



**2008**

# FEDERAL LEGISLATIVE REQUESTS





## *MISSION STATEMENT*

*To provide an environment to protect the health, safety and well being of all who live and work in the community. In directing policies and programs toward that end, the City assumes a stewardship role to preserve the assets and natural resources entrusted to its growth, to assure equality of opportunity and to contribute to the quality of life for all citizens.*

# Wichita City Council



**Carlos Mayans**  
Mayor



**Sue Schlapp**  
Vice Mayor  
District 2



**Carl Brewer**  
District 1



**Sharon Fearey**  
District 6



**Jim Skelton**  
District 3



**Paul Gray**  
District 4

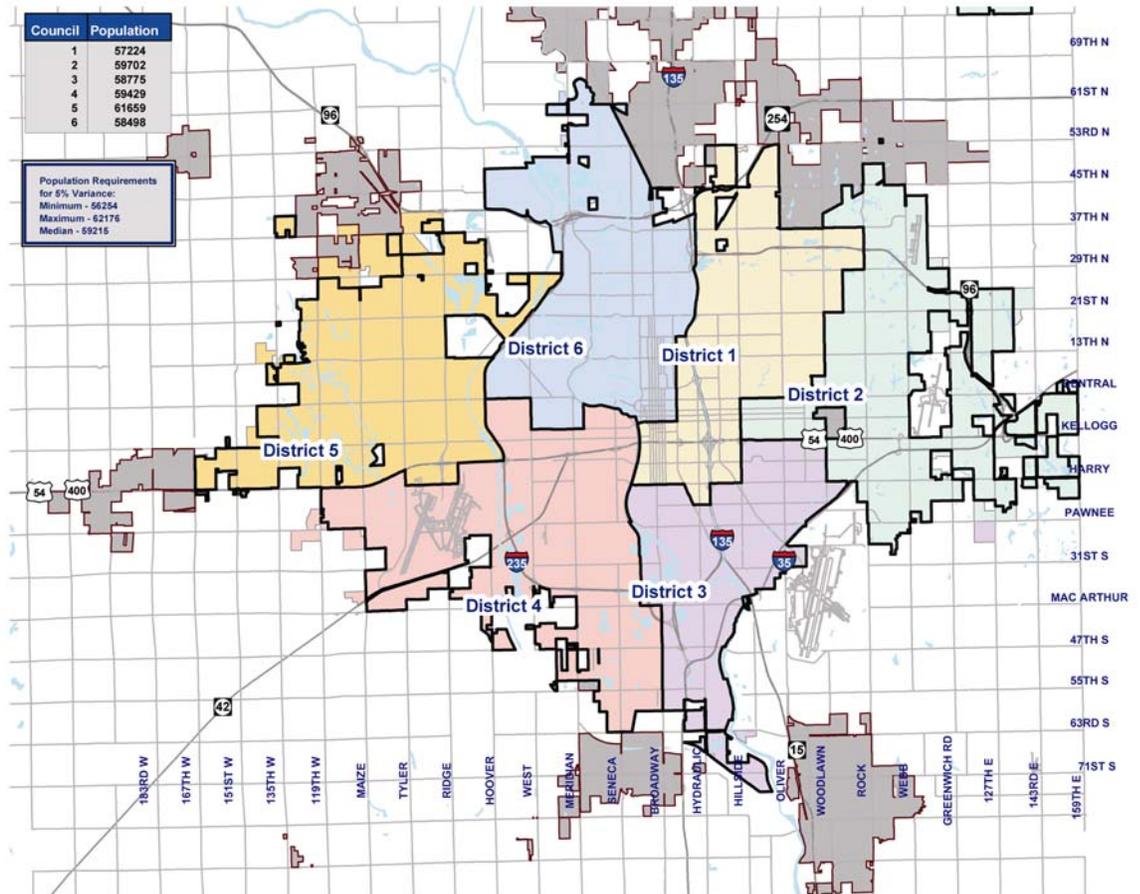


**Bob Martz**  
District 5  
Deceased



**George Kolb**  
City Manager

## Council District Map





Greetings from Wichita:

On behalf of the Wichita City Council and the City of Wichita, thank you for the representation and help you provide to citizens of this great city and state. We realize that this year's Federal Budget presents a magnitude of challenges and opportunities for elected public servants, but we are confident you will carefully examine and weigh issues relative to our community, Kansas and the nation.

The projects listed in our 2008 Federal Legislative Agenda represent important public improvements that would greatly enhance the quality of life for the citizens of Wichita. Any measure of assistance in federal funding will provide an exponential benefit, combined with local resources to maximize the positive impact on our city.

The City of Wichita continues to pursue its mission of providing a safe and healthy environment for all who live and work here. We continue to search for creative means to compensate for recent economic setbacks. Past support from federal sources has been a key ingredient in that ongoing battle, and we're optimistic that even greater steps can be taken.

The following pages are descriptive of that agenda, and we stand ready to assist in any fashion as you evaluate these requests and examine the possibilities for funding.

Thank you for your help. We know that with your continued support, a great Wichita is on the horizon. Wichita is a proud City on the Plains, in part because of your past support. Again, thank you.

Sincerely,

Carlos Mayans  
Mayor

## Office of the Mayor

City Hall • 1st Floor • 455 N. Main • Wichita, Kansas 67202-1698

T 316.268.4331 • F 316.268.4333

**City of Wichita  
City Council Meeting  
February 13, 2007**

Agenda Report No. 07-0141

**TO:** Mayor and City Council

**SUBJECT:** 2008 Federal Legislative Agenda

**INITIATED BY:** City Manager's Office

**AGENDA:** New Business

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**Recommendation:** Approve the Federal Agenda.

**Background:** Each year City Departments are asked to submit requests for federal legislative assistance. The City Council was provided with staff's list of requests at its February 6, 2007 meeting. The Council was asked to review the list and to add other issues of importance and then to prioritize their top five legislative requests. The Federal Legislative Agenda will be provided to the Federal Delegation in March for review and consideration.

**Analysis:** The Proposed Federal Legislative Agenda contains requests for appropriations relating to rail and surface transportation, drainage, public safety, community redevelopment, aviation and water quality. Based upon the direction provided by the City Council, staff will finalize the 2008 Federal Legislative Program and prepare a document describing the requests. This document will be provided to the Federal Delegation in March 2007. Communication with the Delegation will continue throughout the year to assure that the City's needs are communicated effectively and appropriate information is provided.

**Financial Considerations:** Some federal requests require local matching funds. Historically, the City has identified a variety of sources to provide local matching funds when necessary. City staff will attempt to provide matching funding as necessary based upon Council approval.

**Goal Impact:** On January 4, 2006, the City Council adopted five (5) goals for the City of Wichita. They include: Provide a Safe and Secure Community, Promote Economic Vitality and Affordable Living, Ensure Efficient Infrastructure, Enhance Quality of Life and Support a Dynamic Core Area and Vibrant Neighborhoods. The issues in this Proposed Federal Legislative Agenda address all five goals.

**Legal Considerations:** Should federal funding be secured, contracts and/or memorandums of understanding will be initiated as appropriate.

**Recommendation/Action:** It is recommended that the City Council approve the 2008 Federal Legislative Program.

**Attachment:** Proposed Legislative Agenda.

**INDEX**

**TOP PRIORITY**

**HIGHWAY PROJECTS**

**TOP PRIORITY**

**RAILROAD PROJECTS**

**TOP PRIORITY**

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**City of Wichita**  
**2008 Federal Legislative Requests**  
**Approved by Wichita City Council**  
**February 13, 2007**

Following is a list of issues and programs approved by the Wichita City Council for inclusion in the 2008 Federal Legislative Requests. The City Council identified its top three priority categories as: Highway Construction, Railroad Projects and Drainage.

Requests total \$91.25 million, which includes some multi-year projects.

## **PRIORITY CATEGORIES**

### **HIGHWAY PROJECTS**

47<sup>th</sup> Street South, I-135 to Broadway  
**\$13.6 million (\$3.4 million local match)**

I-235 / US 54 (Kellogg) and I-235/Central Avenue Interchanges  
**\$3 million in FY08, FY09 and FY10 (\$9 million total)**

K-96, I-235 and Meridian Avenue Interchange Noise Abatement for Sherwood Glen and Meridian Gardens Additions  
**\$6.4 million**

### **RAILROAD PROJECTS**

21<sup>st</sup> Street Railroad Overpass  
**\$4 million**

Rail Corridor/Grade Separation  
**\$5 million in FY08 and FY09 (\$10 million total)**

### **DRAINAGE PROJECTS**

Dry Creek Overflow Drainage Study and Mitigation  
**\$6 million in FY08 and FY09 (\$12 million total)**

Wichita Area Drainage Master Study  
**\$1 million**

Storm Water Drainage Infrastructure Study – Midtown Neighborhood  
**\$300,000**

# **OTHER PROJECTS**

## **POLICE DEPARTMENT**

MD 500E Helicopter  
**\$1.6 million**

## **PUBLIC WORKS**

Heartland Preparedness Center  
**No additional federal funding is being requested. Rather, we are asking that the National Guard and Marine Corps funding (\$60.86 million) be moved from FY2011 to FY2009**

Security system for major City of Wichita buildings  
**\$250,000 (50 percent funding)**

## **PLANNING DEPARTMENT**

Dunbar Theater Redevelopment  
**\$1.5 million**

## **AIRPORT AUTHORITY**

Jabara Aviation Technical Education Campus Access Taxiway & Ramp  
**\$1 million**

Wichita Mid-Continent Airport Terminal Area Redevelopment Program:  
Airfield Ramp Pavements  
**\$15 million**

Wichita Mid-Continent Airport Terminal Area Redevelopment Program:  
Explosives Detection Inline Baggage Screening and Security Systems  
**\$12 million**

## **ENVIRONMENTAL SERVICES**

Improve the Water Quality of the Arkansas River  
**\$1.7 million FY08, \$1.9 million FY09 (\$3.6 million)**

## **NON-APPROPRIATION LEGISLATIVE REQUESTS**

Brownfield Law revision

Public transportation amendments to proposed legislation SB 406 and H.R. 734

# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: In 2004, KDOT completed a study for 47<sup>th</sup> Street South between I-135 and Broadway, to provide recommendations to improve traffic capacity, safety, and traffic flow along 47<sup>th</sup> Street, address structural deficiencies, and provide for future corridor improvements and economic development in the area.

Requested Amount: **\$13.6 million (80% Federal funding), \$ 3.4 million (20% local), \$17.0 million Total Project**

## **47<sup>th</sup> Street South, I-135 to Broadway**

### **Goal**

Improve traffic safety and efficiency; replace a deteriorating/inadequate bridge, and provide for future corridor improvements and economic development of 47<sup>th</sup> Street South between I-135 and Broadway in South Wichita.

### **Background**

In 2004, the Kansas Department of Transportation and the City of Wichita completed a Corridor Improvement Study for 47<sup>th</sup> Street South between I-135 and Broadway. The purpose of the study was to provide recommendations to improve traffic capacity, safety, and traffic flow along 47<sup>th</sup> Street, address structural deficiencies, and provide for future corridor improvements and economic development.

### **Proposal**

The recommendation of the Corridor Study was to implement a combination of improvements:

- a) Reconstruct 47<sup>th</sup> Street to provide three through lanes in each direction.
- b) Widen the 47<sup>th</sup> Street & Broadway intersection to include dual left turn lanes
- c) Install raised medians to provide access control; sidewalks on both sides of 47<sup>th</sup> Street; and replace a large drainage structure beneath 47<sup>th</sup> Street
- d) Replace the current frontage road with a backage road to the north
- e) Reconstruct the I-135 interchange, including reconstruction of the bridge

The estimated construction cost of all of these improvements is approximately \$17 million. Another \$1.5 million for right of way and \$1.5 million for engineering design and inspection would be funded at large in the City's CIP.

The study recommended three phases of improvements:

- a) Reconstruction of the I-135 interchange and bridge structure;
- b) Add lanes to 47<sup>th</sup> Street and improve the Broadway intersection including improving Broadway to the north and the south;
- c) Add lanes, upgrade the intersections and access modifications along 47<sup>th</sup> Street between Santa Fe and Emporia Street (inclusive).

The improvements listed above would consist of the following work:

- a) I-135 Interchange, including the bridge which carries 47<sup>th</sup> Street over I-135, should be reconstructed first. Lateral clearance is inadequate and the structural condition of the bridge continues to deteriorate. Heavy traffic volumes at the interchange cause stacking onto the freeway, a major safety issue. Improvements would include removing the northeast and southeast loops to accommodate left turn movements coming off of the northbound and southbound exit ramps. The left turns will be controlled by signalization on 47<sup>th</sup> Street at each location.
- b) Rebuild the 47<sup>th</sup> & Broadway intersection. This intersection has a history of high accident rates and is currently the most congested of any in this corridor. Improvements will include dual left turn lanes.
- c) Reconstruct the remaining portion of 47<sup>th</sup> Street. This would include improvements to the 47<sup>th</sup> & Emporia intersection and improving 47<sup>th</sup> Street to three through lanes in each direction.

The total of the three phases above is \$17 million. The study lists an additional \$2,950,000 for general items (lighting, landscaping, traffic control, etc.) that would apply to all three phases. The total estimated construction cost for all three phases is **\$17 million** (plus \$3 million for engineering design/inspection and right of way acquisition, to be funded by the City of Wichita).

### **Benefits**

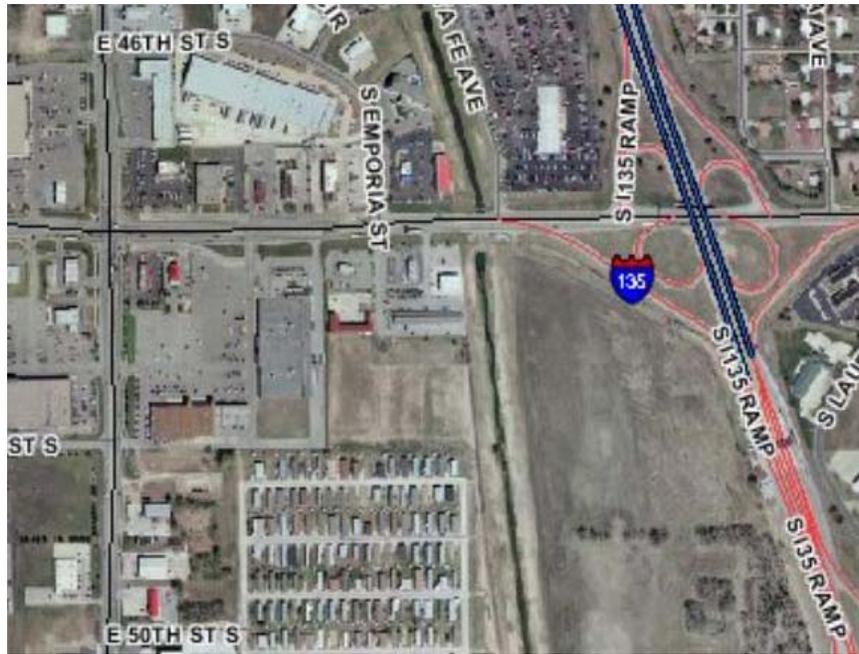
These improvements will improve traffic capacity, safety, and traffic flow along 47<sup>th</sup> Street, address structural deficiencies in the existing bridge, and provide for future corridor improvements and economic development.

### **Costs**

Eighty-percent federal funding of the \$17 million construction cost is \$13.6 million. The remaining 20% of the construction cost plus \$3 million in projected engineering design/inspection and right of way costs would be locally funded.

The 2004 study projected costs in 2003 dollars. The costs in this proposal have been adjusted to reflect 2006 dollars.

# LOCATION MAP



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: Traffic congestion at the I-235/US 54 (Kellogg) and I-235/Central interchanges requires these interchanges to be reconstructed. These interchanges were constructed more than thirty years ago. West Wichita has experienced tremendous growth since that time, and traffic volume on I-235, U.S. 54 (Kellogg), and Central Avenue has increased dramatically. Reconstruction of these interchanges will:

- Reduce traffic congestion and improve traffic safety for motorists traveling on U.S. 54 and Central at I-235 (more than 100,000 daily).
- Reduce air pollution associated with traffic congestion.
- Contribute to expanded economic development in west Wichita.

Requested Amount: \$3 million FY2008, \$3 million FY2009, and \$3 million FY2010

## **I-235/US 54 (Kellogg) and I-235 /Central Avenue Interchanges**

### **Goal**

Traffic congestion at the I-235/US 54 and the I-235/Central interchanges require these interchanges to be reconstructed.

### **Background**

These interchanges were constructed more than thirty years ago. West Wichita has experienced tremendous growth since that time, and traffic volume on I-235, U.S. 54, and Central Avenue has increased dramatically.

The configuration and capacity of the I-235/US 54 interchange are grossly inadequate. Deficient weave lengths exist throughout the outdated cloverleaf interchange. Substandard weave also exists between the westbound entrance from the West Street Interchange to U.S. 54 and the exit ramp from westbound U.S. 54 to northbound I-235.

To date, \$285 million of improvements to U.S. 54 in Wichita have been completed. Construction of an additional \$55 million of improvements is underway using a combination of

local and state funds. Although substantial progress has been made, local funding alone is not sufficient to complete the needed improvements to U.S. 54 through Wichita. When programmed improvements to U.S. 54 are complete, I-235 will be the only bottleneck in a 13-mile stretch of six-lane freeway.

Left-turn storage for motorists on Central Avenue turning onto ramps to access I-235 is inadequate, particularly for the eastbound motorist turning north onto I-235. The lack of adequate storage causes the left-turn movement to backup into one of the two eastbound, through lanes on Central Avenue.

Left-turn storage for northbound I-235 turning west onto Central is also deficient. The lack of adequate storage coupled with the congestion on Central Avenue causes exiting traffic to back up into one of the two northbound freeway lanes on a daily basis during the evening rush hour. Stopped traffic in one lane of the freeway, with high-speed traffic in the adjacent lane, is a highly undesirable and unsafe situation.

Central Avenue is a primary route between the residential area in west Wichita and the center city. During the last five years approximately \$12 million has been spent to upgrade Central Avenue between the central business district and I-235. An additional \$7 million will be spent during the next 5 years to upgrade Central Avenue between I-235 and the western city limits. When these programmed improvements are complete, the I-235 Interchange will be the only bottleneck that remains on West Central Avenue.

### **Proposal**

Since these interchanges are on the Interstate Highway system, the City of Wichita requests that Federal funding be provided to the State of Kansas to assist the Kansas Department of Transportation address the deficiencies described above.

### **Benefits**

Reconstruction of these interchanges will:

- Reduce traffic congestion and improve traffic safety for motorists traveling on U.S. 54 and Central at I-235 (more than (100,000 daily).
- Reduce air pollution associated with traffic congestion.
- Contribute to expanded economic development in west Wichita.

### **Costs:**

The estimated cost to reconstruct the I-235/US 54 and Central Avenue interchanges is \$191 million.



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: In 1977, KDOT completed a noise study report for the (at that time) proposed Interchange of K-96, I-235 and Meridian Avenue. The report indicated that design noise levels would be exceeded, and listed the following abatement options for consideration: acquisition of problem areas, alignment revision, speed limit modification, limiting truck traffic, and noise barriers. Due to cost and timing, as well as other concerns, the report ultimately recommended the use of vegetation screens, which it described as only a "partial abatement feature".

Today, nearly one decade beyond the study's design year, the interchange experiences average traffic volume in excess of 40,000 vehicles per day. Relief to residents inundated by the resulting noise is desired. To provide meaningful abatement, the two-phase construction of a concrete noise barrier is recommended as follows:

Phase 1 – Construct a concrete barrier, approximately 17 feet in height, and 5200 feet in length, to serve Sherwood Glen Addition. The estimated Phase 1 project costs total \$4.6 Million.

Phase 2 – Construct a concrete barrier, averaging approximately 17 feet in height and 4200 feet in length, to serve Meridian Gardens Addition. The estimated Phase 2 project costs total \$3.4 Million.

Requested Amount: **\$6,400,000 (80% Federal funding)**  
**\$1,600,000 (20% local)**  
**\$8,000,000 Total Project**

**K-96, I-235 and Meridian Avenue Interchange Noise Abatement  
for Sherwood Glen and Meridian Gardens Additions**

## Goal

Protect the health and well being of residents of the Sherwood Glen and Meridian Gardens neighborhoods by lessening the adverse impacts of excessive highway traffic noise.

## Background

In 1977, the Kansas Department of Transportation completed a noise study report for the (at that time) proposed interchange of K-96 Freeway, Interstate Highway 235, and Meridian Avenue. Conducted in conformance with recently adopted federal noise standards and procedures, the study predicted noise levels in excess of acceptable design levels in the design year, 1997. Several abatement possibilities were investigated as a means of achieving acceptable future noise levels, including: acquisition of the problem areas, revision of the proposed interchange alignment, reduction of the prevailing (55 mph) speed limit, reduction in truck traffic, and installation of noise barriers. However, due to timing and cost, among other concerns, the report ultimately recommended the use of vegetation screens, which it described as only a “partial abatement feature”.

Today, nearly one decade beyond the study’s design year, the interchange experiences average traffic volume in excess of 40,000 vehicles per day, with a speed limit (65 mph) well above the study’s original assumption (55 mph). Relief to residents inundated by the resulting noise is desired. To provide meaningful abatement, the two-phase construction of a concrete noise barrier is recommended as follows:

- a) Phase 1 will address the Sherwood Glen neighborhood, the area south of I-235 between Meridian Avenue (Womer) and Seneca. To lessen the adverse impact of highway traffic noise, a concrete noise barrier averaging approximately 17 feet in height, will be constructed. The barrier will be nearly 5,200 feet in length, from Meridian to Seneca, paralleling K-96/I-235 to the south.

The estimated project costs for this phase total \$4.4 Million.

- b) Phase 2 will address the Meridian Gardens neighborhood, the area east of I-235 between 33<sup>rd</sup> Street North (apparent) and K-96. To lessen the adverse impact of highway traffic noise, a concrete noise barrier averaging approximately 17 feet in height will be constructed. The barrier will be nearly 4,200 feet in length, from 33<sup>rd</sup> Street North to Meridian, paralleling I-235/K-96 to the east.

The estimated project costs for this phase total \$3.6 Million. The combined estimated project costs for both phases total **\$8 Million**.

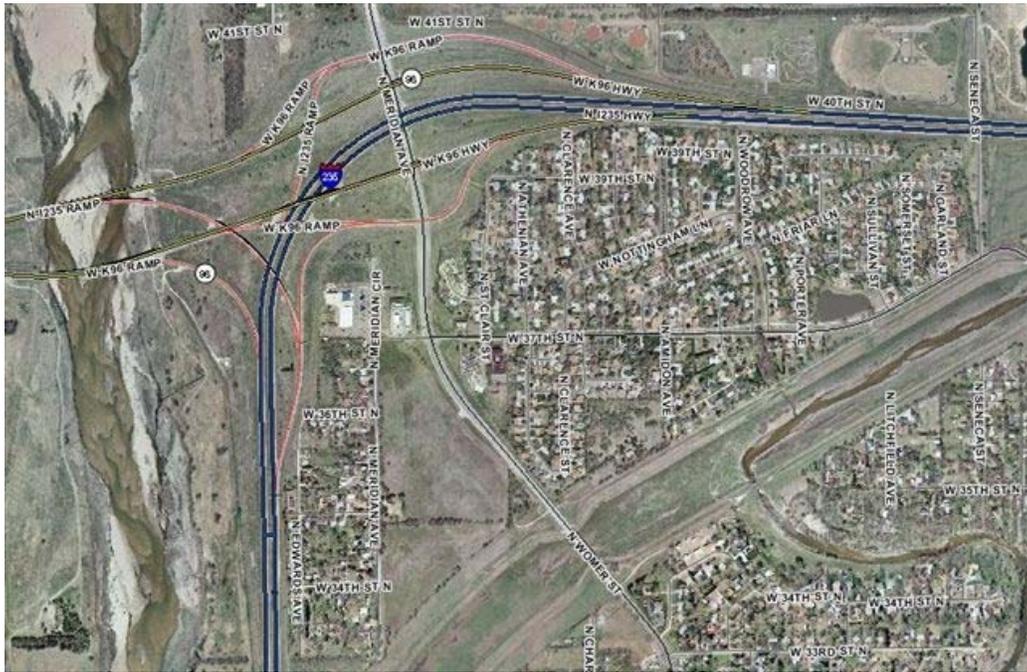
## Benefits

The proposed project will lessen the adverse impact of excessive highway traffic noise in the Sherwood Glen and Meridian Gardens neighborhoods, protecting and improving the health and well being of their residents.

## Costs

Eighty-percent federal funding of the \$8 Million project cost is \$6.4 Million. The remaining 20% of the project cost would be locally funded.

## LOCATION MAP



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: Increased rail traffic through the heart of Wichita resulting from the merger between the Union Pacific and Southern Pacific railroads requires grade separation at the intersection of city arterial streets and the railroad tracks. This project will provide an elevated roadway from Broadway to I-135. A grade separation project is currently under construction south of this location. Rail traffic is expected to increase when this project is completed. Both the BNSF and the UPRR will use this facility for through trains. This project also connects the 21<sup>st</sup> Street Redevelopment District to the freeway system in Wichita.

Requested Amount: FY08 Federal Earmark \$4.0 million

## **21<sup>st</sup> Street Railroad Overpass**

### **Goal**

Create an elevated roadway overpass along 21<sup>st</sup> Street North from Broadway to I-135 in order to eliminate the lengthy vehicular traffic delays and vehicle entrapment issues associated with multiple at-grade rail crossings located along this segment of a busy east-west arterial city street.

### **Background**

Increased rail traffic through the heart of Wichita, as a result of the merger between the Union Pacific and Southern Pacific railroads, requires grade separation at the intersection of city arterial streets and the railroad tracks. This project, identified as a priority need in the *21<sup>st</sup> Street N. Corridor Revitalization Plan* adopted by City Council January 2005, will provide an elevated roadway from Broadway to I-135, allowing through vehicular traffic to avoid serious traffic delays and vehicle entrapment problems associated with multiple (seven) at-grade rail crossings. A grade separation project is currently under construction south of this location. Rail traffic through this area is expected to increase further by the time this project is completed. This project will also more efficiently connect the 21<sup>st</sup> Street Redevelopment District, located east of Broadway and 21<sup>st</sup> Street North, to the freeway system in Wichita.

**Proposal**

Create a 21<sup>st</sup> Street North Overpass extending from Topeka Street to Cleveland Street, in order to alleviate the substantial traffic delays, vehicular entrapment issues and public safety concerns created by the multiple (seven) at-grade rail crossings that exist within this segment of 21<sup>st</sup> Street North. In early 2006, an engineering firm was hired by the City to develop an overpass design concept. An advisory committee formed by the City comprised of local community stakeholders, met on a monthly basis to assist the City and its engineering consultant in developing a preferred conceptual alignment/design for the overpass. In the fall of 2006, the advisory committee endorsed the North Bypass option as the preferred option, considering impacts on adjacent property owners, access issues, rights-of-way requirements and project cost/feasibility.

The City of Wichita requests Federal funds in the amount of \$4 million in FY08 to cover the right-of-way acquisition costs associated with the proposed 21<sup>st</sup> Street North Overpass.

**Benefits**

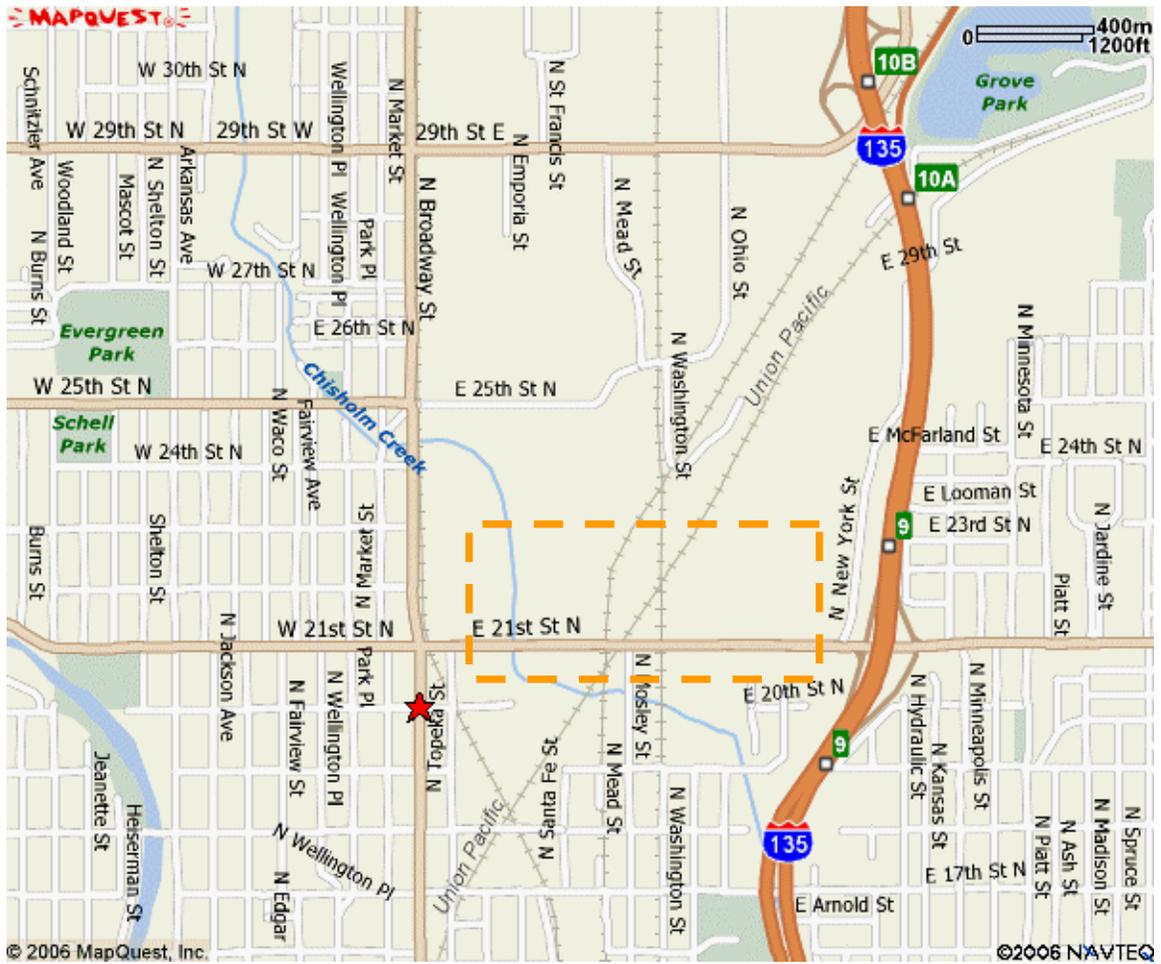
The construction of the 21<sup>st</sup> Street North Overpass will:

- Reduce traffic congestion, eliminate vehicle entrapment problems and improve safety for motorists.
- Reduce air pollution associated with traffic congestion.
- Eliminate emergency vehicle delay caused by trains.
- Create better linkages to the 21<sup>st</sup> Street Redevelopment District and the freeway system in Wichita.

**Costs**

Right-of-way acquisition costs associated with the proposed 21<sup>st</sup> Street North Overpass totals \$4 million. The total cost of the 21<sup>st</sup> Street North Overpass project is estimated at \$28 million.

# LOCATION MAP



Broadway

## SITE VIEW



21<sup>ST</sup> Street

# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: Increased rail traffic through the heart of Wichita, as a result of the merger between the Union Pacific and Southern Pacific railroads, requires grade separation at the intersection of city arterial streets and the railroad tracks. Grade-separation will be provided at the following arterial streets: the BNSF crossing at Pawnee and the UP RR crossing at Pawnee.

To date, \$50.0 million dollars of State System Enhancement funds, \$26.91 million of Federal TEA-21 (1998-2004), \$4.0 million FY2005 Federal Sec. 117, \$0.90 million FY2006 Federal TCSP, \$11.2 million in FY 2005 HPP, \$13.2 million in Union Pacific Rail Road funding, and \$20.9 million in City of Wichita money have been pledged to the Wichita/Sedgwick County rail program. This totals \$127.10 million in revenue. Of that amount, \$105.6 million has been obligated to date for grade separations in Haysville and the Central Corridor in Wichita, as well as engineering and program management. This leaves a balance of \$21.51 million available for the balance of the rail grade separation projects on Pawnee. The current budgets for these projects are \$84.0 million, which results in a \$62.5 million dollar shortfall for the project. The City of Wichita requests additional Federal funds in the amount of \$5.0 million in FY08 and \$5.0 million in FY09 to assist in the completion of these important projects.

Reconstruction of these interchanges will:

- Reduce traffic congestion and improve traffic safety for motorists that must cross the railroad corridor.
- Reduce air pollution associated with traffic congestion.
- Eliminate emergency vehicle delay caused by trains.

Requested Amount: **\$5.0 million FY08 and \$5.0 million FY09**

## **Rail Corridor/Grade Separation**

### **Goal**

Increased rail traffic through the heart of Wichita, as a result of the merger between the Union Pacific and Southern Pacific railroads, requires grade separation at the intersection of city arterial streets and the railroad tracks.

### **Background**

In December 1995, the City of Wichita (and Sedgwick County) became aware of the Union Pacific (UP) Railroad's intention to increase train movements through Wichita. The UP's proposed merger with the Southern Pacific Railroad gave the UP the incentive to utilize its rail lines through Wichita as a north-south mainline between Texas and Wyoming (coal), as well as for grain shipments from Nebraska and other states to ports on the Gulf of Mexico. To implement the merger and the new routings, the UP had to receive approval of the federal Surface Transportation Board (STB).

Protests from Mayor and City Council against the proposed impact of increased train movements through the City were recognized by the STB as legitimate concern.

On August 12, 1996 the STB approved the merger of the Union Pacific and the Southern Pacific (SP) Railroads. As a result of that merger the UP proposed to increase the number of through trains per day from 4.5 to 10. In September 1996, the Board directed a comprehensive evaluation of Wichita's problem and possible mitigating actions the STB could require as a prerequisite to approval of the UP/SP merger.

In November 1997, meetings with UP officials began with the goal of negotiating a reasonable settlement that would eliminate the need for the STB to impose its minimal mitigation plan. Because of the impact of both major railroads causing traffic delays, safety concerns, air pollution, and other environmental effects, the City of Wichita and Sedgwick County commissioned a study to develop and evaluate solutions to this problem. The study investigated the feasibility of constructing bypass routes around the Wichita metropolitan area, as well as potential improvements to the railroad corridor, such as grade separations railroad lines and the BNSF and UP railroad lines that go through Wichita.

The recommendation of this study was that grade separations should be constructed along the Central Rail Corridor in Downtown Wichita, as well as on Pawnee Ave. at the BNSF and UP crossings.

### **Proposal**

Increased rail traffic through the heart of Wichita, as a result of the merger between the Union Pacific and Southern Pacific railroads, requires grade separation at the intersection of city arterial streets and the railroad tracks. This project will provide grade separation along the Central Rail Corridor in Downtown Wichita, as well as on Pawnee Ave., at the BNSF and UP crossings.

To date, \$50.0 million dollars of State System Enhancement funds, and \$26.91 million of Federal TEA-21 (1998-2004), \$4.0 million FY2005 Federal Earmark, \$0.90 million FY2006 Federal Earmark, \$11.2 million in FY05 Federal Earmark, \$13.2 million in Union Pacific Rail Road

funding, and \$20.9 million in City of Wichita money have been pledged to the Wichita/Sedgwick County rail program. This totals \$127.10 million in revenue. Of that amount, \$105.6 million has been obligated to date for grade separations in Hayesville, the Central Corridor in Wichita, as well as engineering and program management. This leaves a balance of \$21.51 million available for the balance of the rail grade separation projects on Pawnee. The current budgets for these projects are \$84.0 million, which results in a \$62.5 million dollar shortfall for the project. The City of Wichita requests additional Federal funds in the amount of \$5.0 million in FY08 and \$5.0 million in FY09 to assist in the completion of these important projects.

### **Benefits**

Reconstruction of these interchanges will:

- Reduce traffic congestion and improve traffic safety for motorists that must cross the railroad corridor.
- Reduce air pollution associated with traffic congestion.
- Eliminate emergency vehicle delay caused by trains.

### **Costs**

The estimated cost of the Rail Corridor is \$84 million. Additional funds in an amount of \$62.5 million is required to fund the project.

### **LOCATION MAP**



**SITE VIEW**



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: The City of Wichita has regulated new development in the Calfskin Creek drainage basin based on 1986 FEMA flood maps. The City discovered inaccuracies in these maps as a result of the 1998 ‘Halloween Flood’ because of substantial overflows from Dry Creek into Calfskin Creek. Approximately 70 to 100 homes are subject to flooding and do not have 100-year flood protection required by the National Flood Insurance program. This project will examine ways to solve this problem and construct a solution.

Requested Amount: \$6 Million in FY08 and \$6 Million in FY09

## **DRY CREEK OVERFLOW DRAINAGE STUDY & MITIGATION**

### **Goal**

Reduce or eliminate overflow events from Dry Creek into Calfskin Creek in west Wichita, to protect 70-100 homes currently subject to 100-year flooding.

### **Background**

The City of Wichita has regulated new development in the Calfskin Creek basin, based on 1986 FEMA flood maps. The City discovered inaccuracies in these maps because of significant overflows from Dry Creek into Calfskin Creek, during the 1998 ‘Halloween Flood’ in west Wichita.

Approximately 70-100 homes do not have 100-year flood protection as required by the National Flood Insurance Program.

### **Proposal**

This project will examine ways to solve this problem and construct a solution.

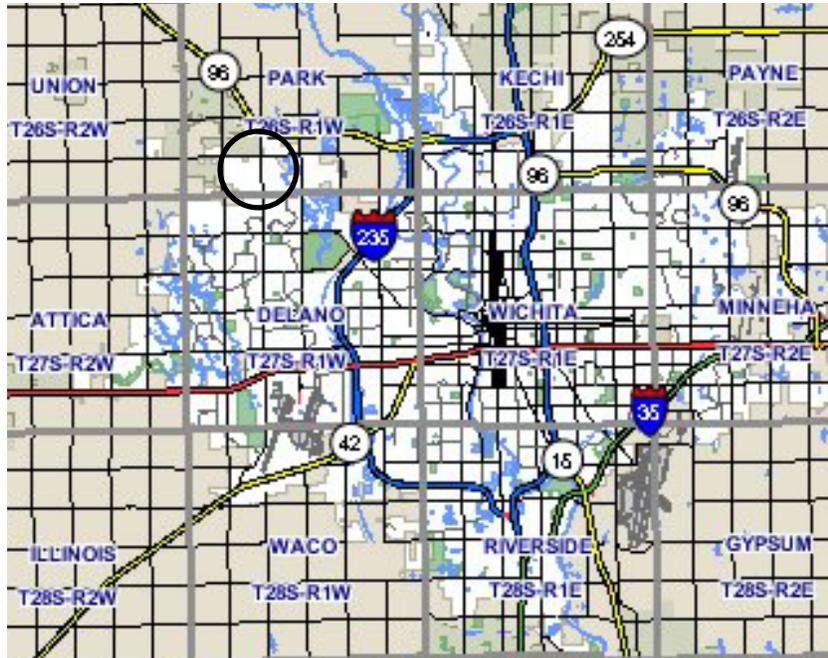
### **Benefits**

Protect 70-100 homes from flood damage and potential loss of life.

### **Costs**

\$6 Million in FY08 and \$6 Million in FY09

## Location Map



## Site View



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: Funding will be used to conduct a drainage master plan for the Wichita area. The study will ensure the economic well being of the Wichita area by providing a comprehensive plan for addressing the Wichita area drainage issues. This plan will define flood prone areas in greater detail, suggest ways to prevent or reduce the flooding, provide guidance for floodplain management, and suggest methods to maintain or improve water quality within the major channel reaches. The results of this the Wichita Area Drainage Master Plan will allow the Wichita region to identify and adequately address flood prone areas in a comprehensive manor to ensure that all communities are informed of the situation and contribute to the solutions.

Requested Amount: \$1.0 million

## Wichita Area Drainage Master Study

### Goal

The Wichita Area Drainage Master Plan will ensure the economic well being of the Wichita area by providing a comprehensive plan for addressing the Wichita area drainage issues. This plan will define flood prone areas in greater detail, suggest ways to prevent or reduce the flooding, provide guidance for floodplain management, and suggest methods to maintain or improve water quality within the major channel reaches. The results of this the Wichita Area Drainage Master Plan will allow the Wichita region to identify and adequately address flood prone areas in a comprehensive manner to ensure that all communities are informed of the situation and contribute to the solutions.

### Background

The City of Wichita is located in the Middle Arkansas/Slate River, Gar/Peace, and Lower Walnut River drainage basins, with two other drainage basins located within three miles of the City boundaries. In that past two decades the Wichita area has grown both in population and

size, much of the Wichita Area growth has been accommodated through urban expansions into previously undeveloped drainage basins. The location of ever greater intensity urban developments into previously undeveloped drainage basins have increased the frequency and severity of floods within the Wichita area, resulting in the evacuations of citizens from their homes and millions of dollars in damages.

Losses sustained to public and private investments resulting from flooding within the Wichita area threaten the economic well being of the City and Sedgwick County. The ability to attract and retain businesses, industry, and new residents is paramount to the success of the Wichita area. A major factor to the attraction of businesses and residents depends upon the ability to ensure adequate public services, and safety of both persons and investments. As part of the public services governments provide, storm water systems secure the safety of both lives and property. Without the ability to adequately provide for the safety of either, the Wichita area finds itself facing the disastrous physical and economic consequences of flooding, events similar to the Halloween flood of 1998.

During the weekend of October 31 to November 1 1998, six to ten inches of rain drenched the Wichita area. The excessive rainfall induced record flooding on the Arkansas, Cottonwood, Walnut, and Whitewater Rivers, as well as major flooding on the Chikaskia, Cottonwood, and Ninnescah Rivers. The flooding extended to the tributaries as well, most notably the Cowskin Creek which flooded much of west Wichita. The historic flooding resulted in one fatality, two injuries, the evacuation of 5,300 people and estimated \$32 million in damage to crops, highways, businesses and private property.

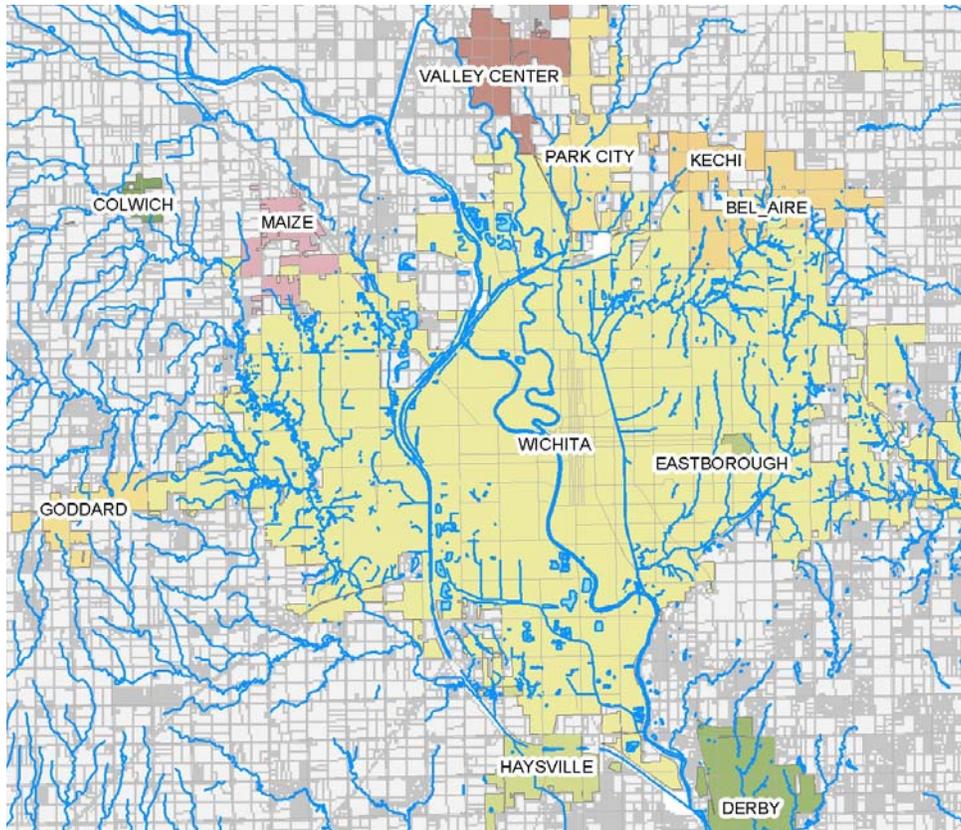
In March 2003 the City of Wichita completed a storm water master drainage plan for the Cowskin Creek basin. This plan allows the City of Wichita to better provide for well being of west Wichita by ensuring that public and private investments are made in areas not susceptible to flooding and suggesting methods to lessen the dangers of flooding in the area. Similar studies are necessary for the rest of the Wichita region, as true solutions for flooding require a regional scope approach to ensure that one community's policy does not have negative consequences for communities downstream.

### **Proposal**

The Wichita Area Drainage Master Plan will allow Wichita and surrounding communities to comprehensively define flood prone areas, suggest ways prevent or reduce the flooding, provide guidance for floodplain management, and present methods to maintain or improve water quality within the major channel reaches. The Wichita Area Drainage Master Plan will enable all communities to realize and address flooding issues at a regional scale to maximize the potential for cooperative solutions.

### **Costs**

\$1.0 million



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Wichita-Sedgwick County Metropolitan Area Planning Department

Contact Person: Dave Barber Phone: 316-268-4421

The Issue: To undertake a storm water drainage infrastructure study for the Midtown neighborhood, the oldest residential neighborhood in Wichita. One of the stated goals of the recently adopted *Midtown Neighborhood Plan* is to eliminate the storm water drainage problem in Midtown, a problem that has plagued the neighborhood and created property damage and flooded streets for decades.

Requested Amount: FY08 Federal Earmark \$300,000

## **Storm Water Drainage Infrastructure Study – Midtown Neighborhood**

### **Goal**

To eliminate the storm water drainage problem in the historic Midtown neighborhood, a problem that has plagued the neighborhood and created property damage and flooded streets for decades.

### **Background**

One of the stated goals of the *Midtown Neighborhood Plan* adopted by City Council in 2004 is to eliminate the perennial storm water drainage problem in the Midtown neighborhood, the oldest residential neighborhood in Wichita. The Plan calls for the completion of a storm water drainage infrastructure study for the Midtown neighborhood that would identify drainage problems and propose engineering solutions and best management practices.

### **Proposal**

Complete a storm water drainage infrastructure study for the Midtown neighborhood that would identify drainage problems and propose engineering solutions and best management practices.

The City of Wichita requests Federal funds in FY08 in the amount of \$300,000 to cover the costs of undertaking the storm water drainage infrastructure study.

### **Benefits**

The completion of a storm water drainage infrastructure study for the historic Midtown neighborhood will:

Provide the basis for a plan to eliminate storm water drainage problems in the historic Midtown neighborhood.

**Costs**

The City of Wichita requests Federal funds in FY08 in the amount of \$300,000 to cover the costs of undertaking the storm water drainage infrastructure study. The total cost of solving storm water drainage problems in the historic Midtown neighborhood cannot be determined until such time as the storm water drainage infrastructure study is completed.

## LOCATION MAP



## SITE VIEW



1999 flood covering streets and sidewalks  
photo: Janie Krull



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Police Department

Contact Person: Norman Williams Phone: 316-268-4158

The Issue: The Wichita Police Department has employed personnel as pilots in the Air Section for decades. In May 2003, the Department upgraded their helicopter to an MD 500E. Since that time, this aircraft has registered 3,700 flight hours, or approximately 1,000 hours of flight time per year.

In 2006, the aircraft responded to a total of 30,095 calls for service to assist the ground units of public safety officers in the performance of their duties. The aircraft is utilized for a variety of activities; high speed chases, residential and business alarms, foot pursuits, search for missing persons and surveillance of criminal activities to name a few. The Department's helicopter assists other public safety agencies in this region. In 2006, the aircraft was requested and assisted in 85 incidents outside the City of Wichita. Recently, the Air Section became a member of the Helicopter Association International, registering as regional support in the need of emergency for South Central Kansas.

The availability of a helicopter is crucial for enhanced public safety for Wichita and the surrounding area. Acquiring an additional helicopter would serve many purposes, including availability of air support when one aircraft is down for service. Currently, the Police Department experiences 45-60 days per year of down time due to service-related issues. By the end of this winter, the aircraft must undergo a major mechanical overhaul that may keep the aircraft grounded for an extended period of time.

An additional helicopter would also allow the Department the capability to fly two aircraft at the same time should there be a large-scale incident, or major incidents simultaneously. Lastly, it would allow the Department to extend the life of both helicopters by decreasing the annual number of flight hours on each aircraft.

Requested Amount: \$1,600,000.00

# **MD 500E Helicopter for the Wichita Police Department**

## **Goal**

Acquire a second helicopter for the Wichita Police Department to enhance air support capabilities for public safety agencies in the south central region of Kansas.

## **Background**

The Wichita Police Department has employed personnel as pilots in the Air Section for decades. In May 2003, the Department upgraded their helicopter to an MD 500E. Since that time, this aircraft has registered 3,700 flight hours, or approximately 1,000 hours of flight time per year.

In 2006, the aircraft responded to a total of 30,095 calls for service to assist the ground units of public safety officers in the performance of their duties. The aircraft is utilized for a variety of activities; high speed chases, residential and business alarms, foot pursuits, search for missing persons and surveillance of criminal activities to name a few. The Department's helicopter assists other public safety agencies in this region. In 2006, the aircraft was requested and assisted in 85 incidents outside the City of Wichita. Recently, the Air Section became a member of the Helicopter Association International, registering as regional support in the need of emergency for South Central Kansas.

## **Proposal**

The availability of a helicopter is crucial for enhanced public safety for Wichita and the surrounding area. Acquiring an additional helicopter would serve many purposes, including availability of air support when one aircraft is down for service. Currently, the Police Department experiences 45-60 days per year of down time due to service-related issues. By the end of this winter, the aircraft must undergo a major mechanical overhaul that may keep the aircraft grounded for an extended period of time.

An additional helicopter would allow the Department the capability to fly two aircraft at the same time should there be a large-scale incident, or major incidents simultaneously. Lastly, it would allow the Department to extend the life of both helicopters by decreasing the annual number of flight hours on each aircraft.

## **Benefits**

Having air support for ground units is crucial in providing efficient and effective public safety services, including the safety of ground personnel. It is estimated that one aircraft is as effective as ten ground units. The ability to cover several emergency calls within one hour is testimony to the efficiency of an aircraft. Having two aircraft will increase the availability to public safety agencies throughout the south central region.

## **Costs**

2007 Base Price for MD 500E = \$1,049,000.00, 2007 Base Price for MD 520N NOTAR = \$1,139,000.00

These prices do not include additional equipment such as FLIR and moving maps systems.

# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: This is a joint project between the Wichita Police Department, Sedgwick County Sheriff's Department, Kansas Army Reserve National Guard and the U.S. Marine Corps Reserve, to replace inadequate existing training facilities with a shared facility. The existing facilities are 50 years old or more, have significant space shortages, and lack adequate electrical, plumbing and mechanical systems. The existing facilities cannot expand and lack administrative and classroom space, restroom facilities, training space and parking.

Jointly locating these training operations at one site will enhance the cooperation, coordination and preparation for various emergencies, and provide more efficient training. City and County homeland security personnel will have essential training facilities, and the existing facilities will be returned to the City of Wichita for more appropriate uses. All partners will receive the benefits of a better-prepared and coordinated homeland security defense team. Wichita citizens will gain access to new Army National Guard facilities for part-time public use.

**The City and County have dedicated a 43-acre site near the junction of K-96 and I-135 in north Wichita. The City and County have also agreed to provide \$3.4 million to cover design and preliminary site costs. Gossen Livingston has completed preliminary design at City and County expense.**

The Kansas Army Reserve National Guard (KSARNG) has secured \$33.73 million for Armory and \$13.12 million for a maintenance shop in FY2011 funding. The U.S. Marine Corps has entered as a KSARNG partner in the Armed Forces Reserve Center (military portion of the facility) with \$14.01 million to be funded 100% in federal funds.

Requested Amount: No additional federal funding is being requested. Rather, we are asking that the National Guard and Marine Corps funding (\$60.86 million) be moved from FY2011 to FY2009.

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## **HEARTLAND PREPAREDNESS CENTER**

(Joint military and law enforcement training facility)

### **Goal**

Enhance the communication, cooperation, training and response capabilities of the Wichita Police Department, Sedgwick County Sheriff's Office, Kansas Army Reserve National Guard and the U.S. Marine Corps Reserve.

### **Background**

The Heartland Preparedness Center (HPC) project has been in existence since the late 1990's. It was conceptualized as a shared facility that would enable multiple emergency responder entities to coordinate their training, communications and operations, and save tax dollars by sharing resources.

The original partners included the Kansas National Guard, City and County Fire Departments, Wichita Police Department, and the Sedgwick County Sheriff's Office. Later on, the U.S. Marine Corp Reserves became a partner, as did Emergency Communications and the Emergency Medical Service. In early 2006, the Fire Departments were pulled from the project because they had more immediate training facility needs that could not wait for the HPC.

During August of 2002, the HPC partners met with representatives of Gossen Livingston Associates, to scope the entire project and work towards a 35% design completion target, which was required by the military partners for their federal funding purposes.

During March of 2003, representatives from the City, County and military, signed an agreement authorizing the project site, at the southeast corner of the I-135 and K-96 interchange in north Wichita. During July of 2003, the partners started drafting language for a memorandum of understanding to share and operate the facility.

A City Council workshop was held in January of 2004. During the workshop, members of the City Council, County Commission, and staff members from our congressional delegation in Washington D.C., were presented with an overview of the project by Mike Kandt with Gossen Livingston, and Terry Cassady from the City Manager's Office.

Also present were staff members from the Wichita Police Department, Sedgwick County Sheriff's Office, City and County Fire Departments, the Marine Reserves and National Guard units, including the Guard's Adjutant General for the State of Kansas, Major General Todd Bunting. The purpose of the meeting was to inform the elected officials about the project and attempt to garner their support for moving up the federal funding from fiscal year 2009.

Additional HPC meetings were held in January of 2006. The project had changed significantly since the initial scoping sessions with Gossen Livingston in 2003. The National Guard units had

been repositioned and they had gained several hundred additional personnel. The Guard also hired their own design/planning consultant and during the weeklong session in January, the entire project was re-scoped with input from all of the partners.

In March of 2006, the project team recommended to the City and County Manager to fund an infrastructure cost estimate update, and withdraw the City and County Fire Departments from the project. Both recommendations were approved. During October of 2006, the project was submitted for continued inclusion in the City's Capital Improvement Plan for the 2006/2007 cycle. The CIP currently provides for \$3.36 million of funding in 2009, and \$3 million in 2010.

**Proposal**

Federal funding was previously approved for FY2009, but later moved to FY2011. The City is requesting that federal funds for the Kansas Army Reserve National Guard and U.S. Marine Corps Reserve be moved from FY2011 to FY2009.

**Benefits**

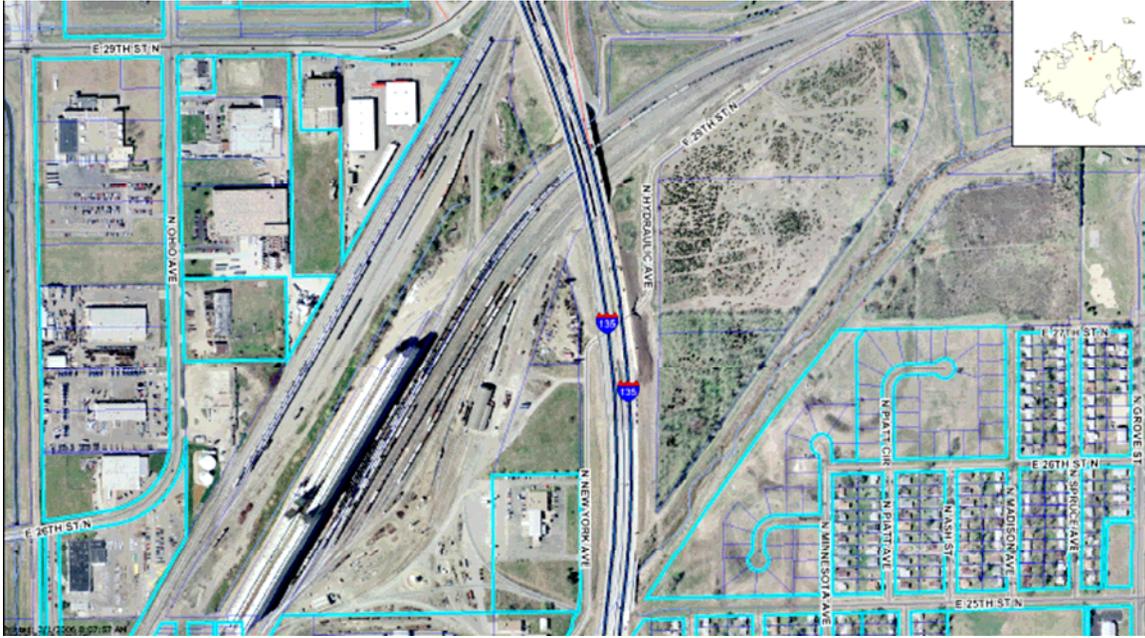
Jointly locating the partnering entities will enhance the overall level of cooperation, coordination and preparation for various emergencies, and provide for more efficient use of resources, including training time and costs. City and County homeland security personnel will acquire essential training facilities that are presently lacking. All partners will receive the benefits of a better-prepared and coordinated homeland security defense team. Wichita citizens will gain access to new Army National Guard facilities for part-time public use.

**Costs**

**Total Project Breakdown:**

Kansas Army Reserve National Guard Armory	\$33,734,681	Funded FY2011
Kansas Army Reserve National Guard – Maint Shop	\$13,120,000	Funded FY2011
U.S. Marine Corps Reserve	\$14,014,100	Funded FY2011
City /County funding	\$ 4,131,220	
<b>TOTAL ESTIMATED PROJECT COSTS</b>	<b>\$68,588,780</b>	

# Location map



# Site view



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Public Works

Contact Person: Chris Carrier Phone: 316-268-4422

The Issue: Provide a security system for City facilities that can be monitored from a central location, to reduce the risk of loss from theft, vandalism and potential terrorist activities. The City has already installed a central energy management system in 45 City buildings for energy conservation and cost control. City staff has identified security systems that are compatible with the energy management system, thereby offering a higher level of interoperability and redundancy in the event of a catastrophe. The City has already created the ‘backbone’ hardware and software infrastructure for centralized monitoring and reporting at City Hall, and is postured to build upon it.

Funding will allow the City of Wichita to install security systems in the 45 buildings currently served by the existing energy management system but which do not have a security system.

The primary benefits will include:

- A much higher level of protection for City buildings, building contents, the City employees who work in them and the members of the public who go to them.

Major additional benefits can be achieved by protecting the Water Treatment Plant and Pump Stations, thus preventing unauthorized persons from introducing chemical or biological agents into the City water supply, which could adversely affect the health of thousands of people.

Requested Amount: \$250,000 in FY 08 (50% funding)

## Security System for Major City of Wichita (Ks.) Buildings

## **Goal**

The goal of this project is to provide a security system for major City of Wichita facilities that can be monitored from a central point, thus reducing the risk of loss from theft, vandalism and potential terrorist activities.

## **Background**

The City of Wichita Buildings Division maintains 276 buildings throughout the metropolitan area, and due to their locations throughout the city, security of the buildings and their contents has always been an issue. However, since the terrorist events of September 11, 2001, the concern has been greatly magnified. The City already has installed a centrally monitored energy management system in 45 City buildings for energy conservation and cost control. After extensive research, City staff has identified security systems that are compatible with the existing energy management system, thereby offering a higher level of interoperability and redundancy in the event of a catastrophe. The City has already created the 'backbone' hardware and software infrastructure for centralized monitoring and reporting at City Hall, and is postured to build upon.

The City of Wichita Water and Sewer Department maintains 8 major facilities that also have a great need for security. This need is particularly obvious at the Water Treatment Plant and at the Pump Stations where the unauthorized introduction of chemical or biological agents could have major consequences on the lives of many people.

## **Proposal**

Provide funding to allow the City of Wichita to install security systems in the 45 buildings listed, in order to create a comprehensive network of secure, centrally monitored public facilities. Also provide funding to allow the City of Wichita to install security systems in the 8 major facilities operated by the Water and Sewer Department. The list of buildings included in this proposal is attached.

## **Benefits**

The benefit will be a much higher level of protection for City buildings, building contents, the City employees who work in them and the members of the public who go to them. These benefits will include financial benefits from protecting public property and health and safety benefits from protecting lives. Major additional benefits can be achieved by protecting the Water Treatment Plant and Pump Stations, thus preventing unauthorized persons from introducing chemical or biological agents into the City water supply, which could adversely affect the health of thousands of people.

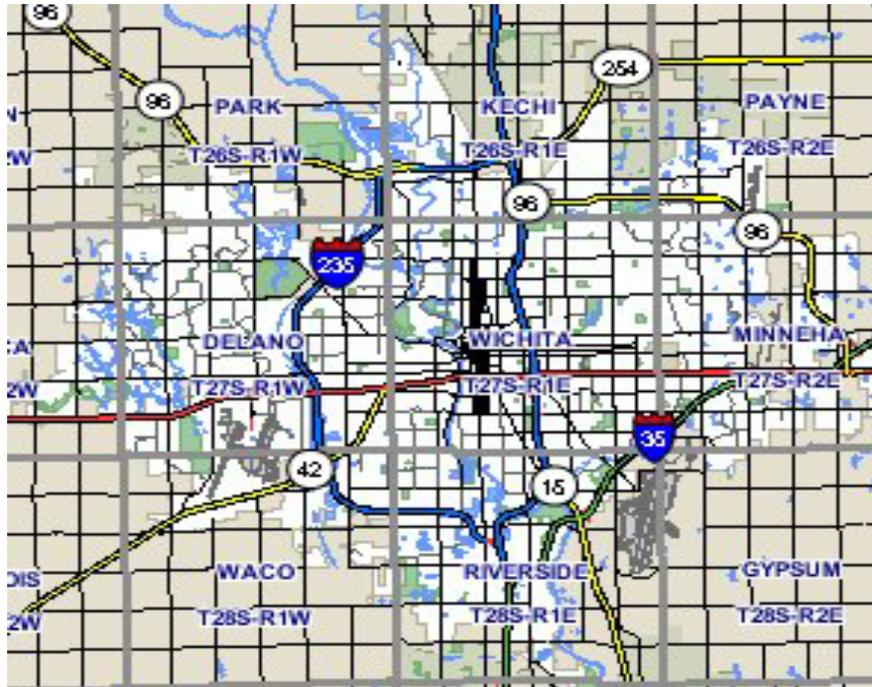
## **Costs**

Estimated total project cost \$500,000 million.

## Buildings Proposed to Receive Security System

<b>Building</b>	<b>Address</b>
1. M. Angelou Library	3051 E. 21 <sup>st</sup>
2. Animal Shelter	3303 N. Hillside
3. Boathouse	335 W. Lewis
4. Boston Park	6655 E. Zimmerly
5. Botanica	701 N. Amidon
6. Century II	225 W. Douglas
7. Century II Energy Plant	330 W. English
8. Expo Hall	225 W. Douglas
9. Wichita Public Library	223 S. Main
10. Clapp Memorial Park	4611 E. Harry
11. Edgemoor Park	5813 E. 9 <sup>th</sup> .
12. Evergreen Park	2700 N. Woodland
13. Health Department	1900 E. 9 <sup>th</sup> .
14. Hyde Park	201 S. Greenwood
15. Kiwanis Park	5101 W. 2 <sup>nd</sup>
16. Linwood Recreation Center	1901 S. Kansas
17. Lynette Woodard Recreation Center	2750 E. 18 <sup>th</sup> .
18. MacDonald Park	840 N. Yale
19. McAdams Park	1329 E. 16 <sup>th</sup> .
20. Minisa Park	704 W. 13 <sup>th</sup>
21. Orchard Park	4808 W. 9 <sup>th</sup> .
22. Osage Park	2121 W. 31 <sup>st</sup> S.
23. Park Maintenance	124 S. McLean
24. Pawnee Prairie East	2625 S. Tyler
25. Pawnee Prairie Golf	1931 S. Tyler
26. Public Works North East Substation	2901 E. 33 <sup>rd</sup> N.
27. Public Works West Substation	5801 W. 3 <sup>rd</sup>
28. Ralph Wulz Tennis	551 N. Nims
29. Rockwell Library	5939 E. 9 <sup>th</sup> .
30. Evergreen Library	2600 North Arkansas
31. Alford Library	3447 South Meridian
32. Sim Park	2020 W. Murdock
33. State Office Building	230 E. English
34. Watson Park	3055 S. Old Lawrence Rd.
35. Westlink Library	8515 Bekemeyer
36. Wichita City Hall	455 N. Main
37. Wichita Art Museum	619 Stackman Drive
38. Mid-America All Indian Center	560 N. Seneca
39. Building Maintenance Center	500 South Topeka
40. Central Maintenance Facility	1801 South McLean
41. Stanley-Aley Recreation Center	1749 South Martinson
42. Colvin Recreation Center	2820 S. Roosevelt

## LOCATION MAP



**CITY HALL (example of major City facility)**



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Wichita-Sedgwick County Metropolitan Area Planning Department

Contact Person: Dave Barber Phone: 316-268-4421

The Issue: The Dunbar Theater was constructed in 1941 and functioned for many years as the only movie theater available for the African American community in Wichita. Eligible for listing as an historic site, the building has been vacant for more than 15 years. In 2006, a City sponsored feasibility study found that the building is viable for redevelopment as a community-based, visual and performing arts center, that would also serve as the centerpiece of neighborhood revitalization efforts in the McAdams neighborhood. POWER CDC, a not-for-profit community development corporation dedicated to the redevelopment of the Dunbar Theater and the McAdams neighborhood, currently owns the building. POWER CDC is willing to operate this facility based upon facility revenue funds and charitable donations

Requested Amount: FY08 Federal Earmark \$1,500,000

## Dunbar Theater Redevelopment -Wichita

### Goal

Redevelop the historic Dunbar Theater as a community and minority-based, visual and performing arts center that would also serve as the centerpiece of neighborhood revitalization efforts in the low-moderate income McAdams neighborhood.

### Background

The Dunbar Theater was constructed in 1941 and functioned for many years as the only movie theater available for the African American community in Wichita. Eligible for listing as an historic site, the building has been vacant for more than 15 years. The *McAdams Neighborhood Revitalization Plan*, adopted by City Council in 2003, identified the redevelopment of the historic Dunbar Theater as a potential catalyst for the redevelopment of this historic African American neighborhood. In June 2006, a City sponsored feasibility study was completed by architectural and marketing experts in the field of historic theater redevelopment. POWER CDC, a not-for-profit community development corporation dedicated to the redevelopment of the Dunbar Theater and the McAdams neighborhood, currently owns the building.

## Proposal

The Dunbar Theater Feasibility Study indicates that the Dunbar Theater is viable for redevelopment as a community and minority-based, visual and performing arts center. Redevelopment of this facility would also serve as the centerpiece of neighborhood revitalization efforts as described in the *McAdams Neighborhood Revitalization Plan*. The feasibility study included an architectural schematic showing the recommended renovations and building expansion necessary to create a viable facility. Total costs associated with building renovations are estimated at \$1.5 million. A detailed operational pro forma was also completed for this facility, anticipating an annual operating shortfall of approximately \$230,000 (which is typical for this type of facility). POWER CDC is willing to operate this facility based upon facility revenue funds and private donations.

## Benefits

The redevelopment of the historic Dunbar Theater will:

- Provide a centerpiece for redevelopment in the McAdams Neighborhood.
- Meet a need for a community and minority-based, visual and performing arts center in central northeast Wichita.

## Costs

The estimated cost of redeveloping the historic Dunbar Theater as a viable community and minority-based, visual and performing arts center is \$1.5 million.



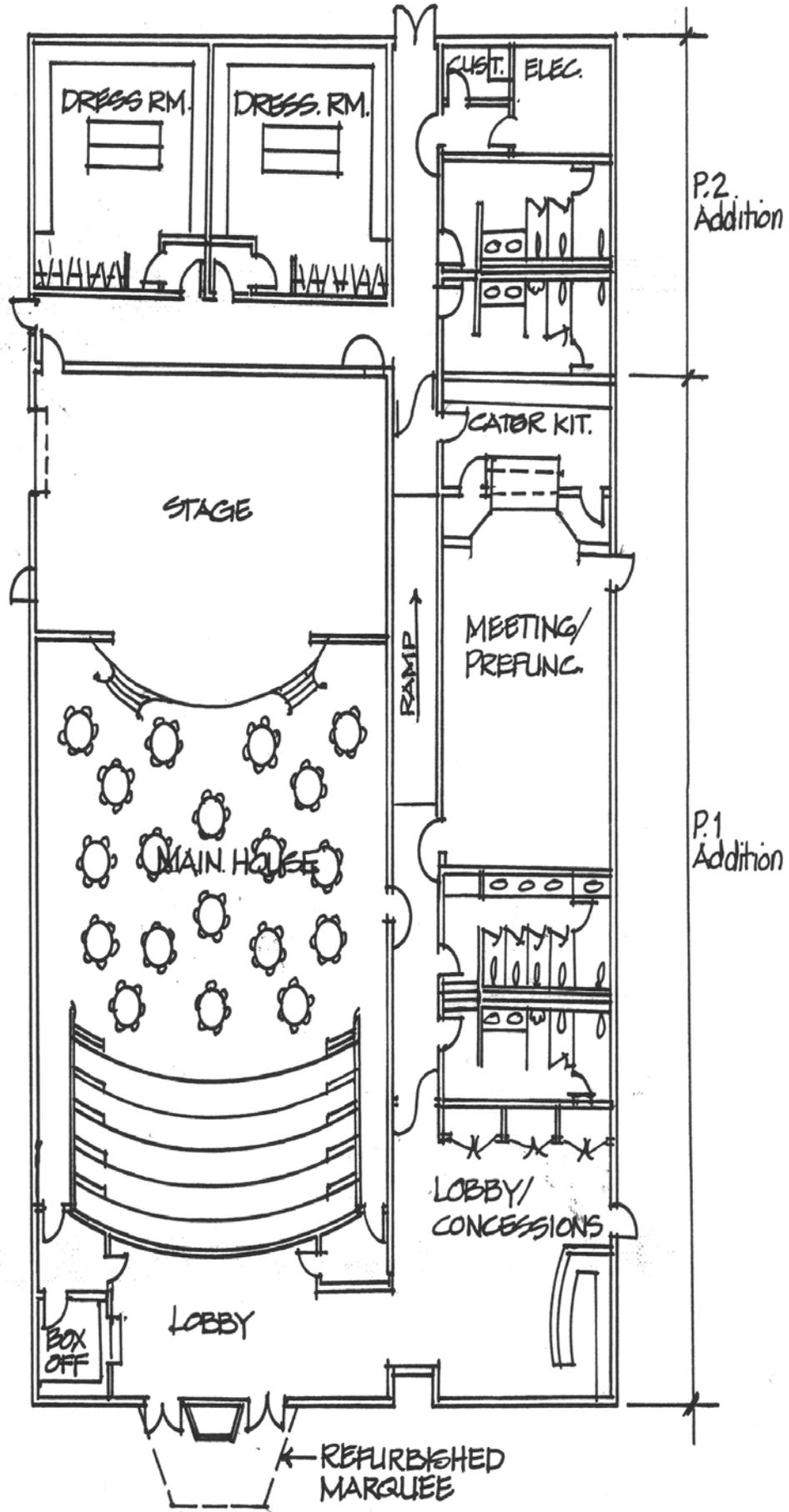
### Dunbar Theater Immediate Vicinity



Every reasonable effort has been made to assure the accuracy of the maps and associated data provided herein. This information is provided with the understanding that the data are susceptible to a degree of error, and conclusions drawn from such information are the responsibility of the reader. The City of Wichita makes no warranty, representation or guaranty as to the content, accuracy, timeliness or completeness of any of the data provided herein. Some data provided here and used for the preparation of these maps has been obtained from public records not created or maintained by the City of Wichita. The City of Wichita shall assume no liability for any decisions made or actions taken or not taken by the reader in reliance upon any information or data furnished hereunder. The user should consult with the appropriate departmental staff member, e.g. Planning, Parks & Recreation, etc. to confirm the accuracy of information appearing in the visual presentations accessible through these web pages.



# LOCATION MAP



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Wichita Airport Authority

Contact Person: Victor White Phone: 316-946-4700

The Issue: Obtain FAA discretionary funding from the Airport Improvement Program for construction of an access taxiway and aircraft ramp and related pavement components to serve the new Jabara Aviation Technical Education Campus.

Requested Amount: \$1 million

## **Wichita Colonel James Jabara Airport: Jabara Aviation Technical Education Campus Access Taxiway/Ramp**

### **Goal**

The City of Wichita and the Wichita Airport Authority have partnered with Sedgwick County and other agencies, as well as the local aviation industry and educational institutions, to create a world-class aviation technical education center at Jabara Airport.

### **Background**

A 50-year lease agreement between the Wichita Airport Authority and the Sedgwick County Public Building Commission was entered into on January 1, 2007 that will enable the construction of the new campus at Jabara Airport. The County has engaged an architectural design firm for the project, and construction contract award is anticipated in fall of 2007. The Airport has hired an engineering firm to design the access taxiway and aircraft ramp pavements that will connect the campus to the runway. Construction of the taxiway could begin late in 2007. Occupancy of the campus is expected in late summer of 2009.

### **Proposal**

Obtain maximum levels of funding from the Department of Transportation – Federal Aviation Administration “Airport and Airway Trust Fund – Grants in Aid for Airports” account for construction of the taxiway and other pavements to serve the campus. The target for these components of the campus program is \$1 million in earmarks.

**Benefits**

The new campus will provide much needed training in aircraft manufacturing, aircraft and avionics maintenance, and related aviation trades programs in order to support the aviation industry that is centered in Wichita. As the “Air Capital of the World,” Wichita manufactures more General Aviation aircraft than anywhere else. Sufficient trade personnel to support that industry is critical for the long-term viability of our community’s commitment to that industry. The access taxiway and other aircraft pavement components of the project are major parts of the utility of the program, and without them, the campus cannot operate.

**Costs**

The entire campus project is anticipated to cost approximately \$40 million. The taxiway and apron and related components are expected to cost approximately \$1 million.

**LOCATION MAP**



COLONEL JAMES JABARA AIRPORT

## SITE MAP



## JABARA MASTER PLAN VISION

# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Wichita Airport Authority

Contact Person: Victor White Phone: 316-946-4700

The Issue: Obtain FAA discretionary funding from the Airport Improvement Program for construction of airfield ramp and related pavement components adjacent to the new Airline Passenger Terminal.

Requested Amount: \$15 million

## Wichita Mid-Continent Airport Terminal Area Redevelopment Program Airfield Ramp Pavements

### Goal

The City of Wichita and the Wichita Airport Authority have embarked upon a major program to replace the Airline Passenger Terminal at Mid-Continent Airport. The existing facility is more than fifty years old, and has become functionally obsolete and extremely inefficient and expensive to operate. The current structure is not capable of being remodeled or rehabilitated without major and lengthy disruption to the tenants and users of the facility, as well as a cost which approaches the same magnitude of constructing a new facility.

Thus, a totally new Airline Passenger Terminal Complex is being designed with the goal of being completed and available for use in approximately 2011. The new facility is being planned in order to satisfy future growth requirements, and to provide an efficient, distinctive and modern terminal that offers a significant enhancement of the passenger experience. The new terminal will feature such items as improved concessions services, more efficient passenger and baggage security screening, shorter walks from the airline ticket counters to all gates, and passenger loading bridges at all gates.

### Background

A Terminal Area Plan, along with preliminary conceptual layouts, were completed and adopted by the Airport Authority in 2004 following extensive public input. A Program Management firm and the Master Architectural design team have both been hired. Schematic design began in August 2006, and construction is anticipated to begin in 2008. Completion is expected in 2011.

## Proposal

Obtain maximum levels of funding from the Department of Transportation – Federal Aviation Administration “Airport and Airway Trust Fund – Grants in Aid for Airports” account. The target for the ramp pavement component is \$15 million in discretionary earmarks.

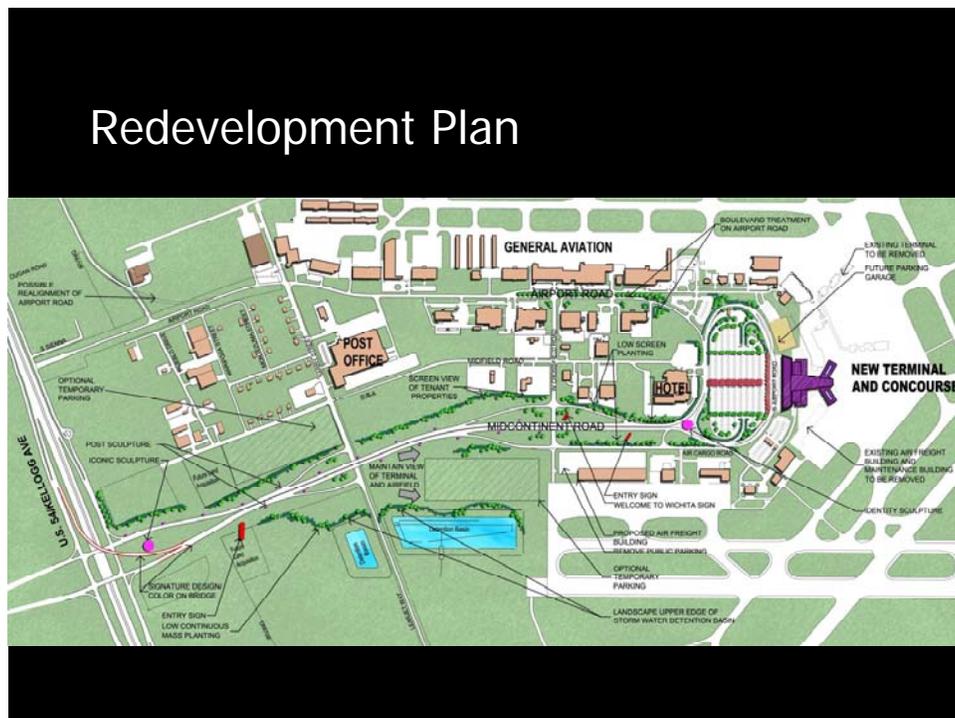
## Benefits

New ramp and apron pavement and related taxiway access is required to permit airline aircraft to utilize the planned new Airline Passenger Terminal facilities.

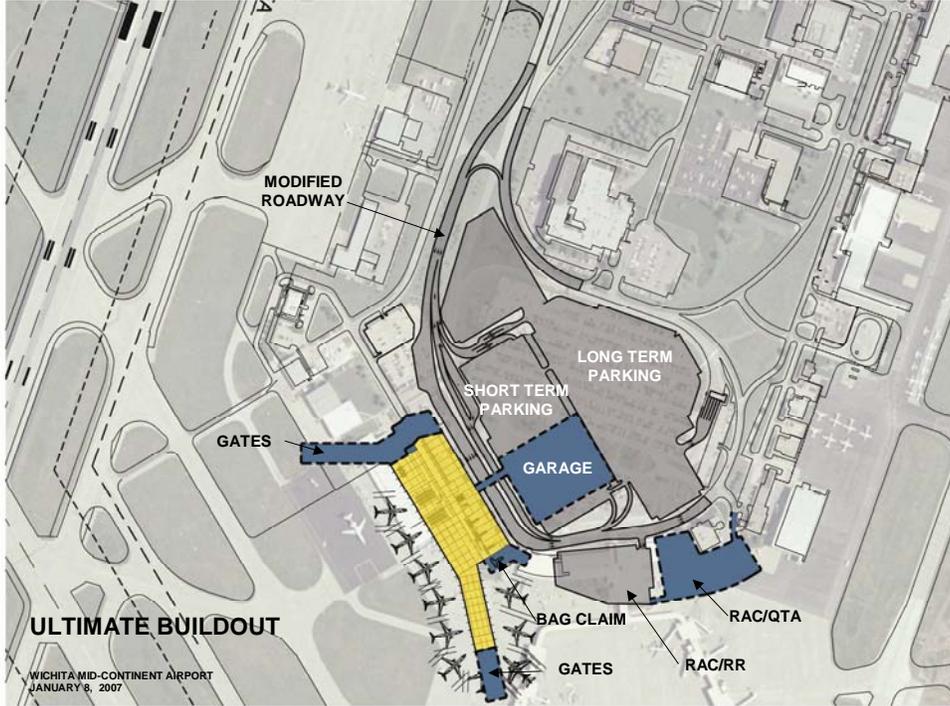
## Costs

The entire facility will be funded with a combination of airline rates and charges, airport user fees, airport system revenues, and aviation user-supplied federal grants-in-aid from such major sources as the Federal Aviation Administration and Department of Homeland Security. Non-traditional grant sources will also be explored. The cost of the entire project is expected to be approximately \$150 million, and no City of Wichita local tax dollars will be used for the design and construction. Federal funding of \$15 million is requested.

## LOCATION MAP



# SITE MAP



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Wichita Airport Authority

Contact Person: Victor White Phone: 316-946-4700

The Issue: Obtain Department of Homeland Security – Transportation Security Administration funding for construction of Explosives Detection Inline Baggage Screening and Security Systems as a component of the new Airline Passenger Terminal.

Requested Amount: \$12 million

## **Wichita Mid-Continent Airport Terminal Area Redevelopment Program Explosives Detection Inline Baggage Screening and Security Systems**

### **Goal**

The City of Wichita and the Wichita Airport Authority have embarked upon a major program to replace the Airline Passenger Terminal at Mid-Continent Airport. The existing facility is more than fifty years old, and has become functionally obsolete and extremely inefficient and expensive to operate. The current structure is not capable of being remodeled or rehabilitated without major and lengthy disruption to the tenants and users of the facility, as well as a cost which approaches the same magnitude of constructing a new facility.

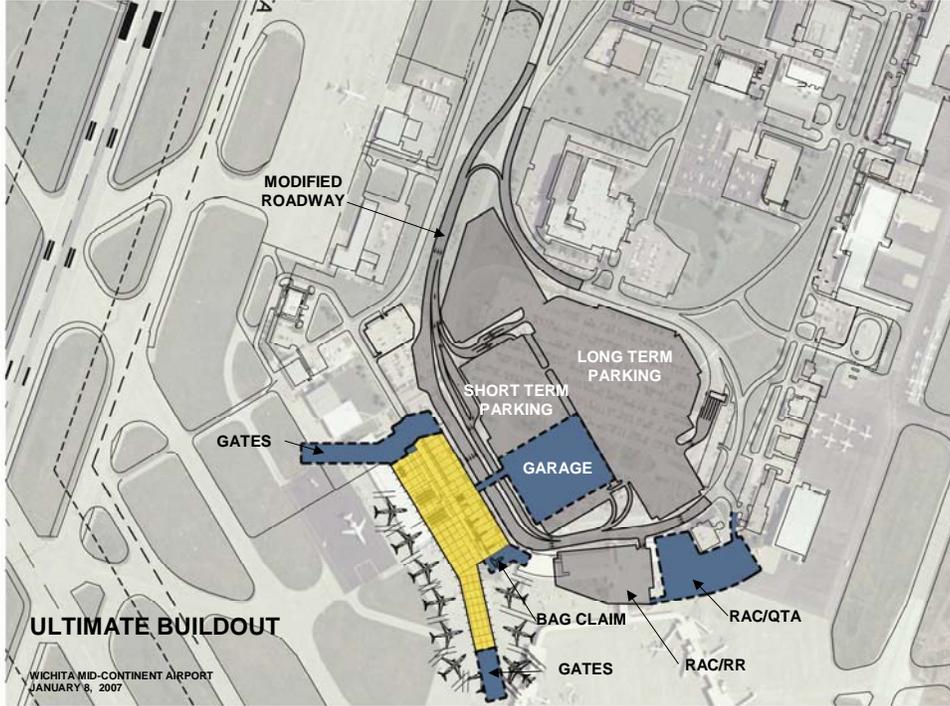
Thus, a totally new Airline Passenger Terminal Complex is being designed with the goal of being completed and available for use in approximately 2011. The new facility is being planned in order to satisfy future growth requirements, and to provide an efficient, distinctive and modern terminal that offers a significant enhancement of the passenger experience. The new terminal will feature such items as improved concessions services, more efficient passenger and baggage security screening, shorter walks from the airline ticket counters to all gates, and passenger loading bridges at all gates.

### **Background**

A Terminal Area Plan, along with preliminary conceptual layouts, were completed and adopted by the Airport Authority in 2004 following extensive public input. A Program Management firm and the Master Architectural design team have both been hired. Schematic design began in August 2006, and construction is anticipated to begin in 2008. Completion is expected in 2011.



**SITE MAP**



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Environmental Services

Contact Person: D. Kay Johnson Phone: 316-268-8351

The Issue: The condition of the Arkansas River, and its supporting watershed, has long been a priority for the City of Wichita. The Kansas Department of Health and Environmental (KDHE) has listed the Arkansas River as an impaired water body for high bacterial levels and has posted fish consumption advisories. The City of Wichita is also required to maintain storm water quality that discharges to the Ark River. In addition to regulatory impacts, the Ark River supports economic, recreational, and aesthetic development initiatives in the City's core. Last year, EPA Region 7 completed a comprehensive NPDES Stormwater Audit and some of the recommendations are also a part of this request. In addition to regulatory impacts, the Arkansas River supports economic, recreational, and aesthetic development initiatives in the City's core.

Previous federal funding (\$2.3 million in FY01) has been used to complete initial river water quality studies and upgrade/install sewer maintenance infrastructure for river water quality improvements. The studies conducted to date have shown that specific areas in the river consistently exceed water quality criteria and frequently experience elevated bacterial levels during rain events. These studies recommend additional investigations to further pinpoint "hot spots." Also, the most recent report outlines potential best management practices for addressing the hot spot issues. The Ark River water quality is not only on KDHE's priority list but the Lower Arkansas River Basin is specifically listed in the Kansas State Water Plan as a priority resource with significant impairment and water quality issues that must be addressed.

This is a multi-component request that proposes funding for several projects. However, any of the projects listed could be funded either separately or in combination. None of the following projects are necessarily dependant upon the other, only the approved funding will determine the projects selected.



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The cleanup of the river and its tributaries are such an important quality of life issue for Wichita, that even the *Visioneering Wichita* program, has identified this goal recently as one of its top priorities.

### **Proposal**

**This proposal is for the funding of a comprehensive Arkansas River improvement program for the Wichita urban area with the following components:**

- 1. Dredging/Sediment Removal Study:** A Feasibility and Environmental Impact Study for dredging and sediment removal needs to be completed to assess whether or not this is a viable and cost effective option for quickly improving the water quality of the urban areas of the Arkansas River. Studies indicate that bacteria remain in the sediments causing an increased growth, frustrating efforts to improve the river. An assessment needs to be conducted to determine what affect, if any, dredging and sediment removal might have on fish populations and habitat. This has the potential to be a win for the river and an economically feasible project if a sand removal company is willing to cost share the project's cost in return for the sand product.
- 2. Environmental Monitoring and Assessment Programs:** Some of the sampling programs proposed for development and implementation include:
  - a. Bacterial Source Identification. KDHE shifted its regulatory focus from Fecal Coliform to E.Coli. It is important to develop a correlation point between the two indicator bacteria so that the City's 20-year historical Fecal Coliform data may continue to be used for historical comparison and improvement purposes.
  - a. Hydrographic Sampling: A sampling tool that needs to be developed for evaluating incremental fate-transport changes from upstream to downstream for isolating contamination sources.
  - b. Hydro-biomonitoring sampling: A program that is needed to assess the impact on the habitat that resides in or near the river.
  - c. Sediment Sampling: Additional warm weather sediment sampling is needed in known muddy substrate areas to more fully understand "first flush spike" results during subsequent wet weather sampling.
  - d. Point-Source Inspections and Other Isolation Sampling: The City needs to continue to look for "hot spot" areas caused by illegal or non-compliant point source dischargers.

- 3. Ark River Urban Best Management Practices (BMP) Manual and Water Quality Improvement Plan:** A BMP Manual needs to be developed to identify river and stream bank stabilization and watershed protection activities to reduce storm water contamination and sedimentation issues. The Water Quality Improvement plan will establish a program for cost sharing for river and stream bank property owners and stakeholders. This project will identify potential funding sources and cost sharing mechanisms such as those used in the nationally recognized Cheney Watershed Program.
- 4. Storm water technology pilot project:** New technology needs to be procured, installed and assessed for future storm water quality drainage improvements for the Ark River.
- 5. Master Plan for Structural and NonStructural Best Management Practices for Property Development Projects:** The City's NPDES stormwater permit requires the above plan and in EPA's recent audit recommended that this program be completed. This program will require the involvement of City departments and external stakeholders including organizations such as the Wichita Area Builder's Association, and companies such as builders, developers, utilities, etc.
- 6. Comprehensive records management program:** This program needs to be developed and implemented for consolidating water quality, stream flow, and precipitation data into the master database and for BMP tracking, GIS interfacing and regulatory compliance tracking.

### **Benefits**

- Identify dredging as a feasible large-scale Ark River water quality cleanup solution with added benefits of improving the urban river depth for habitat and recreation restoration
- Develop tools and cost sharing programs for riverbank stabilization and other BMPs
- Develop monitoring programs as well as records management and modeling tools to accurately assess river water quality
- Develop tools and programs for building/constructing new residential subdivisions and commercial properties
- Further implement NPDES Storm water Permit requirements and compliance tracking
- Address City of Wichita Goals including Support Efficient Infrastructure, Safe and Secure Community, Quality of Life and Economic Development as well as goals of Visioneering Wichita.

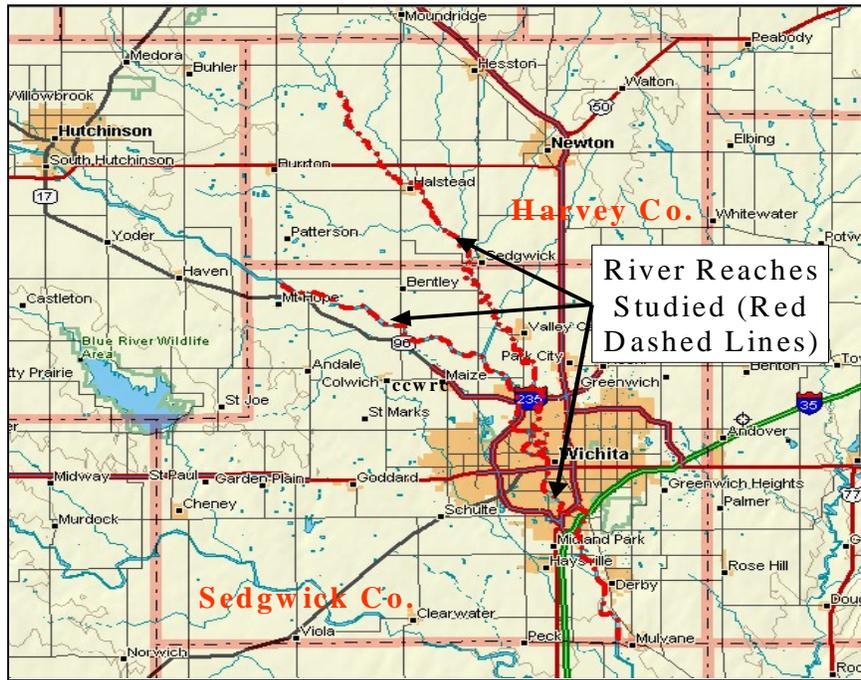
### **Costs**

Total project cost is estimated not to exceed \$3,600,000.

- Not to exceed \$1,700,000 FY07
- Not to exceed \$1,900,000 FY08

The City of Wichita has applied for a KDHE Watershed Restoration and Protection grant to initiate some project planning and stakeholder development. Initial KDHE funding is estimated at \$50,000 for 2006 and KDHE has indicated a willingness to continue implementation funding at higher levels in future years. Annual operating costs will be funded as City match by existing general funding from several departments and existing enterprise funds (Water & Sewer Utility and Storm water Utility). Departments that plan to contribute materials, labor and operations/maintenance funding include Environmental Services, Water & Sewer, and Public

Works. Other departments such as Planning and Parks & Recreation may also contribute resources.



### ARK RIVER STUDIES



### ARKANSAS RIVER – URBAN WICHITA



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Environmental Services

Contact Person: D. Kay Johnson Phone: 316-268-8351

The Issue: Assist in developing and proposing congressional legislation to remove the current exclusionary language from the federal Brownfields Law to allow cities such as Wichita to become eligible for Brownfield program funding (potentially millions of dollars) as are other cities around the US.

Requested Amount: None – only congressional assistance is needed to help research laws and to prepare and support a bill for amending the Brownfields Law to allow cities such as Wichita to be eligible for Brownfields funding.

## **Brownfields Law – A proposal for redefining areas eligible for Brownfields funding**

### **Goal**

This project calls for the City's Law Department and Environmental Services Department to work with the City's congressional delegation to prepare federal legislation to remedy the situation, since it doesn't seem Congress intentionally wrote its law to exclude the innovative mechanism the City of Wichita took to assume responsibility and action for the sites.

By changing the Brownfields law, the City of Wichita could offer interested developers incentives and partnerships, as hundreds of other US cities have, by being eligible and qualifying for Brownfields funding to be leveraged against private funds for economic development involving blighted and contaminated properties.

### **Background**

In a bold and unprecedented move, the City of Wichita voluntarily took necessary steps in the early 1990's to limit liability to innocent property owners and lending institutions in a 5.5 square mile area, including Wichita's downtown urban center, that was identified by the Kansas Department of Health and Environment (KDHE) as a potential Super Fund Site for remediation of polluted groundwater and designated as the Gilbert and Mosley Site. By signing a consent agreement with the KDHE, the City formally accepted the responsibility of investigating and remediating the groundwater contamination in the area, even though it didn't cause the contamination or own any of the offending properties.

At the time, there was no model for US cities to use to preserve its property values in a designated area being considered for cleanup under the Superfund Law. Also, there was no liability protection for lending institutions in property transactions of contaminated properties;

there was no voluntary programs developed by state authorities for cleanups; there was no viable funding mechanisms for investigation and cleanup programs for those properties contaminated; and there was no liability protection for those properties located in a geographically identified parcel of land that had groundwater contamination, even if the property owner could prove it didn't cause the pollution. Additionally, there was no Brownfields Law that encouraged property redevelopment after determination was made that it was an industrial or urban property, blighted and distressed, possibly vacant and unused site that was in the process of deteriorating further, that potentially needed to be assessed for environmental impacts and cleaned up if found to having groundwater or soil contamination. Historically in the U.S., the announcement of contamination and the threat of Superfund tended to immediately stop property transactions and precipitate a sharp decline in property values and the tax base.

The City decided it could not or would not suffer that same fate as it was poised to restore and redevelop an industrial, warehouse portion of downtown into a bright, urban neighborhood of mixed-use properties called Old Town. The City's action won much national and international acclaim and awards as it did the right thing for the community at the time and was successful in having the site delisted and removed from Superfund's grasp. (The Old Town redevelopment project is a nationally recognized urban success story as it was awarded in November 2006 one of EPA's five national Smart Growth awards for a "Built Environment". See website: [http://www.epa.gov/smartgrowth/awards/sg\\_awards\\_publication\\_2006.htm#built\\_projects](http://www.epa.gov/smartgrowth/awards/sg_awards_publication_2006.htm#built_projects))

A couple of years later, after success at restoring property values in the Gilbert and Mosley area, the City took similar actions and signed a consent agreement with KDHE to take responsibility of another site of similar size and concern, named the North Industrial Corridor (NIC), to investigate, work with responsible parties and to remediate where required. Both of these investigation and remediation projects are proceeding to date.

**However, who could predict that the City's gutsy move of signing the KDHE consent agreement would later exclude it from taking advantage of subsequent congressional funding to continue redevelopment of blighted areas know as "brownfields" under a congressional act called the Brownfields Law, simply because it had entered into a consent agreement.**

### **Proposal**

This project calls for the City's Law Department and Environmental Services Department to work with the City's congressional delegation to prepare federal legislation to remedy the situation, since it doesn't seem Congress intentionally wrote its law to exclude the innovative mechanism the City of Wichita took to assume responsibility and action for the sites.

By changing the Brownfields law, the City of Wichita could offer interested developers incentives and partnerships, as hundreds of other US cities have, by being eligible and qualifying for Brownfields funding to be leveraged against private funds for economic development involving blighted and contaminated properties.

### **Costs**

None – only congressional assistance is needed to help research laws and to prepare and support a bill for amending the Brownfields Law to allow cities such as Wichita to be eligible for Brownfields funding

# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2008

Department or Group: Wichita Transit Authority

Contact Person: Jay Banasiak Phone: 316-265-7221

The Issue: Public transportation systems serving urbanized areas (UZAs).

Requested Amount: None

## **Public Transportation Amendments to Proposed Legislation SB 406 and H.R. 734**

### **Goal**

Newly introduced Senate Bill 406 and H.R. 734 will add an amendment to current law that allows operating costs of equipment and facilities for use in public transportation in an urbanized area with a population of more than 200,000 if such public transportation system operates less than 100 buses on fixed-route service during peak service hours.

### **Background**

The manner in which the Commerce Department designates UZAs is arbitrary and unfairly penalizes transit systems. Current law specifically states that UZA designation is not responsible for taking into account the actual area being served by small transit systems. Transit systems may only service a fraction of the urbanized area but still be bound by the population of the entire urbanized area. The “myth” was that when the population exceeded 200,000, the transit system was large enough that the asset maintenance costs equaled the funds that used to be available for operating costs. The reality is small transit systems operating less than 100 peak buses are generally lucky to have asset maintenance costs equal to 50 percent of the amount historically used for operating costs.

It is clear and logical that the use of federal funds should be based on the number of peak buses being operated and not an arbitrary factor, such as population. The 100 peak bus level is a generally-recognized threshold in transit, including the FTA’s National Transit Data (NTD) reports.

### **Benefits**

Increasing ridership, fulfilling ADA mandates regarding disabled and senior transportation, and security and safety issues. Benefits utilizing public transportation serving UZAs will reduce traffic congestion, air pollution and energy usage.

### **Costs**

None – only congressional assistance is needed to help support Senate Bill 406 and H.R. 734.