



# **CITY OF WICHITA, KANSAS**

## **2022 FEDERAL AGENDA**

## Table of Contents

|   |      |
|---|------|
| WEST KELLOGG                            | P. 1 |
| AMTRAK EXTENSION                        | P. 2 |
| WATER SUPPLY – EQUUS BEDS               | P. 3 |
| STRATEGIC ENGAGEMENT TO REDUCE VIOLENCE | P. 5 |
| CLEAN WATER INFRASTRUCTURE              | P. 7 |
| PUBLIC HOUSING IMPROVEMENTS             | P. 8 |
| TRANSPORT OZONE PILOT PROGRAM           | P. 9 |

## WEST KELLOGG - US-54/400 EXPANSION, 111<sup>TH</sup> ST WEST TO 151<sup>ST</sup> ST WEST

**SUPPORT** funding to complete the design, easement acquisition and utility relocation for the West Kellogg project.

- The West Kellogg/US-54/400 corridor, from 119<sup>th</sup> Street to 135<sup>th</sup> Street is prime for suburban residential and commercial growth. Multiple local developers have acquired property in the area with near-future plans. The City of Wichita has developed plans to approximately 90% completion, having previously secured KDOT Corridor Management funds that constructed the frontage roads from 119<sup>th</sup> to 151<sup>st</sup> Street.
- Approximately \$2.25 million is needed to complete design, easement acquisition and utility relocation work such that the project will be ready for construction.
- This project is the next segment extension in a 35-year, \$500 million investment by the City of Wichita to upgrade the Kellogg/US-54/400 corridor from an at-grade arterial street to a freeway thru the Wichita metro area.
- The Kellogg/US-54/400 corridor carries the largest volumes of traffic in the metro area, and is a designated, Critical Urban Freight Corridor (CUFC) - a testament to the corridor's important role in bringing cereal grains to market and goods dependent industries in Wichita.
- Grade separated interchanges are designed for 119<sup>th</sup> Street West and 135<sup>th</sup> Street West.
- Frontage roads along this corridor were recently completed (in 2015) with funding provided by the KDOT (thru its Corridor Management program) and the City of Wichita
- All of the necessary right of way has been acquired. Environmental clearance has been granted and the engineering design is 80% completed,
- The Kansas Department of Transportation (KDOT) supports this project.

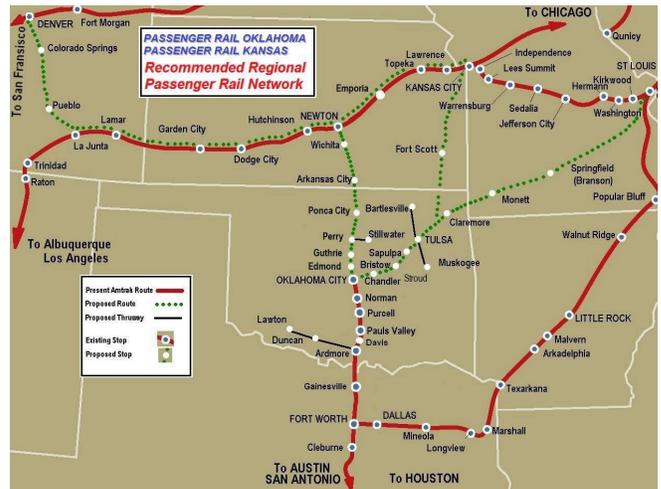


## AMTRAK EXTENSION

**SUPPORT** the extension of Amtrak service from Oklahoma City, Oklahoma into Newton, Kansas.

- The Heartland Flyer connects Oklahoma City, OK to Fort Worth, TX. At Fort Worth, connections are available to Dallas, Chicago and San Antonio via the Texas Eagle. As seen on the map below, a 200-mile service gap exist between Oklahoma City, serviced by the Heartland Flyer, and Newton, serviced by the Southwest Chief, which runs from Chicago, IL to Los Angeles, CA.

- Amtrak has expressed support for extending the Heartland Flyer north, known as the Northern Flyer, through Wichita and on to Newton to connect these two major routes. Ridership along this corridor is expected to be high enough to make this route successful.



- Home to several million people, the proposed passenger rail corridor from Oklahoma City to Newton would in effect connect the economic, manufacturing and transportation centers along the I-35 Corridor Megaregion (Central Plains) with the shipping centers in Chicago and energy production centers in Texas. Through strengthened connections a more prosperous economy will develop from Chicago to San Antonio.
- Amtrak, BSNF and KDOT have conducted a study to determine the infrastructure costs, which are \$124.4 million: \$31.2 million for Kansas rail improvements and \$93.2 million for Oklahoma rail improvements. These costs include:
  - \$28.8M (across both states) for upgrades necessary for 79mph operating speed
  - \$15.8M for an extension of a siding on the Arkansas City, BSNF Kansas subdivision rail (2.3 miles)
  - \$79.8M for an extension of a siding near Oklahoma City (4 miles – includes 5 bridges)
- Next steps for KDOT include:
  - Working with Oklahoma because infrastructure improvements will be required within their state borders.
  - Partnering with Amtrak and stakeholders, including communities and agencies to update the Service Development Plan that will guide future implementation of the service.
  - Obtaining funding for Amtrak start-up costs along with the infrastructure investment that BSNF requires, and the annual operating cost.
  - Working with communities that have stops in the updated Service Development Plan. Communities will need to commit to investing in station stops and necessary investment for the service.
- BSNF will need to complete the second phase of the infrastructure needs assessment that focuses on a future growth scenario to provide final cost estimates necessary for future implementation of the service. This will only happen when a commitment of state or local funding is made to establish the Heartland Flyer service on the corridor.
- By closing the 200-mile Service Gap, KDOT, ODOT and the City of Wichita are partnering to improve the region’s manufacturing base, worker productivity, commerce, trade, connectivity and economic mobility, and reconnect the significant rural areas to the region’s metropolitan centers.

## WATER SUPPLY – EQUUS BEDS AQUIFER RECHARGE, STORAGE, AND RECOVERY (ASR) PROGRAM

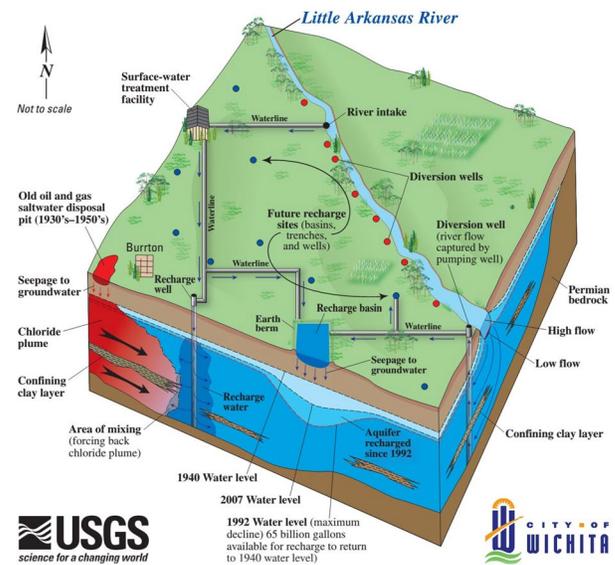
**SUPPORT** funding for the Wichita Project Equus Beds Aquifer Recharge, Storage and Recovery (ASR).

- Favorable language was included in the FY 2022 Energy and Water Appropriations Bill that set aside funding in the Bureau of Reclamations' Spend Plan for ASR projects in the Great Plains region. The language reads as follows:

*Aquifer Recharge.- Reclamation is directed to work closely with project beneficiaries to identify and resolve any barriers to aquifer recharge projects when appropriate while utilizing full authority to prioritize funds for ongoing projects through completion. Of the funds recommended in this account above the budget request, \$25,000,000 shall be for Aquifer Storage and Recovery projects focused on ensuring sustainable water supply and protecting water quality of aquifers in the Great Plains Region with shared or multiuse aquifers for municipal, agricultural irrigation, industrial, recreation and domestic users.*

- Similar language was critical to the project receiving \$1 million in the FY 2021 Bureau of Reclamation Spend Plan, which was released on January 15, 2021. As a result, similar language and/or a direct funding request is needed in future Energy and Water Appropriations legislation.
- In 2019, legislation (S. 47) was signed into law to reauthorize the Equus Beds project for another 10 years, which authorizes the Bureau of Reclamation to assist the City of Wichita in funding and implementation of the Equus Beds Aquifer Recharge, Storage and Recovery (ASR) component of the City's Integrated Local Water Supply Plan (ILWSP). New authorizing legislation would allow Reclamation to budget for the project.
- In 2018, Reclamation approved the City's feasibility study, which allowed the City to pursue a Title XVI WaterSmart Reclamation and Reuse grant to fund the project.
- To address the water quality threats to its water supplies and to identify water supply resources that could meet its supply needs through the year 2050, the City developed the Integrated Local Water Supply (ILWS) Plan. This plan was formed after evaluating 27 different conventional and non-conventional alternatives. A key component of the Plan is an Aquifer Storage and Recovery (ASR) project in the Equus Beds.
- Wichita's ASR project captures excess flows from the Little Arkansas River, treats it to drinking water quality and recharges it into the Aquifer by means of recharge basins and recharge wells. The ILWS plan included facilities capable of capturing and recharging up to 100 million gallons per day (MGD).
- The first phase of the project was completed in 2006 using diversion wells and a surface water intake and today is capable of recharging 3 MGD via recharge wells and a basin. The 2nd phase of the project was completed in 2013 and was designed to capture and treat an additional 30 MGD when fully operational. Subsequent phases of the project are needed to consistently recharge the 30 MGD that can

### Equus Beds Aquifer—Artificial Recharge Process



be treated with Phase II and to construct additional withdrawal wells to maximize withdrawal of recharge credits as needed.

- Through 2018, we have successfully recharged 3.6 billion gallons to the aquifer with Phases I and II.
- Benefits of the ASR Project for the City:
  - The City gets a water supply source that can help it meet its water supply needs through the year 2060 and provide drought resiliency.
  - The life of the Equus Beds is extended as the volume and quality of the water is protected, allowing future access to the water withdrawn from the City's municipal wells and water rights.
  - New Water Rights are created in an area that is over appropriated.
  - It increases the permitted maximum day yield that can be provided to the City from this water source.
  - It supports the health of the water quality in the Equus Beds by recharging an over appropriated aquifer which also helps reduce the speed at which saltwater contamination from the Arkansas River and saltwater plumes enter the aquifer.
- The costs for Phase I was approximately \$27 million while the costs for Phase II was \$208 million. Portions of Phase II were constructed to provide the electrical and pipeline transmission backbone of future phases, but also replaced aging infrastructure that was constructed in the early 1940s and mid-1950s.
- Because the Equus Beds is a shared aquifer, the City of Wichita is not the only entity who benefits from the ASR project. The Equus Beds aquifer spans about 900,000 acres, serving irrigators (55 percent of usage), municipalities such as Wichita, Halstead, Newton, Hutchinson, McPherson, Valley Center and others (39 percent), and industry (6 percent). To show the importance of the project to the agricultural community that also depends on the aquifer for irrigation and domestic water supply, the City initially received funding from both the Bureau of Reclamation (BOR) and the Kansas Water Authority (KWA).
- The City's Equus Beds ASR project was authorized at a 25% federal/75% local cost share. Project costs for the ASR Surface Water Treatment plant were \$97,904,728 million (\$24,476,182 federal/\$73,428,546 local). The City has received \$5,323,267 from the BOR to date. BOR is authorized to allocate an additional \$19,152,915 toward the project.

## STRATEGIC ENGAGEMENT TO REDUCE VIOLENCE (SERV)

**SUPPORT** funding for the Wichita Police Department's Strategic Engagement to Reduce Violence (SERV) program to address a rise in violence involving youth as victims and suspects.

- Evidence-based practices surrounding youth involved in violent crime are clear: removing a child or youth from their home is a traumatizing experience that can exacerbate or create additional obstacles for youth to overcome. However, leaving youth in the same circumstances that contributed to the problematic behavior makes it more difficult for that youth to make changes.
- Wichita's approach looks at the community environment and contributes to its improvement in order to mitigate criminal activity. Crime prevention through strengthening community resilience is not a new concept broadly, however, most approaches are highly targeted. This program, instead, focuses on four strategic initiatives: (1) putting the community at the head of determining the details of the plan, (2) creating safe and clean neighborhoods in which children can all thrive, (3) increasing community protective factors, and (4) creating a youth violent crime response initiative to try to address violence present in the community now while the other efforts being to move forward. Each initiative has multiple facets, discussed below.
  - **Community Plan Development:** The communities facing sharp increases in harm amongst youth must lead the charge. If you want to learn more about a topic, you find an expert: Wichitans are the experts in their communities. The development of a community plan will allow the people living in the community itself to determine priorities for addressing safety, such as physical challenges like transportation or housing, or social considerations like lack of education or economic opportunity or lack of access for meeting physical/mental health needs. (\$150,000)
  - **Safe and clean neighborhoods:** Community policing strategies and improving the built environment to provide the conditions for safety and wellness both contribute to improved feelings of safety. Communities with successful initiatives have emphasized community policing strategies, such as added bike or foot patrols, in an effort to increase positive interactions. Additionally, these community patrols must be equipped to serve as the first line of communication for residents needing non-police services, such as nuisance abatements, city-provided services, or connections to community services. This initiative also focuses on the creation of a rapid-response team that provides responses and action regarding concerns in the community surrounding clean-up and safety, which could include neighborhood safety cameras, addressing illegal dumping and other nuisances, additional lighting, and other environmental matters. (\$520,000)
  - **Enrichment Program Activities:** Enrichment activities provided by youth development professionals to provide alternatives to violence and develop community cohesion. This can be provided through current programming at the City. Additionally, workforce development can be achieved through targeted application of the City's The Way To Work program, community needs can be met through CDBG/CSBG grants and services provided by the Neighborhood Resource Centers, and community cohesion can be strengthened through community events held by the Resource Centers, Recreation Centers, and Libraries. (\$200,000)
  - **Trauma Response Initiative:** Direct outreach to residents who are impacted by gun violence can address the trauma that families and neighbors experience due to violent crime. Supporting communities as they recover from violent incidents gives residents the tools they need to help themselves, their neighbors, and their community. This would be accomplished via community outreach (support, resources, and workshops after traumatic events), crisis response (trauma-informed crisis response services mobilized within 48-hours of an incident), and networking, training,

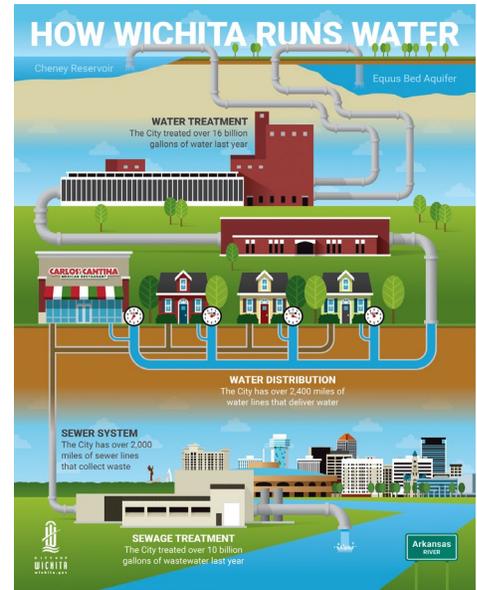
and other support (facilitation of a collaborative, supportive environment to increase awareness of resources and activities regarding trauma recovery). (\$500,000)

- **Violence Interrupters Program:** Immediate responses to violence that are based on public health models provide an opportunity to stop the spread of violence after an incident. Trained violence intervention workers and neighborhood-based services focus on building relationships with known high-risk youth and known violent offenders to guide them away from violence and toward positive alternatives. These outreach teams use pooled intelligence with law enforcement and community partners to direct their work with the individuals that are highest risk, and violence interrupters are part of the first responder team to gun violence. (\$500,000)
- **Violent Crime Review Group.** When violent crime occurs, a strategic coalition of interrupters, community stakeholders, service providers, community and faith leaders must come together in a violent crime review group to share data and develop neighborhood-specific strategies to reduce violence. This facilitates the leveraging of community, municipal, and other stakeholder resources to wrap around those at-risk of being involved in violence. Similar efforts in other cities also use these meetings to build networking and collaboration between police, community stakeholders, service providers, and the community. (\$60,000)
- **Citizen's Review Board.** The City currently has a Citizen's Review Board to help review police training, activities, and law enforcement's relationship with the city-wide community. This group can be leveraged to provide valuable insight to law enforcement about efforts and strategies specifically related to their job as crime respondents. (\$70,000)
- Total cost is \$2,000,000.

## CLEAN WATER INFRASTRUCTURE AND FEDERAL APPROPRIATIONS— WASTEWATER TREATMENT IMPROVEMENTS FOR BIOLOGICAL NUTRIENT REMOVAL (BNR)

**SUPPORT** funding for the Wichita Biological Nutrient Removal Project.

- The City's Wastewater Treatment Improvements for Biological Nutrient Removal (BNR) will improve and protect water quality in the Arkansas River. More than thirty-five million gallons of treated effluent, accounting for more than seventy percent of the City's entire wastewater stream, are ultimately discharged into the Arkansas River each day. Infrastructure improvements are required in order to meet more stringent NPDES permit limits for the effluent that is discharged into the Arkansas River by 2028.
- The cost of planned infrastructure improvements is estimated to be \$355,000,000. An innovative approach to project design, delivery and financing will ensure that project value is optimized. The best treatment solution will be selected based on a business case evaluation that considers alternatives and feasible solutions that are evaluated with respect to economic and non-economic criteria, such as financial, environmental, and community considerations. The process will lay out a selection based on a comparison of the lowest capital and the lowest overall lifecycle cost.
- The City is in the process of preparing the concept design and WIFIA Letter of Interest in anticipation of an April 2022 funding opportunity announcement. Design completion is planned for early 2023 with construction to take place in years 2023 through 2028. The WIFIA program accelerates investment in our nation's water infrastructure by providing long-term, low-cost supplemental loans for regionally and nationally significant projects. WIFIA financing helps to stabilize utility rate increases and minimizes economic impacts via low interest rates and a five-year deferral option on payback. In addition, WIFIA effectively preserves the utility's debt capacity.
- In conjunction with this effort, we strongly support the reauthorization of the Clean Water State Revolving Fund (CWSRF). As the primary federal clean water financing tool that communities, both large and small, utilize to help meet their Clean Water Act obligations and infrastructure needs, the CWSRF will be more crucial than ever in the coming years. The City of Wichita and the Kansas Department of Health and Environment are relying on the Kansas SRF program to finance fifty-one percent of the City's \$355 million wastewater treatment plant upgrade for biological nutrient removal.



## PUBLIC AND AFFORDABLE HOUSING IMPROVEMENTS

**SUPPORT** federal legislation to Improve the Low-Income Housing Tax Credit.

- Since its creation in 1986, the housing credit has created over three million new homes for low-income individuals; virtually no affordable housing is produced without using the credit. Affordable housing developers rely on the credit for a variety of projects, including the production of new units and the preservation of public housing units through RAD (Rental Assistance Demonstration). However, the limited availability and the popularity of the housing tax credit have made it very competitive in many states.
- The Affordable Housing Credit Improvement Act of 2021 (S. 1136/H.R. 2573) is bipartisan legislation to expand and strengthen the Low-Income Housing Tax Credit. Specifically, the bill would increase the availability of the housing credit by 50 percent over five years, permanently authorize the 4 percent housing credit, and make other changes that would help make it a more effective tool.

**SUPPORT** the Creation of Local, Community Based Solutions for housing agencies and local governments.

- Housing agencies and local governments understand the complex and unique circumstances facing their communities. Federal laws and regulations are often burdensome making it difficult for housing and community development agencies to make decisions that reflect their local circumstances. Housing Agencies need more authority to do what is best for their community. And, appropriate oversight is needed to improve and streamline the operation of housing programs.
- To accomplish these objectives:
  - Ensure the Family Self Sufficiency program is measured using fair and locally tailored metrics.
  - Support housing agencies as Performance-Based Contract Administrators.
  - Ensure the Moving to Work (MTW) expansion maintains and expands the local control and flexibility of the current MTW program as much as possible, and ensure small agencies receive technical assistance from HUD.
  - Support giving PHAs (Public Housing Agency) the ability to draw from Housing Assistance Program (HAP) reserves to supplement the administrative fee account, when those fees are not fully funded.
  - Support the permanent removal of the statutory 24-month HOME commitment of funds requirement.
  - Advocate for improved access to homeless assistance programs for participants and agencies.

## TRANSPORT OZONE PILOT PROGRAM

**SUPPORT** federal legislation that would provide an exemption under the Clean Air Act for a community that has filed an Initiative to Control Transport (ICT) Plan with the Environmental Protection Agency. This would establish a new paradigm for EPA to measure attainment utilizing an outcomes-based approach built on emission reductions from proactive infrastructure and asset upgrades.

- The current framework for meeting the National Ambient Air Quality Standard (NAAQS) for ozone is reactive and prejudicial. In the current framework, communities who are downwind from regions responsible for originating high levels of ozone or ozone-forming emissions are unjustly regulated by variables outside of their respective control. Additionally, nonattainment communities receive expert modeling, increased funding, and additional staff support to create an attainment plan while regions in attainment struggle to maintain an attainment status.
- Wichita proposes a Pilot Designation for the Wichita region to test a proactive, outcomes-based framework to meeting the national standard for ozone. This approach would allow for communities to forge public-private partnerships in advance of nonattainment to achieve modeled reductions. This framework would give credit to communities for their efforts, remove punitive ramifications for impacts to air quality that are outside the community's control, and incentivize municipalities to put ozone reducing programs into place.
- The framework would consist of:
  - *Baseline Modeling:* Perform annual air quality modeling; Develop baseline inventory and weather datasets; and update existing air quality model at a cost of \$90,000 annually.
  - *Decision Support Tool:* Develop emission control strategies to run through decision support tool (DST) - DST developed with air quality modeling consultants, Ramboll, in 2018; Rate each control strategy - Strategies rated on effectiveness, elasticity, visibility, cost, public perception; and Run DST - Update effectiveness with DST outcomes, re-rank strategies and select top 5.
  - *Project Roll-Out:* Implement projects and Measure emission reductions and track outcomes using recurring air quality modeling.
  - *Coordinate Work with EPA*
- The City of Wichita is in a good position to be a pilot region and analyze this alternative approach to meeting the standard, because Wichita:
  - Is in attainment with the NAAQS;
  - Is disproportionately affected by transport ozone;
  - Has Political and private support for this framework;
  - Has created a Decision Support Tool (DST) to evaluate impacts of proposed projects; and
  - Is motivated to help design a regulatory approach that justly enforces NAAQS.



The Pilot Designation is consistent with the EPA's goals to improve air quality, make a visible difference in communities, and to allow for local partnerships, promote public-private partnerships, and allow communities the ability to autonomously manage and implement custom strategies.