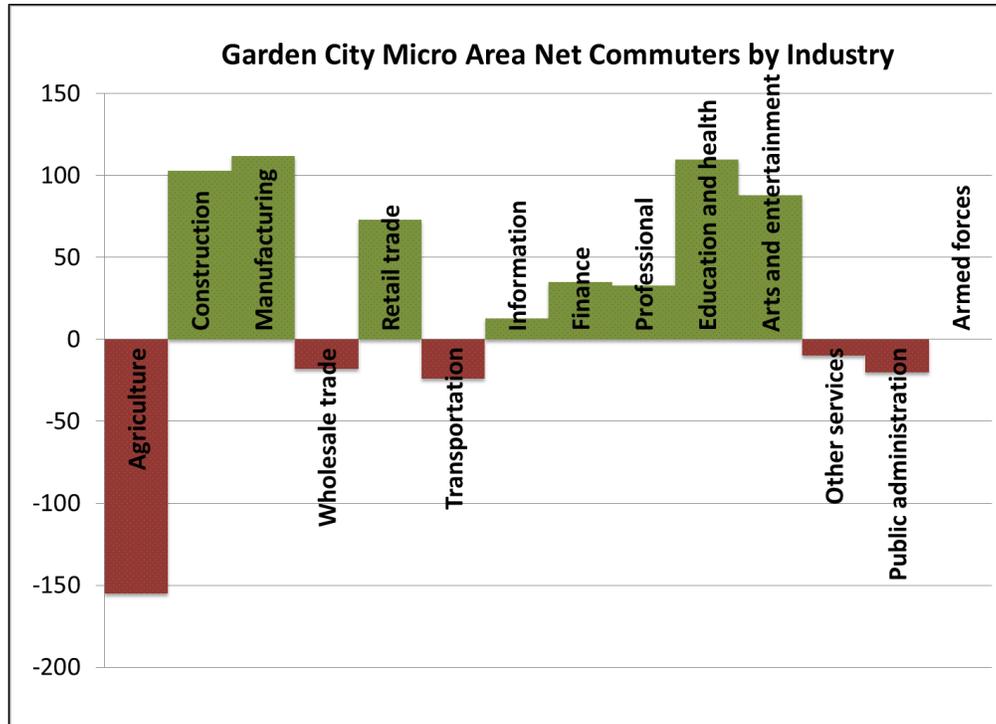


Garden City Micropolitan Statistical Area

Daytime Population	
Total resident population	36,139
Total workers working in area	18,385
Workers who lived and worked in same area	16,938
Workers commuting in:	1,447
Total workers living in area	18,045
Workers who lived and worked in same area	16,938
Workers commuting out:	1,107
Total daytime population	36,479
Daytime population change due to commuting	340
Worker retention	93.9%
Employment residence ratio	1.02

Source: U.S. Census Bureau, 2006-2010 American Community Survey

A significant number of the workers commuting out of Garden City were in the agriculture industry. The workers commuting into the area were more evenly distributed across industries with the highest numbers in education and health, manufacturing and construction. Workers commute by income was mixed in the Garden City area.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

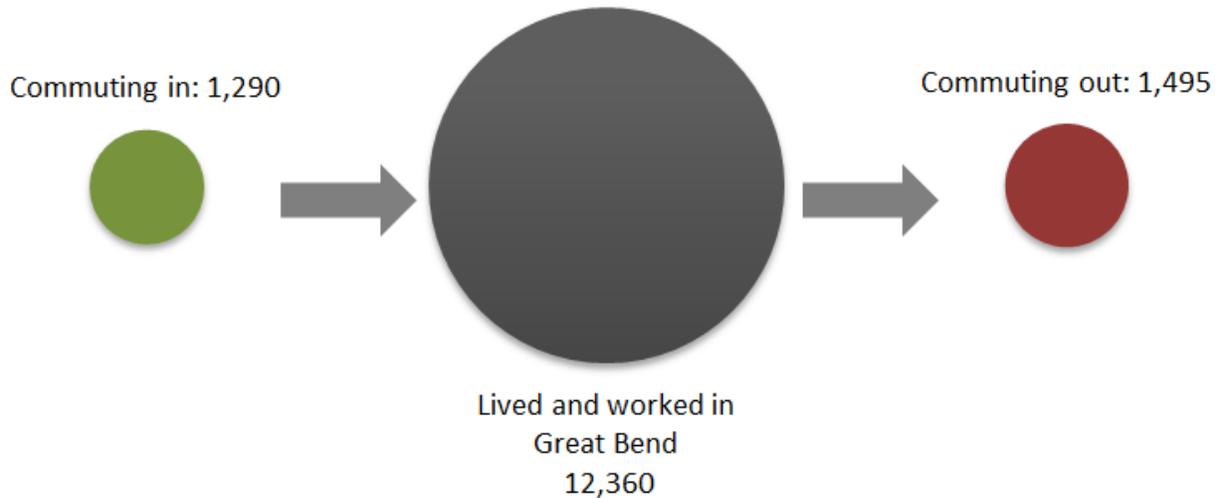
Garden City Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.08%
\$10,000 to \$14,999	↑	0.46%
\$15,000 to \$24,999	↓	-0.10%
\$25,000 to \$34,999	↑	0.33%
\$35,000 to \$49,999	↓	-0.01%
\$50,000 to \$64,999	↓	-0.30%
\$65,000 to \$74,999	↑	0.15%
\$75,000 or more	↓	-0.45%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Great Bend Micropolitan Statistical Area

The Great Bend micropolitan area consists of Barton County. This area exports a small number of workers. There was 1 percent more workers living in the area than working in the area. However, there was also a low level of commuting activity in the area. The daytime population changed by only 205 workers.

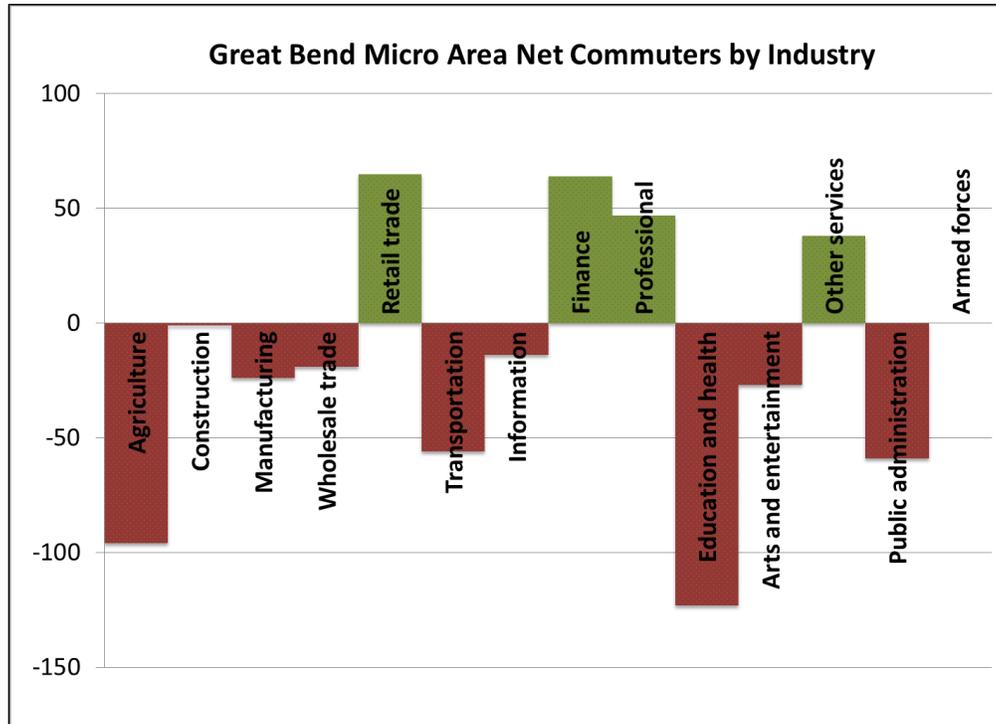


Great Bend Micropolitan Statistical Area

Daytime Population	
Total resident population	27,499
Total workers working in area	13,650
Workers who lived and worked in same area	12,360
Workers commuting in:	1,290
Total workers living in area	13,855
Workers who lived and worked in same area	12,360
Workers commuting out:	1,495
Total daytime population	27,294
Daytime population change due to commuting	-205
Worker retention	89.2%
Employment residence ratio	0.99

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The workers commuting into Great Bend were fairly evenly distributed across retail trade, finance, professional services and other services. Workers commuting out of the area were more concentrated in agriculture and education and health. Commute by income in the area was mixed across all income ranges.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

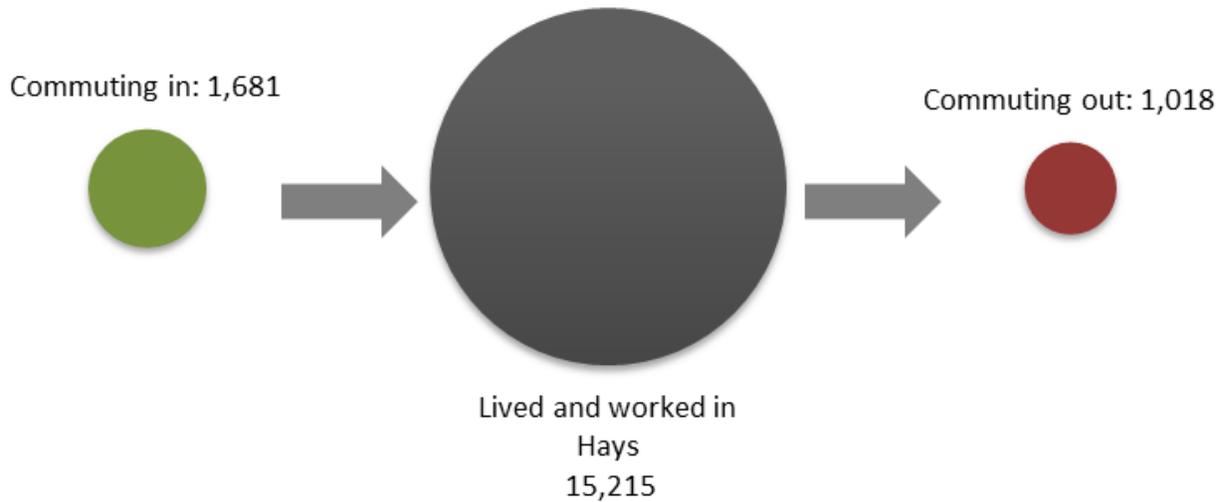
Great Bend Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.34%
\$10,000 to \$14,999	↑	0.09%
\$15,000 to \$24,999	↑	1.21%
\$25,000 to \$34,999	↓	-0.52%
\$35,000 to \$49,999	↑	0.36%
\$50,000 to \$64,999	↓	-0.78%
\$65,000 to \$74,999	↑	0.18%
\$75,000 or more	↓	-0.20%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Hays Micropolitan Statistical Area

The Hays micropolitan area consists of Ellis County. This area was a net importer of workers with 4 percent more workers working in the area than living in the area. Hays had one of the lowest levels of commuters in the state, with 93.7 percent of workers living and working in the area. The daytime population changes by only 663 workers.

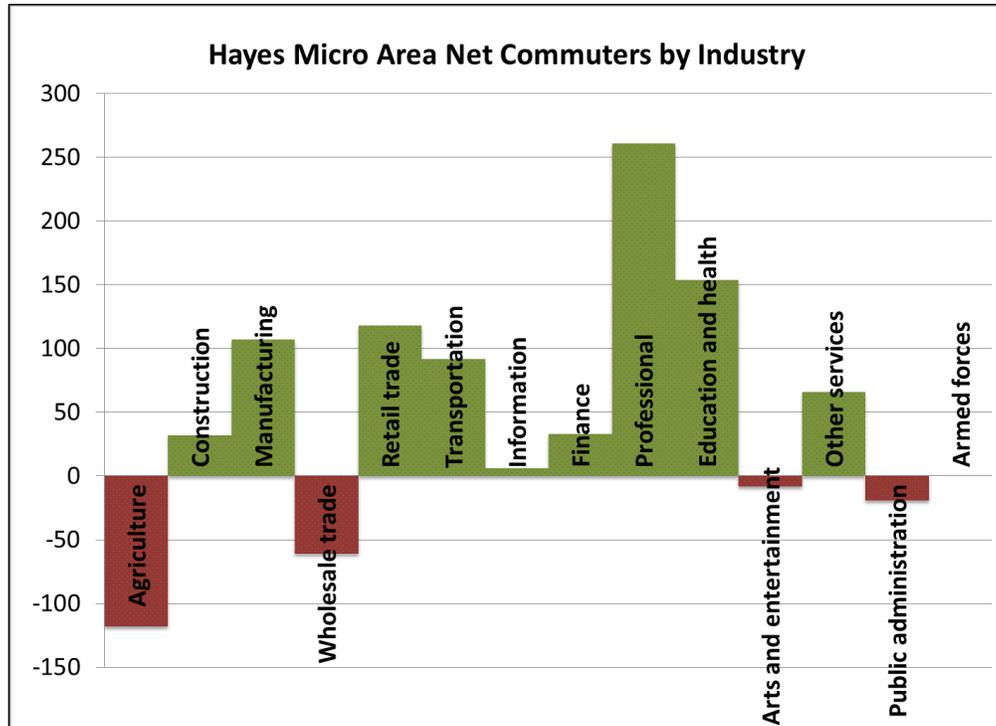


Hays Micropolitan Statistical Area

Daytime Population	
Total resident population	28,039
Total workers working in area	16,896
Workers who lived and worked in same area	15,215
Workers commuting in:	1,681
Total workers living in area	16,233
Workers who lived and worked in same area	15,215
Workers commuting out:	1,018
Total daytime population	28,702
Daytime population change due to commuting	663
Worker retention	93.7%
Employment residence ratio	1.04

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Workers commuting out of the Hays area were generally low wage earners that work in the agriculture and wholesale trade industries. Workers commuting into Hays from other areas were generally higher wage earners in the professional services and education and health industries. Commuter patterns by moderate income earners are mixed.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

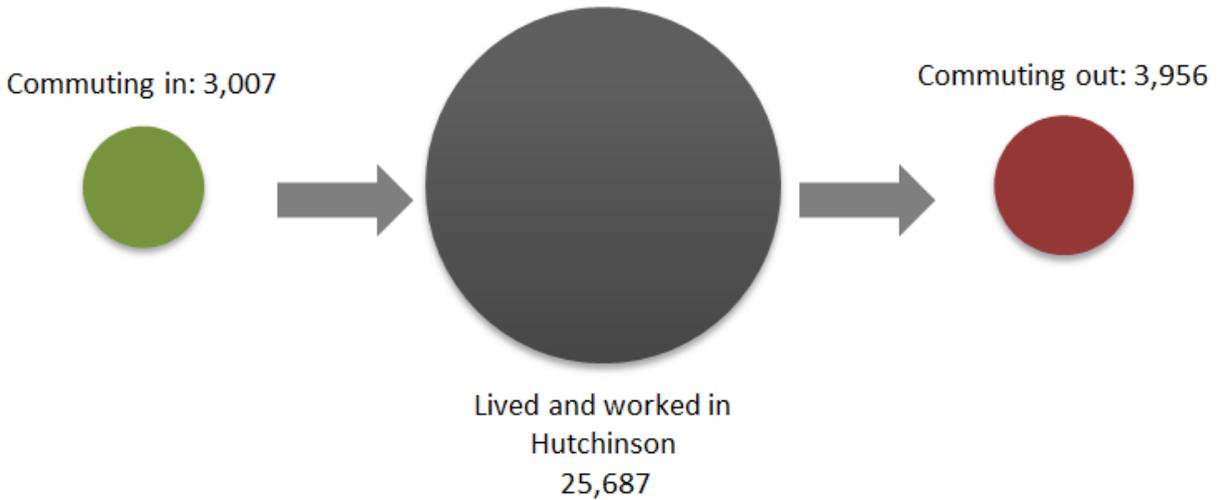
Hays Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.74%
\$10,000 to \$14,999	↓	-0.26%
\$15,000 to \$24,999	↑	0.30%
\$25,000 to \$34,999	↑	0.68%
\$35,000 to \$49,999	↓	-0.33%
\$50,000 to \$64,999	↑	0.04%
\$65,000 to \$74,999	↑	0.21%
\$75,000 or more	↑	0.10%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Hutchinson Micropolitan Statistical Area

The Hutchinson micropolitan area consists of Reno County. The area was a net exporter of workers with 3 percent more workers living in the area than working in the area. There was a moderate level of commuting in the area compared to other areas in the state.

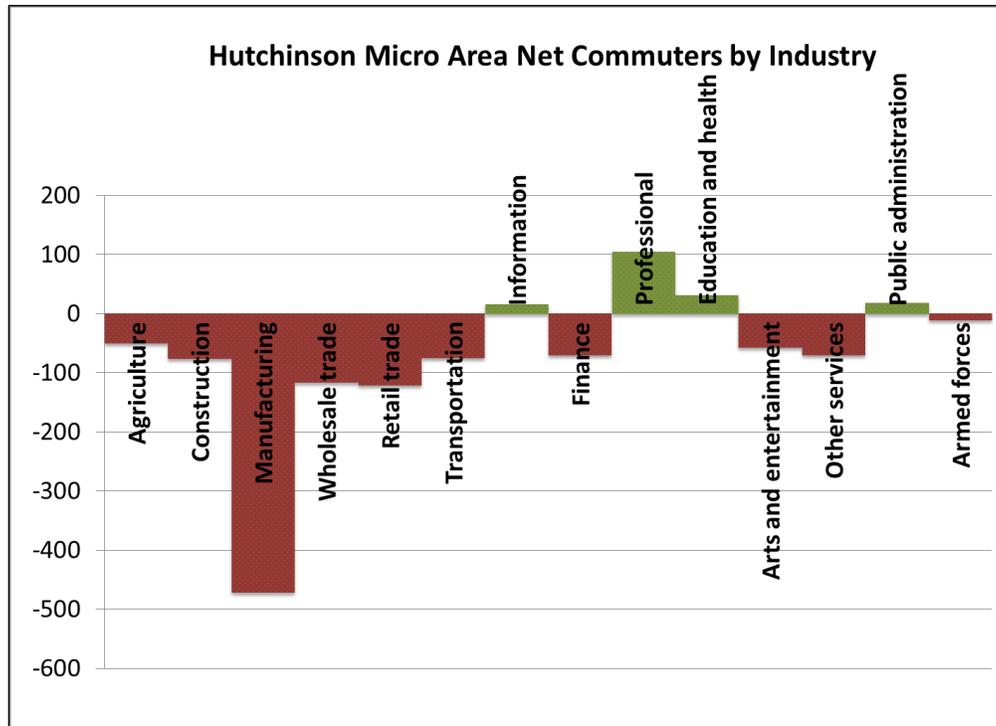


Hutchinson Micropolitan Statistical Area

Daytime Population	
Total resident population	64,054
Total workers working in area	28,694
Workers who lived and worked in same area	25,687
Workers commuting in:	3,007
Total workers living in area	29,643
Workers who lived and worked in same area	25,687
Workers commuting out:	3,956
Total daytime population	63,105
Daytime population change due to commuting	-949
Worker retention	86.7%
Employment residence ratio	0.97

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Commuters traveling into the Hutchison area tend to be low to moderate income earners and in professional services, education and health, information and public administration. Higher wage earners tend to commute out of the area and were frequently in the manufacturing industry.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

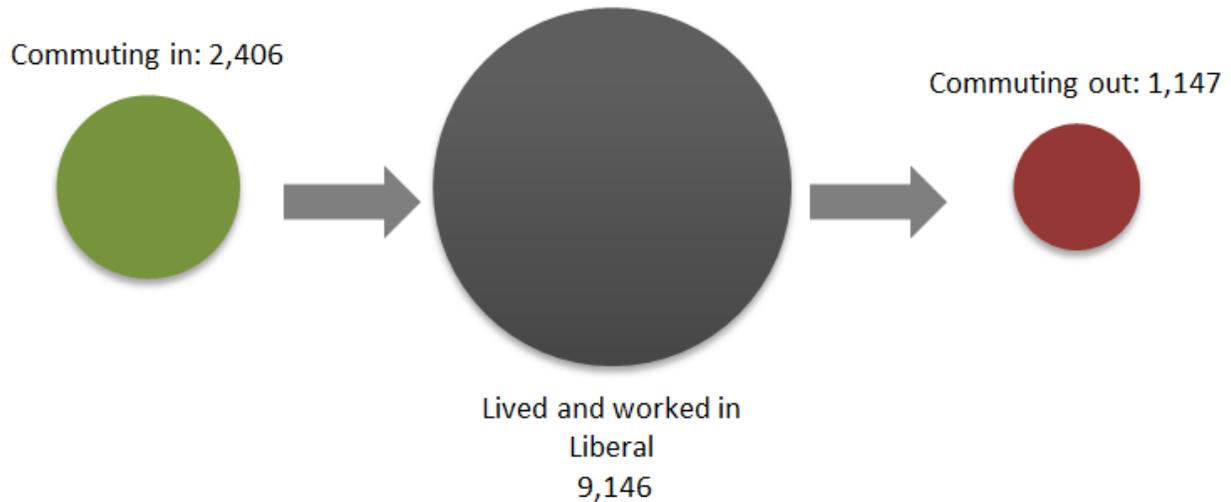
Hutchinson Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↑	0.03%
\$10,000 to \$14,999	↑	0.17%
\$15,000 to \$24,999	↑	0.64%
\$25,000 to \$34,999	↓	-0.51%
\$35,000 to \$49,999	↑	0.13%
\$50,000 to \$64,999	↓	-0.03%
\$65,000 to \$74,999	↓	-0.12%
\$75,000 or more	↓	-0.31%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Liberal Micropolitan Statistical Area

The Liberal micropolitan area consists of Seward County. There was a significant net import of workers to the area relative to the size of the population. At 12 percent more workers working in the area than living in the area, it was the highest net worker import MSA in the state. There was a moderate to high level of commuting overall in the area.

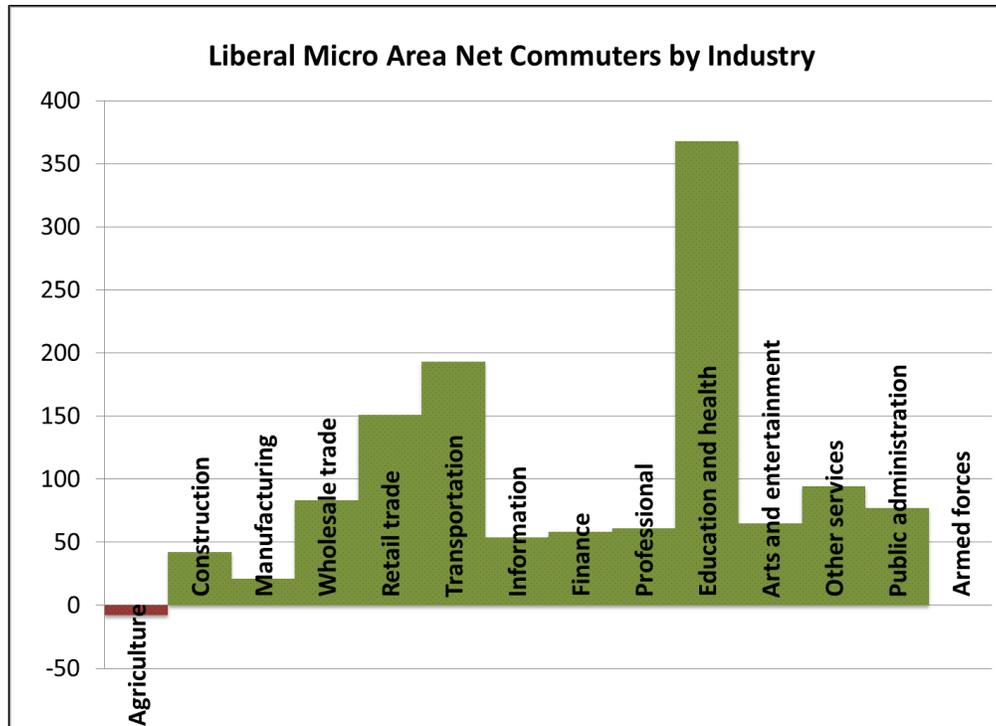


Liberal Micropolitan Statistical Area

Daytime Population	
Total resident population	22,588
Total workers working in area	11,552
Workers who lived and worked in same area	9,146
Workers commuting in:	2,406
Total workers living in area	10,293
Workers who lived and worked in same area	9,146
Workers commuting out:	1,147
Total daytime population	23,847
Daytime population change due to commuting	1,259
Worker retention	88.9%
Employment residence ratio	1.12

Source: U.S. Census Bureau, 2006-2010 American Community Survey

There was a net import of workers in all industries, with the exception of agriculture, in the Liberal area. The highest net import was in education and health. Low income workers generally commute out of the area, with high income workers commuting in.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

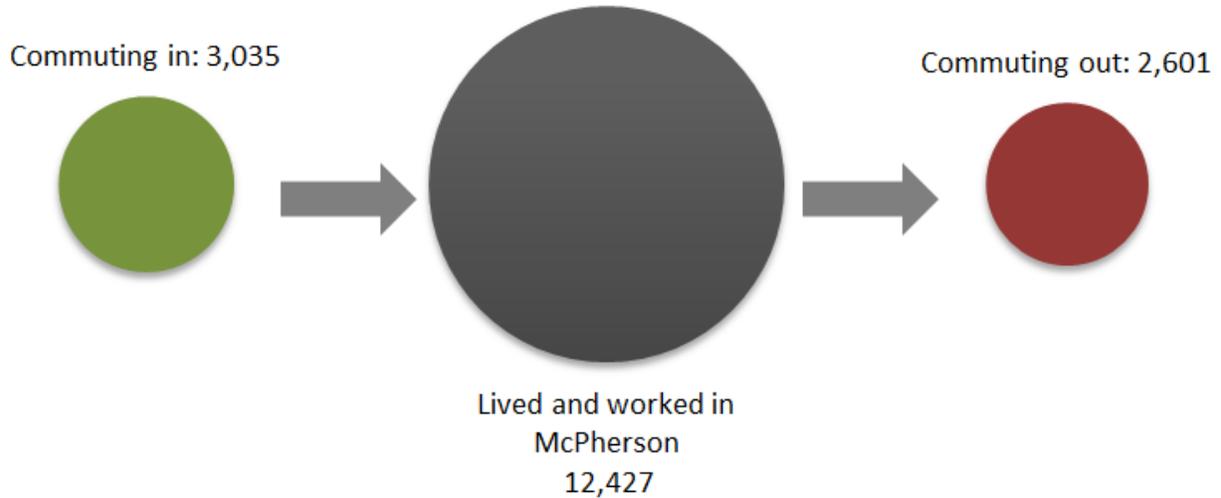
Liberal Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.98%
\$10,000 to \$14,999	↓	-0.30%
\$15,000 to \$24,999	↓	-0.66%
\$25,000 to \$34,999	↓	-3.38%
\$35,000 to \$49,999	↑	1.19%
\$50,000 to \$64,999	↑	2.53%
\$65,000 to \$74,999	↑	0.89%
\$75,000 or more	↑	0.70%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

McPherson Micropolitan Statistical Area

The McPherson micropolitan area consists of McPherson County. The area was a net importer of workers with 3 percent more workers working in the area than living in the area. There was a high to moderate level of commuting activity in the area.

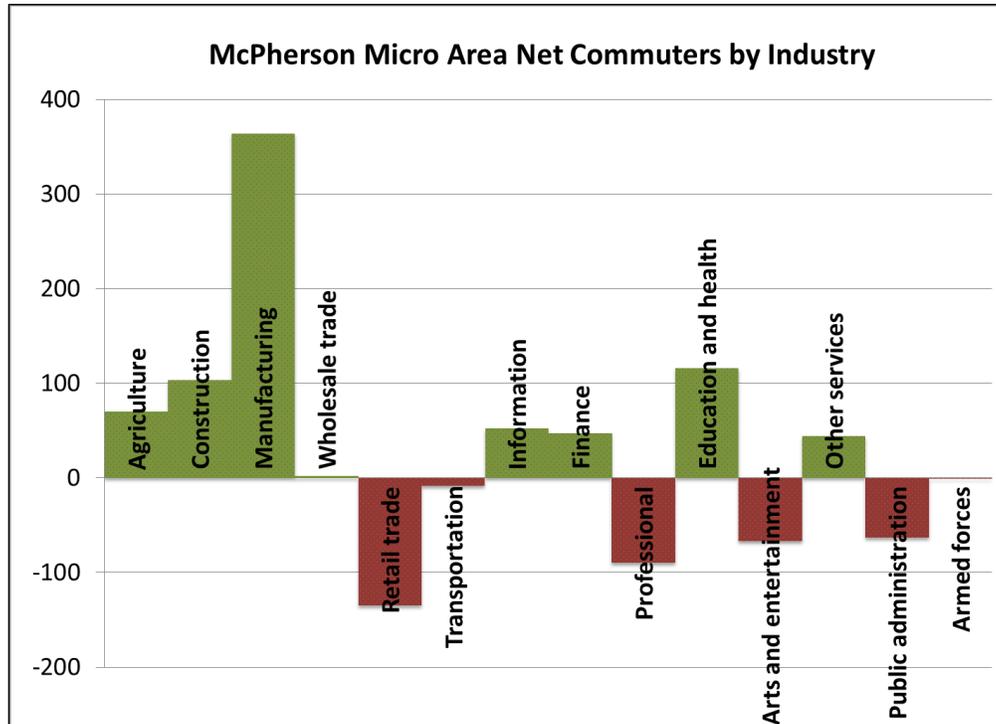


McPherson Micropolitan Statistical Area

Daytime Population	
Total resident population	29,178
Total workers working in area	15,462
Workers who lived and worked in same area	12,427
Workers commuting in:	3,035
Total workers living in area	15,028
Workers who lived and worked in same area	12,427
Workers commuting out:	2,601
Total daytime population	29,612
Daytime population change due to commuting	434
Worker retention	82.7%
Employment residence ratio	1.03

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The export of workers was fairly evenly mixed across the retail trade, professional services, arts and entertainment and public administration industries. These workers were generally low or high income earners. Moderate income workers generally traveled into the area for work. There was also a high net import of workers in the manufacturing industry.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

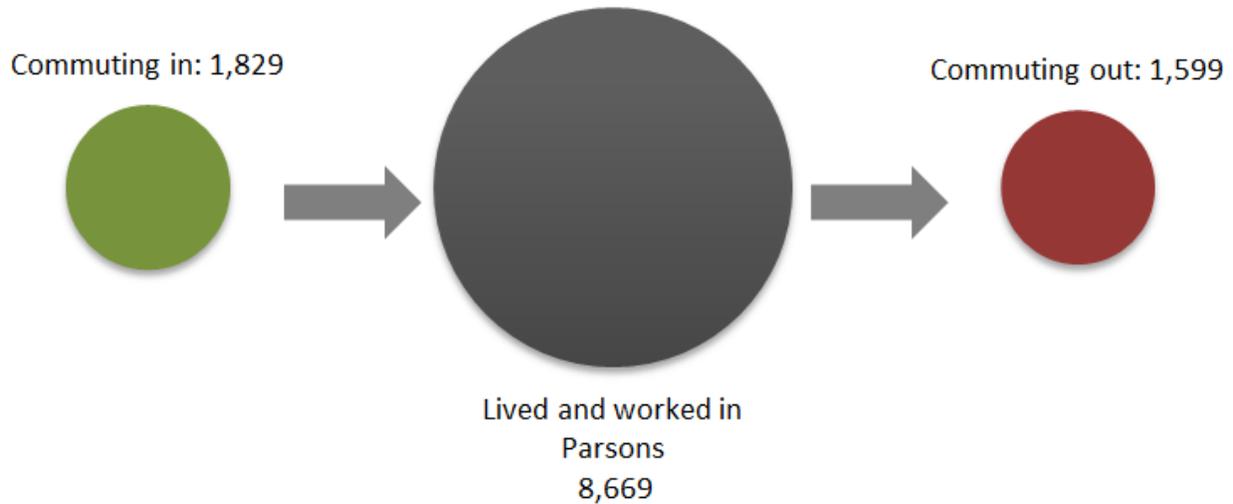
McPherson Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.50%
\$10,000 to \$14,999	↓	-0.04%
\$15,000 to \$24,999	↑	0.53%
\$25,000 to \$34,999	↑	0.36%
\$35,000 to \$49,999	↑	0.37%
\$50,000 to \$64,999	↓	-0.35%
\$65,000 to \$74,999	↓	-0.16%
\$75,000 or more	↓	-0.20%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Parsons Micropolitan Statistical Area

The Parsons micropolitan area consists of Leflore County. The area had a small net import of workers. There were 2 percent more workers working in the area than living in the area. There was a moderate level of commuter activity in the area relative to other urban areas in the state.

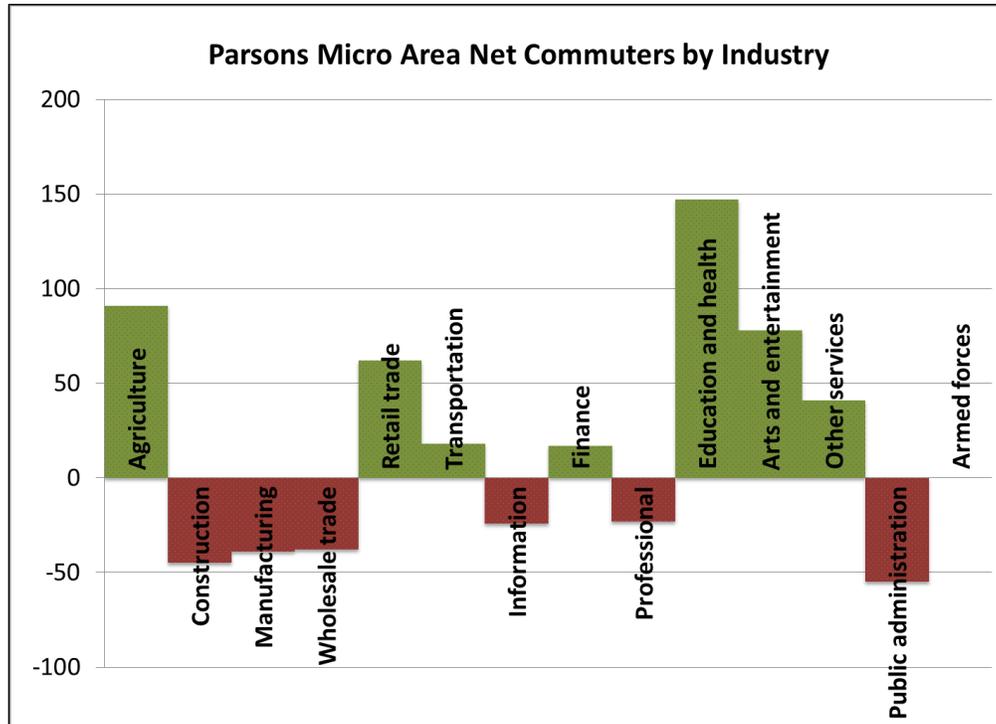


Parsons Micropolitan Statistical Area

Daytime Population	
Total resident population	21,791
Total workers working in area	10,498
Workers who lived and worked in same area	8,669
Workers commuting in:	1,829
Total workers living in area	10,268
Workers who lived and worked in same area	8,669
Workers commuting out:	1,599
Total daytime population	22,021
Daytime population change due to commuting	230
Worker retention	84.4%
Employment residence ratio	1.02

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Export of workers in the area was fairly evenly distributed across the construction, manufacturing, wholesale trade, and public administration industries. The import of workers was focused in the education and health industry. However, there was also an import of workers in agriculture, arts and entertainment, retail trade and other services. Commute by income was mixed across income groups.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

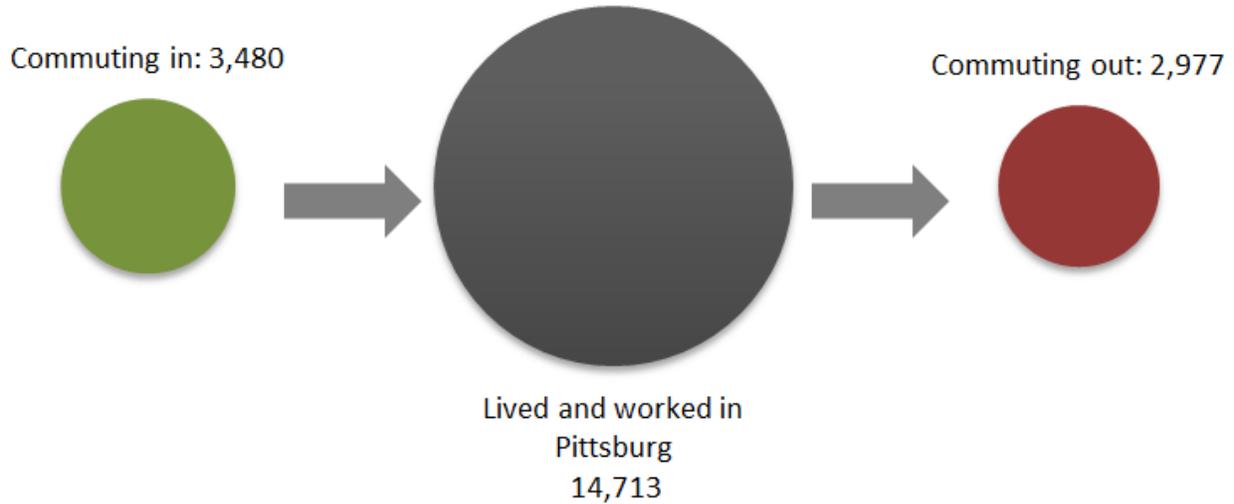
Parsons Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.74%
\$10,000 to \$14,999	↑	0.11%
\$15,000 to \$24,999	↓	-0.32%
\$25,000 to \$34,999	↑	1.21%
\$35,000 to \$49,999	↑	1.17%
\$50,000 to \$64,999	↓	-1.08%
\$65,000 to \$74,999	↓	-0.39%
\$75,000 or more	↑	0.05%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Pittsburg Micropolitan Statistical Area

The Pittsburg micropolitan area consists of Crawford County. The area had a small net import of workers. There were 3 percent more workers working in the area than living in the area. There was a moderate level of commuter activity in the area relative to other urban areas in the state.

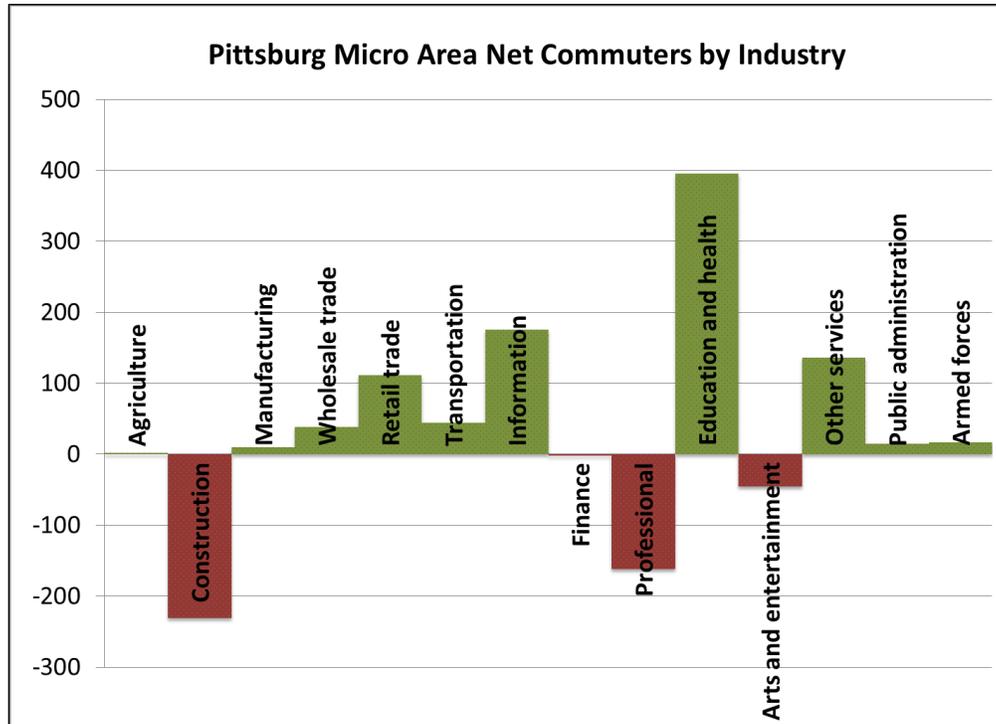


Pittsburg Micropolitan Statistical Area

Daytime Population	
Total resident population	38,985
Total workers working in area	18,193
Workers who lived and worked in same area	14,713
Workers commuting in:	3,480
Total workers living in area	17,690
Workers who lived and worked in same area	14,713
Workers commuting out:	2,977
Total daytime population	39,488
Daytime population change due to commuting	503
Worker retention	83.2%
Employment residence ratio	1.03

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The net import of workers into the Pittsburg area was highest in the education and health industry. Imported workers were also generally high wage earners. Workers commuting out of the area were typically low wage workers in the construction, professional services and arts and entertainment industries.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

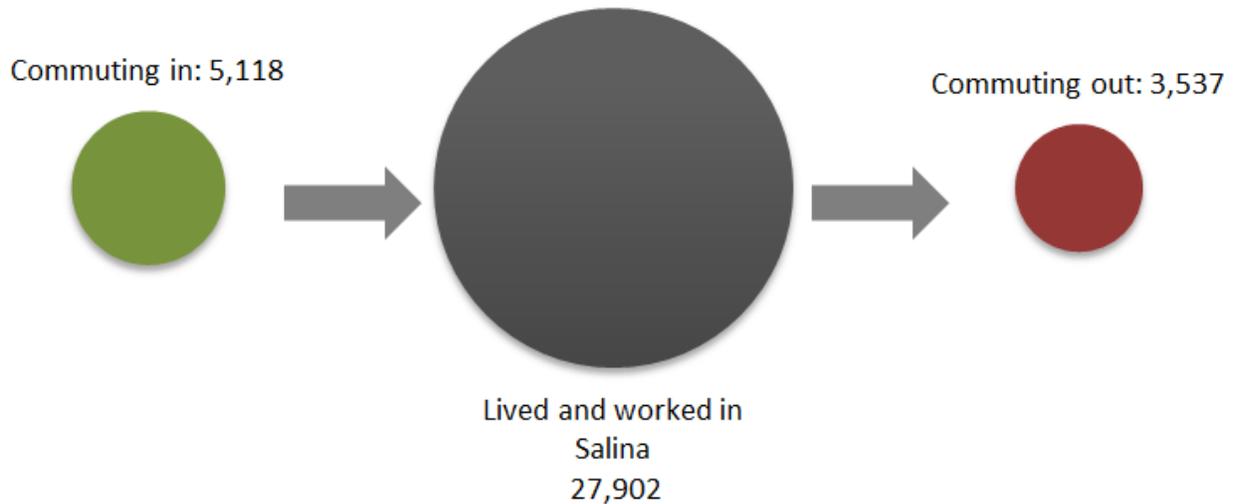
Pittsburg Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.34%
\$10,000 to \$14,999	↓	-0.12%
\$15,000 to \$24,999	↓	-0.69%
\$25,000 to \$34,999	↓	-0.13%
\$35,000 to \$49,999	↑	0.90%
\$50,000 to \$64,999	↓	-0.29%
\$65,000 to \$74,999	↑	0.37%
\$75,000 or more	↑	0.29%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Salina Micropolitan Statistical Area

The Salina micropolitan area consists of two counties, Ottawa and Saline. This area had a net import of workers, with 5 percent more workers working in the area than living in the area. There was a high to moderate level of commuting activity in the area compared to other urban areas in the state.

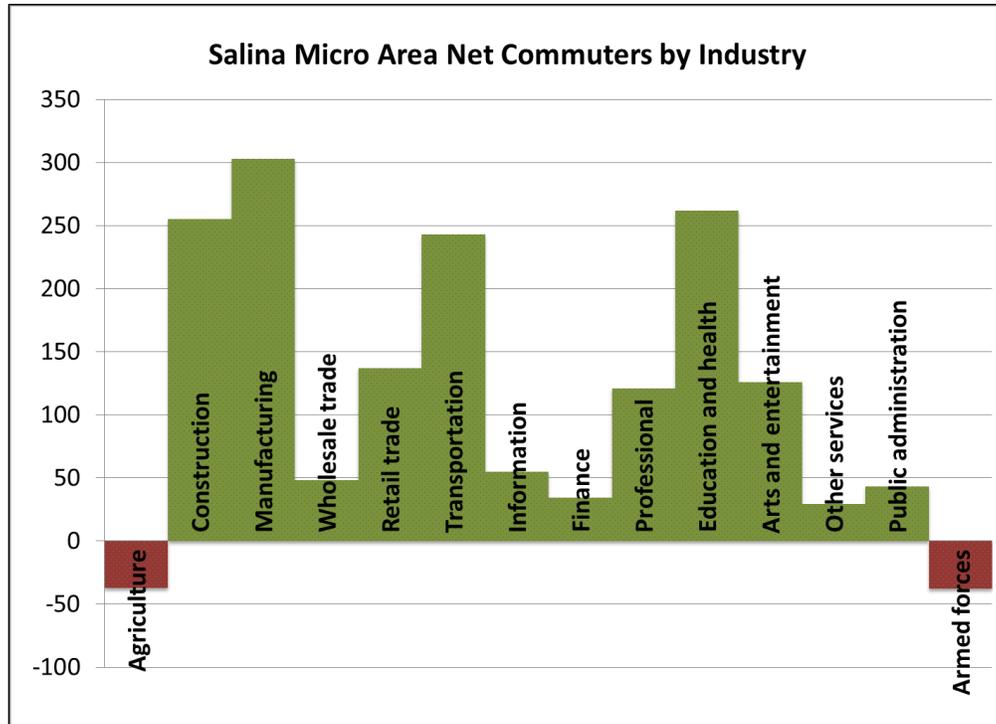


Salina Micropolitan Statistical Area

Daytime Population	
Total resident population	61,089
Total workers working in area	33,020
Workers who lived and worked in same area	27,902
Workers commuting in:	5,118
Total workers living in area	31,439
Workers who lived and worked in same area	27,902
Workers commuting out:	3,537
Total daytime population	62,670
Daytime population change due to commuting	1,581
Worker retention	88.7%
Employment residence ratio	1.05

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Workers leaving the Salina area for work tend to be the highest and lowest income earners and work in either the agriculture or armed forces industries. Workers commuting into the area tend to be moderate income earners and in the construction, manufacturing, transportation and education and health industries.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

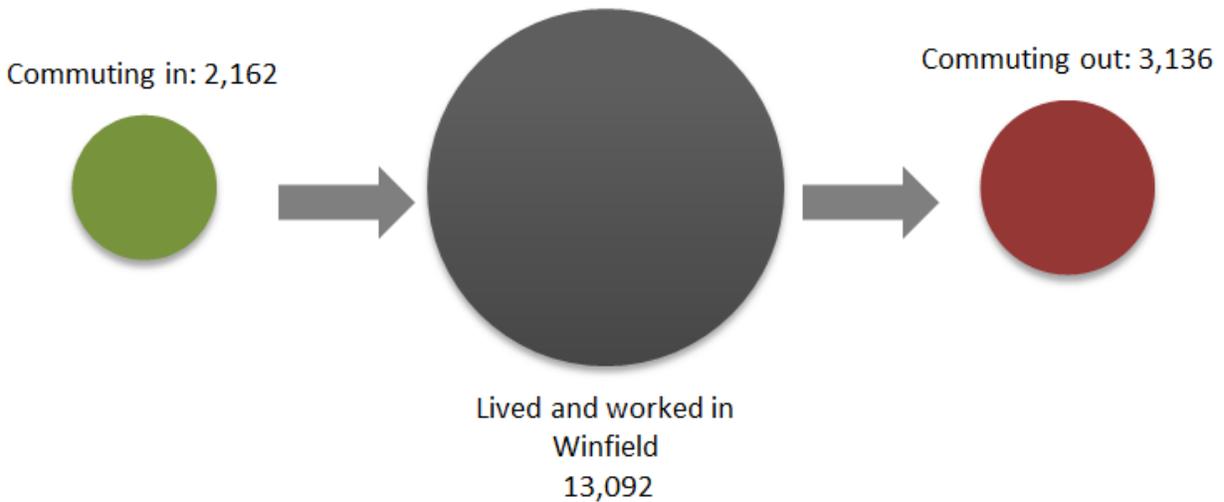
Salina Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.49%
\$10,000 to \$14,999	↑	0.09%
\$15,000 to \$24,999	↓	-0.77%
\$25,000 to \$34,999	↑	0.06%
\$35,000 to \$49,999	↑	0.47%
\$50,000 to \$64,999	↑	0.62%
\$65,000 to \$74,999	↑	0.05%
\$75,000 or more	↓	-0.03%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Winfield Micropolitan Statistical Area

The Winfield micropolitan area consists of Cowley County. The area was a net exporter of workers, with 6 percent fewer workers working in the area than living in the area. There was also a moderate to high level of commuting activity in the area.

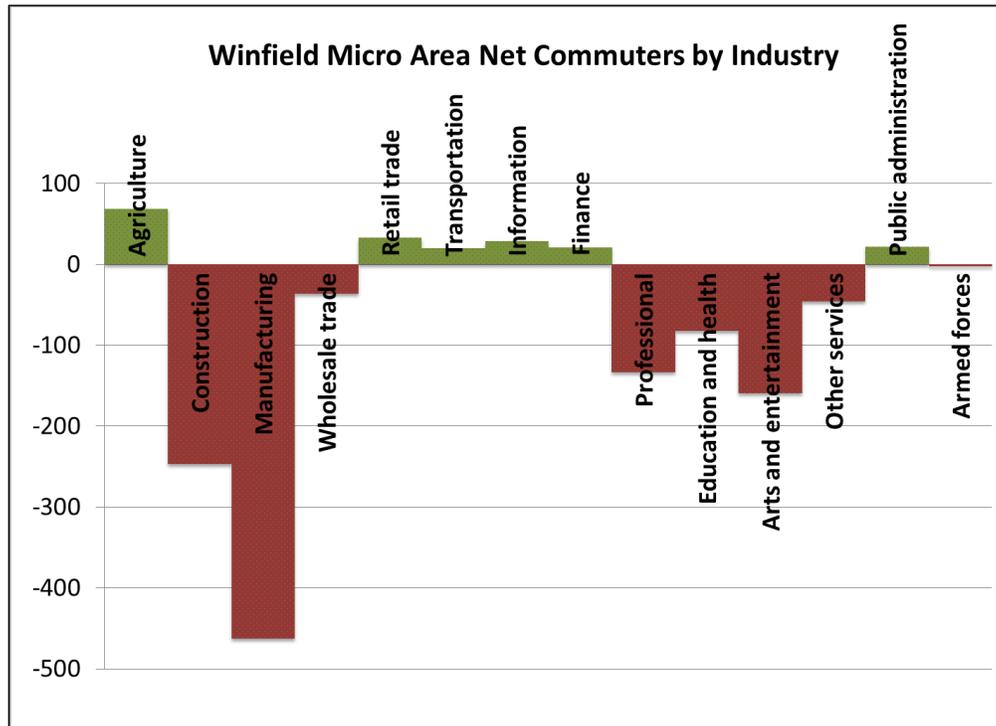


Winfield Micropolitan Statistical Area

Daytime Population	
Total resident population	36,140
Total workers working in area	15,254
Workers who lived and worked in same area	13,092
Workers commuting in:	2,162
Total workers living in area	16,228
Workers who lived and worked in same area	13,092
Workers commuting out:	3,136
Total daytime population	35,166
Daytime population change due to commuting	-974
Worker retention	80.7%
Employment residence ratio	0.94

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The workers commuting out of the Winfield area tend to be high and moderate income earners or very low income earners. Most outbound workers are in the construction and manufacturing industries. Workers commuting into the area tend to be moderate to low income earners. Inbound commuters were fairly evenly distributed across the agriculture, retail trade, transportation, information, finance, and public administration industries.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

Winfield Micropolitan Statistical Area

Commute by Income		
\$1 to \$9,999 or less	↓	-0.04%
\$10,000 to \$14,999	↑	0.42%
\$15,000 to \$24,999	↑	0.76%
\$25,000 to \$34,999	↑	0.16%
\$35,000 to \$49,999	↓	-0.13%
\$50,000 to \$64,999	↓	-0.51%
\$65,000 to \$74,999	↓	-0.49%
\$75,000 or more	↓	-0.17%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Definitions and Methodology

Total resident population – This is the total number of persons living in the area, as shown in the 2006-2010 American Community Survey.

Total workers working in area – This is the number of workers who reported working in the area, regardless of their place of residence.

Workers who lived and worked in same area – This is the number of workers who reported working in their county of residence.

Workers commuting in – This is the total number of workers working in the area, less the workers who lived and worked in the same area.

Total workers living in area – This is the number of workers who reported living in the area, regardless of their place of work.

Workers commuting out – This is the total number of workers living in the area, less the workers who lived and worked in the same area.

Total Daytime Population – This is the total resident population plus the number of workers commuting in and less the number of workers commuting out. It does not adjust for people entering or leaving the area for purposes other than commuting, nor does the commuting adjustment take the time of day of the work trips into consideration.

Daytime Population change due to commuting – This is the increase or decrease in the population of the area as a result of work related commuting. It is the workers commuting in, less the workers commuting out. Positive numbers indicate more commuters entering an area; negative numbers indicate more commuters leaving an area.

Worker retention – This is the number of workers who lived and worked in the same area as a percentage of total workers living in the area. This is the number of workers that are not commuting to other areas for work. A low percent of worker retention indicates a high level of commuting.

Employment Residence ratio – This is a ratio of the total number of workers working in an area, relative to the total number of workers living in the area. Ratios greater than 1.00 indicate there are more workers working in the area than living there. These areas can be considered net importers of labor. Values less than 1.00 indicate areas that are net exporters of labor.

Commute by industry – For each industry, this is the number of workers working in an area, less the number of workers living in that area. In any industry it is assumed that there are both workers commuting in and out, this figure indicates the net effect of commuting on that industry. A positive number indicates there are more workers commuting into an area than outbound commuters in that industry. A negative number indicates there is more outward commuting than inward commuting.

Commute by income – Within each income bracket it is assumed that there are both workers commuting in and out. The commute by income is calculated by taking the difference in the percentage of workers working in an area and a percentage of workers living in an area, for each bracket. This indicates the net flow of workers by income. Negative numbers show more commuters out, and a positive number indicates more inward bound commuters.