



CITY OF  
WICHITA

2009

# FEDERAL LEGISLATIVE REQUESTS



BOTANICA



Greetings from Wichita:

On behalf of the Wichita City Council and the City of Wichita, thank you for your service to the citizens of this great city and state. We realize the huge challenge you face each year in crafting the federal budget, and 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 sustain and nurture our solid economic infrastructure that is the envy of other states and other countries. 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.

We know that with your continued support, the City of Wichita can serve as an example of private-public collaboration that maximizes the impact of our tax dollars and leads to the best quality of life for our citizens. We thank you for your vital role in this important agenda.

Sincerely,

Carl Brewer  
Mayor

**Office of the Mayor**

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

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## *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



**Carl Brewer**  
Mayor



**Lavonta Williams**  
District 1



**Sharon Fearey**  
Vice Mayor  
District 6



**Sue Schlapp**  
District 2



**Jim Skelton**  
District 3

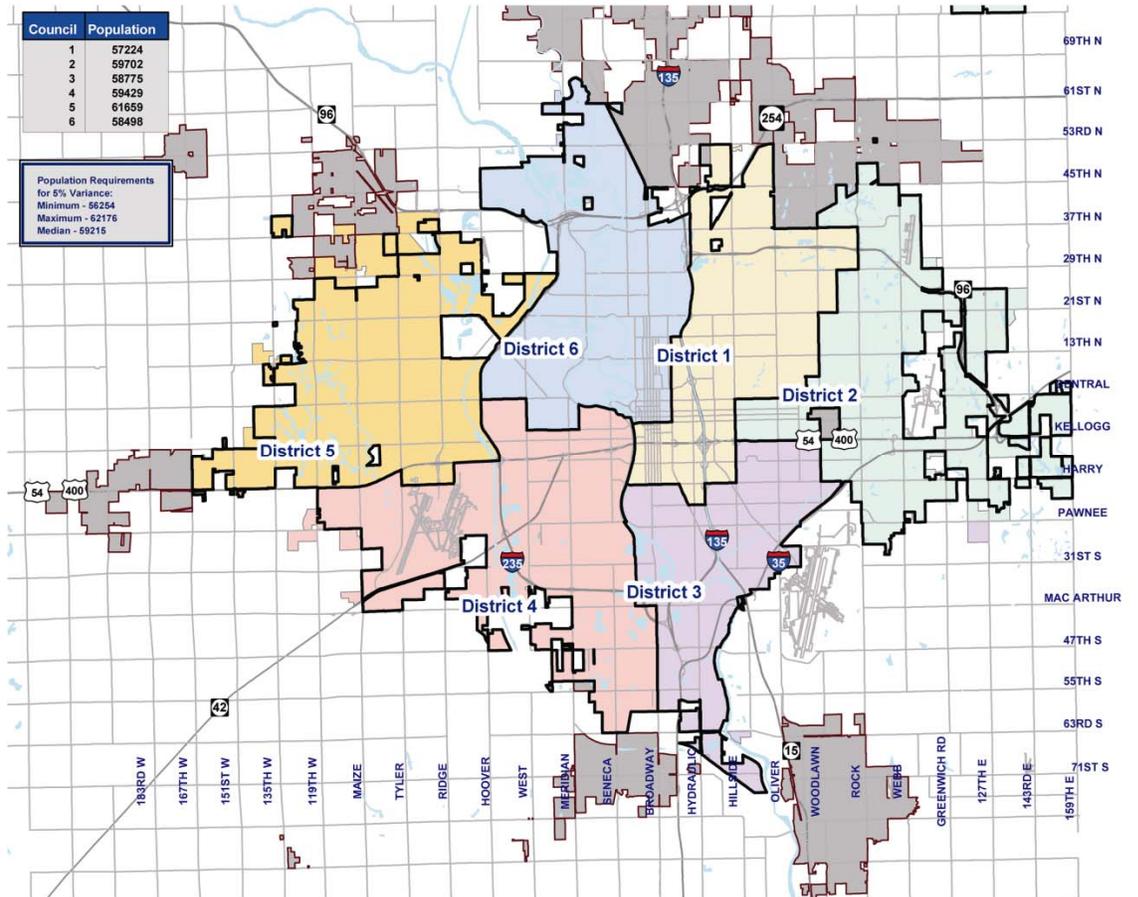


**Jeff Longwell**  
District 5



**Paul Gray**  
District 4

## Council District Map



**City of Wichita  
City Council Meeting  
March 4, 2008**

**TO:** Mayor and City Council  
**SUBJECT:** 2009 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 12, 2008 Workshop. The Council reviewed the list and discussed adding other issues of importance to the list and then prioritizing the 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, park and recreation, aviation and water quality. Based upon the direction provided by the City Council, staff will finalize the 2009 Federal Legislative Program and prepare a document describing the requests. This document will be provided to the Federal Delegation in March 2008. 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 2009 Federal Legislative Program.

# 2009 Appropriation Requests For Federal Legislation

## **PRIORITY PROJECTS**

I-235/US 54 and Central Avenue/I-235 Interchanges

Equus Beds Aquifer Storage and Recovery Project

21<sup>st</sup> Street North Railroad Overpass

Wichita Area Drainage Master Plan

Security System for Major City Buildings

## **HIGHWAY PROJECTS**

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

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

## **RAILROAD PROJECTS**

Railroad Corridor (BNSF and UP Crossings at Pawnee)

## **DRAINAGE PROJECTS**

Dry Creek Overflow, Drainage Study and Mitigation

## **POLICE DEPARTMENT**

Police Department Helicopter (MD 500E Helicopter)

## **DEPARTMENT OF PUBLIC WORKS**

Heartland Preparedness Center  
(No additional funding requested; continued priority)

## **PARK DEPARTMENT**

Botanica, The Wichita Gardens, Children's Garden

## **AIRPORT AUTHORITY**

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

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

## **ENVIRONMENTAL SERVICES**

Arkansas River Water Quality Assessment, Improvement and Protection Project

## **CITY MANAGER ARTS AND CULTURAL SERVICES DIVISION**

Performance and Reception Facility – Old Cowtown Museum

## **HOUSING AND COMMUNITY SERVICES**

New Communities: A strategy to support and enhance successful families and their communities.

**APPROPRIATIONS REQUEST FORM  
FOR  
FEDERAL LEGISLATION – FY2009**

**PRIORITY PROJECT**

**Project**

I-235 / US 54 AND CENTRAL AVE. / I-235 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. Inadequate lane storage causes left-turn traffic backup into one of the two eastbound lanes on Central Avenue.

Left-turn storage for northbound I-235 turning west onto Central is also deficient. Inadequate lane 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 \$200 million.

### **Contact**

Chris Carrier  
Director of Public Works  
455 N. Main  
Wichita, KS 67202  
316-268-4422



**APPROPRIATIONS REQUEST FORM  
FOR  
FEDERAL LEGISLATION – FY 2009**

**PRIORITY PROJECT**

**Project**

CITY OF WICHITA EQUUS BEDS AQUIFER STORAGE AND RECOVERY PROJECT

**Goal**

The City of Wichita is moving forward to ensure its water supply through the year 2050. The Integrated Local Water Supply Plan prepared in 1993 determined that the City's water supplies could be unable to meet demands by the year 2015. The Equus Beds Aquifer Storage and Recovery (ASR) Project will store up to 65 billion gallons of water in the dewatered portion of the aquifer and be a critical component of the City's Water Supply Plan. It will restore the water levels of the aquifer so that is available to help meet the supply water needs of the City through 2050 as well help protect the existing water supply from salt-water contamination.

**Background**

The Equus Beds Aquifer is a major water supply source for the City of Wichita as well as the major source of water for agricultural and industrial use in the surrounding area. Excess use of the aquifer by all users has resulted in water level reduction of up to 40 feet in some areas. The area is also threatened by salt-water contamination from man made and natural sources.

The Aquifer Storage and Recovery Project (ASR) captures excess flows from the Little Arkansas River, treats it and recharges it into the Aquifer by means of recharge basins or recharge wells. The City plans to construct facilities capable of capturing and recharging up to 100 million gallons per day. The first phase of the project was completed in 2006 and is capable of recharging 10 million gallons per day. The next phase of the project will provide an additional 30 million gallons per day when fully operational. Subsequent phases of the project will increase the total ASR project to 100 million gallons per day.

**Proposal**

Obtain federal funding for the ASR Project.

**Benefits**

With the successful completion of the ASR Project, the City of Wichita's water supply needs will be met through the year 2050. This will provide for the residential consumer as well as the industrial consumer, making Wichita and the surrounding community a viable place for businesses today as well as in the future. The producers who use the Equus Beds as an irrigation source are also protected as their water supply is recharged and pumping will require less energy.

The recharging of the aquifer also provides additional environmental benefits. The recharged water will strengthen the hydraulic barrier between the aquifer and an existing salt-water plume that was created by oil drilling in the early part of the century. This barrier will help maintain the quality of water in the aquifer and protect the crops that rely on it as a source of irrigation. The Little Arkansas River will also see a benefit from this project. As the water levels in the aquifer rise, the additional water will drain from the aquifer back into the river, improving low flows in the river.

### **Costs**

The City's Equus Beds ASR project has been authorized for 25% federal funding, with a cap of \$30 million. Phase I of the project was completed in 2006, and design is beginning on Phase II. The estimated cost of Phase II is \$125 million. Legislation was signed into law on October 5, 2006 providing for construction of the Wichita Project Equus Beds Division of the Cheney Division, Wichita Federal Reclamation Project. (OCT. 5, 2006 120 STAT. 1473 Public Law 109-299 109th Congress) The City requests \$5 million of federal funding in the next fiscal year and in each of the next four to five years to support this project.

### **Contact**

Jerry Blain, Superintendent of Production and Pumping  
Wichita Water Utilities  
455 N. Main  
Wichita, KS 67202  
316-269-4764

**APPROPRIATIONS REQUEST FORM  
FOR  
FEDERAL LEGISLATION – FY2009**

**PRIORITY PROJECT**

**Project**

21<sup>ST</sup> STREET NORTH 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 seven 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 seven at-grade rail crossings. The Wichita Area Metropolitan Planning Organization's 2007 Railroad Crossing Plan gives this location one of its highest 'hazard index' ratings. 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 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 FY09 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.

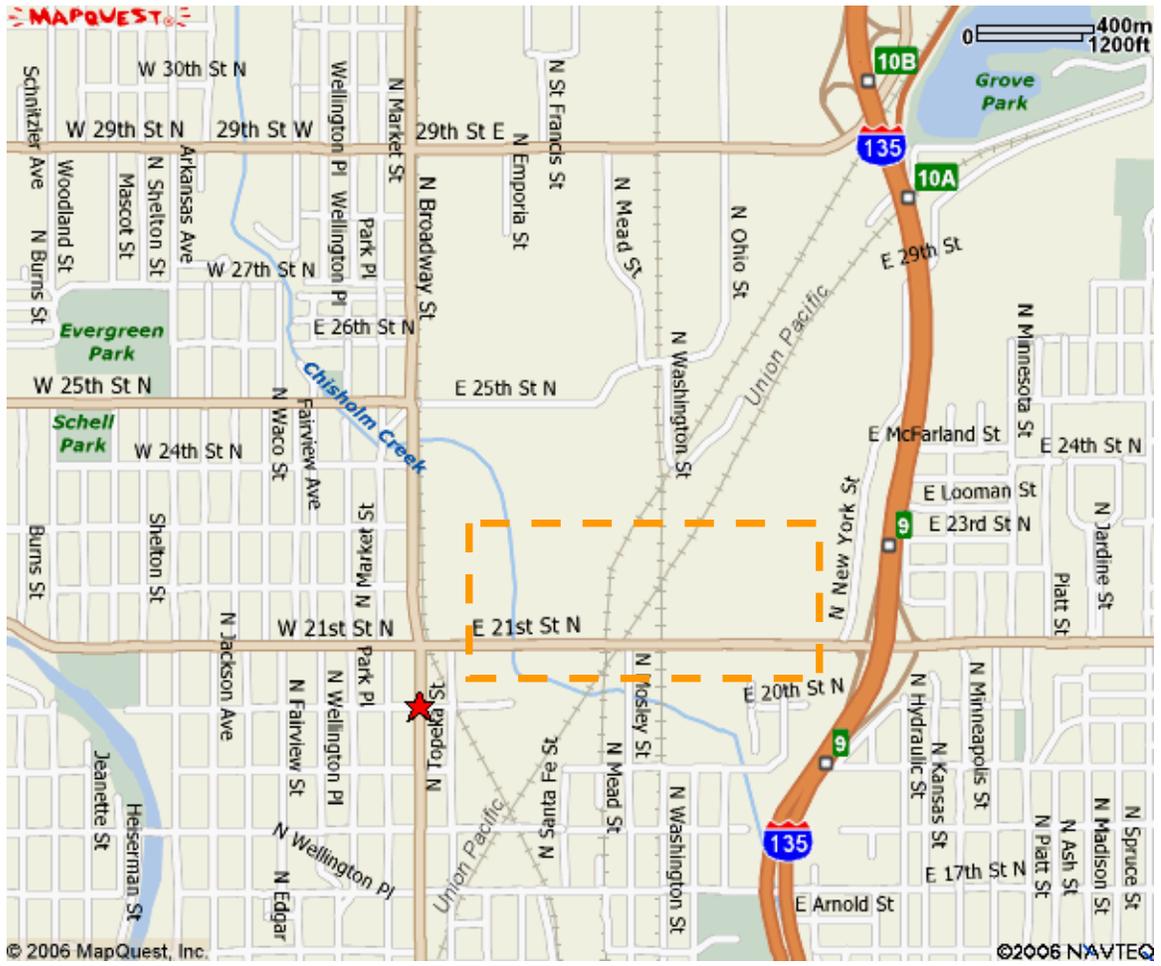
### **Costs**

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 \$35 million.

### **Contact**

Chris Carrier  
Director of Public Works  
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# LOCATION MAP



## 21<sup>ST</sup> STREET NORTH RAILROAD OVERPASS

Broadway

### SITE VIEW



21<sup>ST</sup> Street

**APPROPRIATIONS REQUEST FORM  
FOR  
FEDERAL LEGISLATION – FY2009**

**PRIORITY PROJECT**

**Project**

WICHITA AREA DRAINAGE MASTER PLAN

**Goal**

Funding will be used to conduct a drainage master plan for the Wichita area. Development of a Wichita Area Drainage Master Plan will ensure the economic well being of the Wichita area by providing a comprehensive plan for addressing drainage issues. Such a plan will define flood prone areas in greater detail, suggest ways to prevent or reduce flooding, provide guidance for floodplain management, and suggest methods to maintain or improve water quality within major channel reaches. This will allow agencies in the Wichita region to identify and adequately address flood prone areas in a comprehensive manner, and 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 the past two decades, Wichita and surrounding communities have grown significantly both in population and size. Much of that growth has involved urban expansions into previously undeveloped drainage basins. This has increased the frequency and severity of flooding, 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 in 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 depend on the ability to ensure adequate public services, and safety of both lives and property. Without the ability to effectively provide for the safety of either, the Wichita area finds itself facing the 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. This 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 a significant area of west Wichita. The historic flooding resulted in one fatality, two injuries, the evacuation of 5,300 people and an estimated \$32 million in damage to highways, businesses, private property and crops.

In March 2003, the City of Wichita completed a stormwater 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.

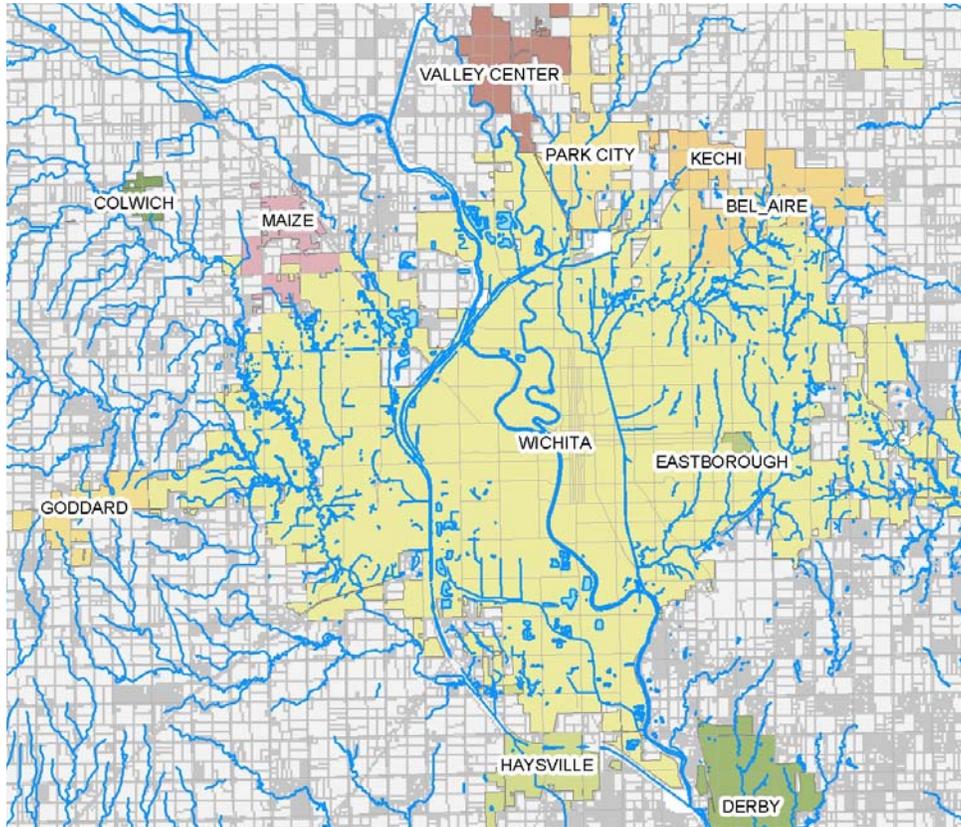
### **Costs**

\$1.0 million

### **Contact**

Chris Carrier  
Director of Public Works  
455 N. Main  
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316-268-4422

# LOCATION MAP



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **PRIORITY PROJECT**

### **Project**

SECURITY SYSTEM FOR MAJOR CITY 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 more than 300 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. Since the terrorist events of September 11, 2001, this 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 it.

### **Proposal**

Provide funding to allow the City of Wichita to install security systems in the 43 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.

### **Costs**

Estimated total project cost \$500,000.

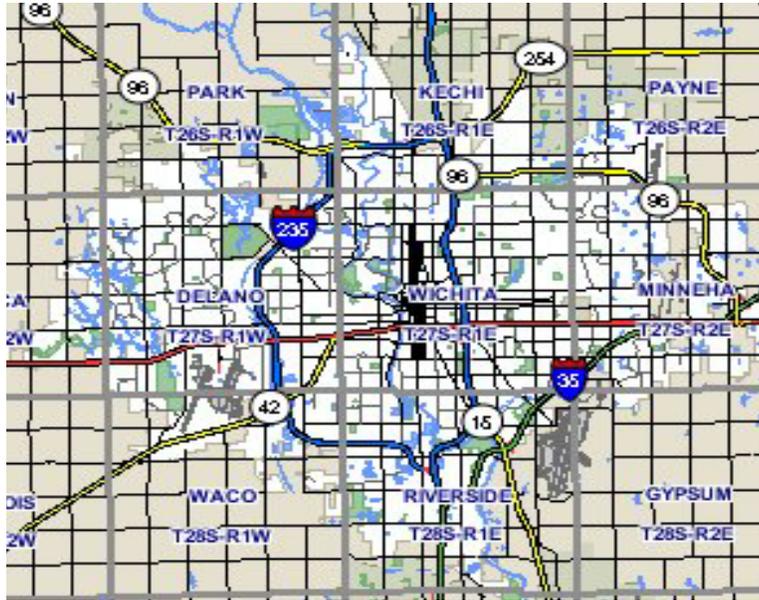
### **Contact**

Chris Carrier  
Director of Public Works  
455 N. Main  
Wichita, KS 67202  
316-268-4422

## Facilities 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
43. River Corridor Public Attractions (Keeper/Plaza)	Little Ark/Arkansas River confluence

**LOCATION MAP**



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



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION - FY2009

## Project

47<sup>th</sup> STREET, 1-135 TO BROADWAY

## Goal

There is a significant need to 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. This segment of 47<sup>th</sup> Street carries nearly 30,000 vehicles per day (2007).

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 \$25 million, including design, right of way acquisition and inspection. KDOT is funding the design component.

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 \$25 million.

### **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**

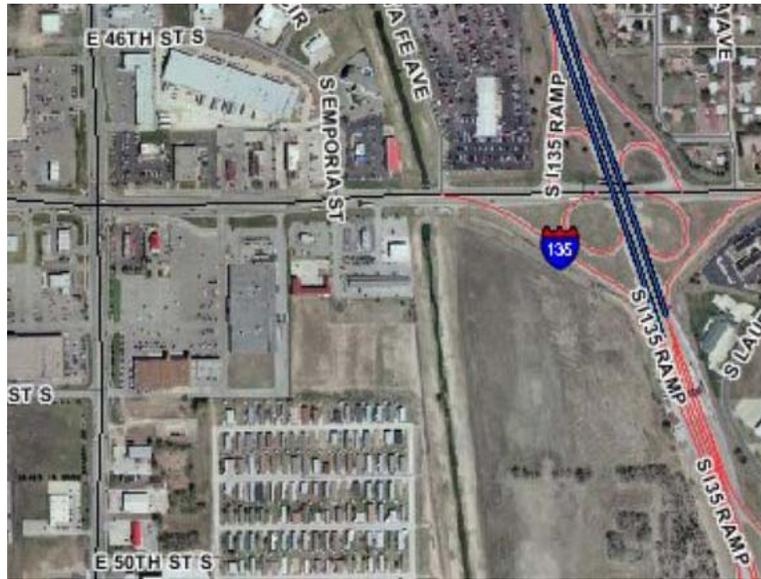
Eighty-percent federal funding of the \$25 million construction cost is \$20 million. The remaining 20% (\$5 million) would be funded by KDOT (design) and the City of Wichita.

Note: The 2004 study projected costs in 2003 dollars. The costs in this proposal have been adjusted to reflect 2008 costs/dollars.

### **Contact**

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316-268-4422

LOCATION MAP



Revised 1/2008

# **APPROPRIATION REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

NOISE ABATEMENT FOR K-96, I-235 AND MERIDIAN AVENUE INTERCHANGE  
(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, 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 impacted 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.



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

RAILROAD CORRIDOR  
BNSF AND UP CROSSINGS AT PAWNEE

## **Goal**

Increased rail traffic through the heart of Wichita resulting from the merger of 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 at the BNSF crossing at Pawnee, and the UP crossing at Pawnee.

## **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.

On August 12, 1996, the federal Surface Transportation Board (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. Protests from the Mayor and Wichita City Council against the proposed increased train movements through the City were recognized by the STB as a legitimate concern. 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 the UP/SP merger.

In November 1997, meetings with UP officials began with the goal of negotiating a 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 bypass routes around the Wichita metropolitan area, as well as potential improvements to the railroad corridor, such as grade separations for 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, and on Pawnee Ave. at the BNSF and UP crossings.

## **Proposal**

This project will provide grade separation 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, \$125.9 million has been obligated to date for grade separations in Haysville, the Central Corridor in Wichita, as well as engineering and program management. This leaves a balance of \$1.2 million available for the balance of the rail grade separation projects on Pawnee. The current budgets for the Pawnee projects total \$84.0 million, which results in an \$82.8 million dollar shortfall. The City of Wichita requests additional federal funds in the amount of \$5.0 million in FY09 and \$5.0 million in FY10 to assist in the completion of these important projects.

## **Benefits**

Providing grade separation at these crossings will:

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

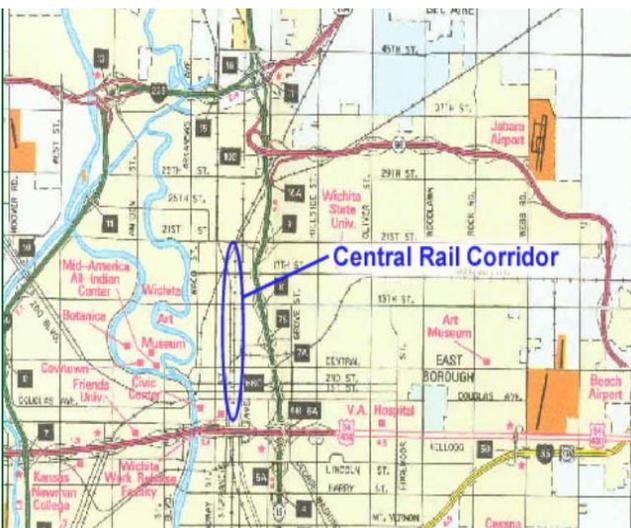
## **Costs**

The estimated cost of the Pawnee grade separation projects is \$84 million. Additional funds in the amount of \$82.8 million are required to fund the project.

## **Contact**

Chris Carrier  
Director of Public Works  
455 N. Main  
Wichita, KS 67202  
316-268-4422

### **LOCATION MAP**



### **SITE VIEW**



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

DRY CREEK OVERFLOW  
DRAINAGE STUDY AND 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.

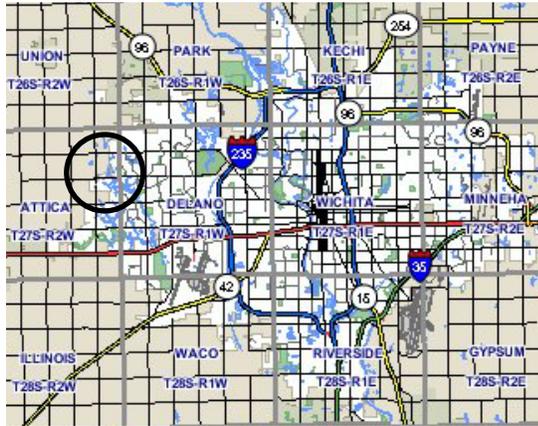
## **Costs**

\$12 million (\$6 million FY2009 and \$6 million FY2010)

## **Contact**

Chris Carrier  
Director of Public Works  
455 N. Main  
Wichita, KS 67202  
316-268-4422

## Location Map



## Site View



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

WICHITA POLICE DEPARTMENT HELICOPTER

## **Goal**

Obtain an MD 500E Helicopter for the Wichita Police Department equipped with communications systems, Forward Looking Infrared Radar (FLIR) and Moving Maps system.

## **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.

In 2007, the number of calls saw significant reductions due to the aircraft not being available for a four-month period. An FAA mandated engine overhaul and inspections kept the aircraft grounded for the extended period of time. The Wichita Police Department's Air Section is the only air support unit for public safety agencies in the entire south central region of the state of Kansas.

## **Proposal**

The availability of a helicopter is crucial for enhanced public safety for Wichita and the south central region of the state. 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, on top of the already mentioned 4 month period for the engine overhaul. The lack of a second aircraft resulted in no air support for public safety agencies for almost fifty percent of the entire year, greatly affecting the efficiency and effectiveness of public safety agencies and response times.

During this down time, we experienced loss of life in situations that with air support may have been resolved with positive results. With the availability of a second aircraft, air support would have been present.

### **Benefits**

An additional helicopter would allow the Department the capability to have air support available at all times or fly two aircraft at the same time should there be a large-scale incident, or major incidents within the region 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.

### **Costs**

Amount of request: \$1,804,000.00

### **Contact**

Deputy Chief Terri Moses  
Wichita Police Department  
455 N. Main  
Wichita, KS 67202  
(316) 268-4165



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

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 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 Army 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 Cassidy 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 week-long 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. The project continues to be funded in the City's Capital Improvement Plan for the 2007-2016 cycle. The CIP currently provides for \$3.36 million of funding in 2009, and \$3 million in 2010.

### **Proposal**

Federal funding is already approved for FY2011. The City is requesting that the federal funding remain as approved.

### **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 National Guard Armory and Maint. Shop	\$48,000,000	Funded FY2011
U.S. Marine Corps Reserve	\$19,000,000	Funded FY2011

<b>Total Estimated Project Costs</b>	<b>\$67,000,000</b>	
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### **Contact**

Chris Carrier  
Director of Public Works  
455 N. Main  
Wichita, KS 67202  
316-268-4422

**Location map**



**Site view**



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009

## Project

BOTANICA, THE WICHITA GARDENS, CHILDREN'S GARDEN – WICHITA, KANSAS

## Goal

Create a unique and exciting destination for learning and fun in a horticultural setting that would celebrate the history, culture, and natural resources of Wichita.

## Background

The **Botanica, The Wichita Gardens** was opened to the public in 1987 to generate enthusiasm for horticulture and enlighten people through educational, artistic and cultural experiences. Currently, 24 themed gardens and exhibits are displayed on nine acres of stunning gardenscaping that features over 3600 species of plants both native and new to the region. Plans are underway to continue the educational mission of **Botanica, The Wichita Gardens** by developing a garden specifically for children that will also be fascinating for adults.

## Proposal

The Children's Garden at **Botanica, The Wichita Gardens** proposes to display and exhibit gardens that will not only change with the seasons but provide opportunities to host special children's events and shows. Zones will be designated throughout this garden that will display themes in children's literature, science, gardening and Kansas history. Exhibits will provide hands-on features to stimulate experimental learning and opportunities for physical activity. Wide walkways, stroller parking areas, and shady areas will enhance the experience for families. Picnic areas with seating will allow families or groups to enjoy lunches or snacks during their visit. A variety of colorful plants will be displayed and delicate plants will be presented in a format in which the plants can be enjoyed but remain protected. Water and sound activity venues will round out the sensual experience. The garden will contain high quality, durable equipment and a structural facility with an ecologically-friendly "green" roof, which will be used for displaying exhibits and restrooms.

## Benefits

The Children's Garden at **Botanica, The Wichita Gardens** will be a place where families can experience nature together and provide an opportunity for children to understand how plants function and people function with plants.

## Costs

The estimated construction costs for the **Botanica, The Wichita Gardens**, Children's Garden is \$1.5 million. A Congressional Appropriation will leverage City of Wichita, Capital Improvement Plan funds for infrastructure costs. The design process is being performed by a professional architectural firm that specializes in children's gardens.

## Contact

Marty Miller, Executive Director of **Botanica, The Wichita Gardens**  
City of Wichita Department of Parks and Recreation  
701 Amidon  
Wichita, KS 67203  
(316)264-0448

# BOTANICA

*The Wichita Gardens*

Learning Opportunities  
In The Gardens



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

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 (50)-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 late 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 2009. Opening of the new facility is expected in late 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 \$20 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. These pavement areas will be

designed to meet upcoming federal environmental guidelines for collection of aircraft deicing fluids and protection of groundwater.

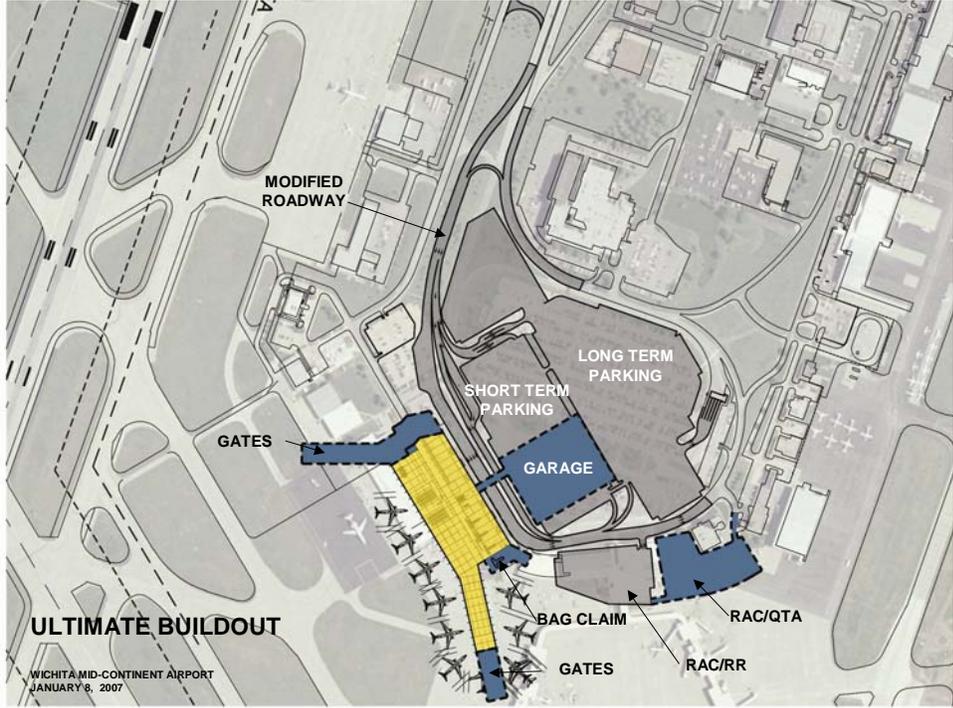
### **Costs**

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. The cost of the entire project is expected to be approximately \$150-160 million, and no City of Wichita local tax dollars will be used for the design and construction. The ramp component is expected to cost approximately \$20 million.

### **Contact**

Victor White, Director of Airports  
Wichita Airport Authority  
316-946-4700

**SITE MAP**



**ARCHITECT'S CONCEPT**



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY 2009**

## **Project**

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 (50)-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 late 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. Opening of the new facility is expected in late 2011.

## **Proposal**

Obtain maximum levels of funding from the Department of Homeland Security – Transportation Security Administration. The target for the Explosives Detection Inline Baggage Screening and Security Systems component of the new terminal program is \$15 million in earmarks.

## **Benefits**

New Transportation Security Administration (TSA) regulations require 100% screening of checked baggage and cargo that is carried on passenger aircraft. In order for the TSA to provide sufficient levels of security screening, and to maximize its manpower resources at the Airport, an

Explosives Detection Inline Baggage Screening System and related security systems are essential parts of the planned new Airline Passenger Terminal facilities.

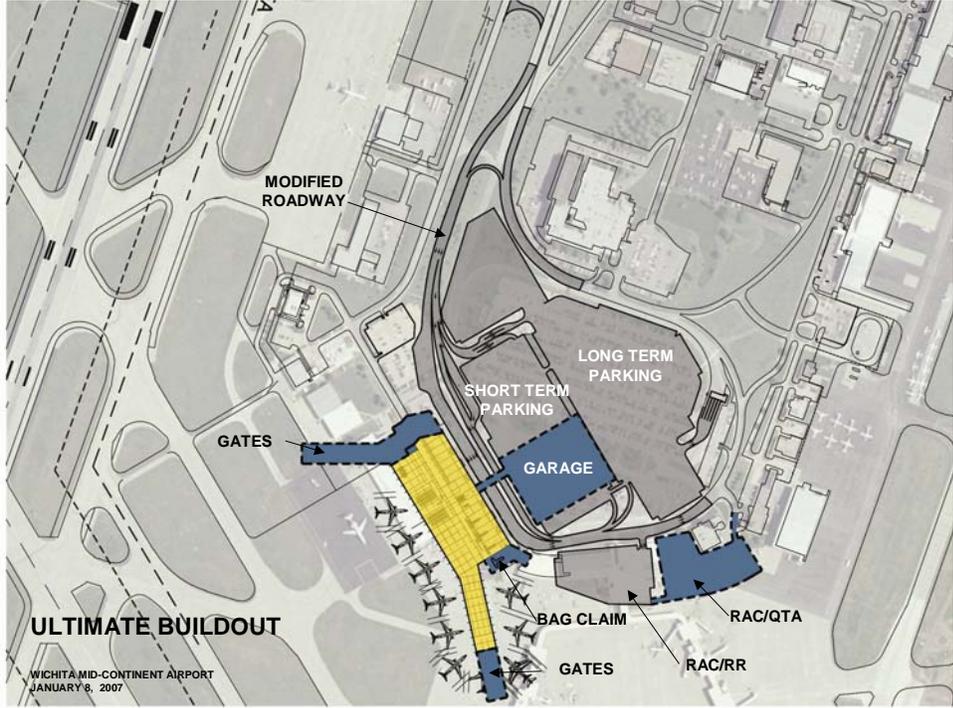
### **Costs**

The entire new Airline Passenger Terminal 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. The cost of the entire project is expected to be approximately \$150-160 million, and no City of Wichita local tax dollars will be used for the design and construction. The Explosives Detection System component of the project is approximately \$15 million.

### **Contact**

Victor White, Director of Airports  
Wichita Airport Authority  
316-946-4700

**SITE MAP**



**ARCHITECT'S CONCEPT**



# APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009

## **Project**

ARKANSAS RIVER WATER QUALITY ASSESSMENT, IMPROVEMENT AND PROTECTION PROJECT - WICHITA, KANSAS

## **Goal**

Improve water quality of the Arkansas River to meet City, community and regulatory requirements and to improve and enhance the City's core area for recreation and economic opportunities and aesthetics.

## **Background**

The condition of the Arkansas River, and its supporting watershed, has long been a priority for the City of Wichita. KDHE has listed the urban areas of the Lower Arkansas River that flows through Wichita as an impaired water body for high bacterial levels and has posted fish consumption advisories. The City is also required to maintain stormwater water quality that discharges to the Arkansas River. In 2006 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.

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. Joint project with USGS** - A project to work with the USGS to implment three new continuous water quality monitoring sites at Maize, Bridge at Broadway and Derby to develop real-time continuous water quality monitoring. This project will serve to better develop fate and transport information as the Ark River flows through the Wichita area.
- 3. 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.
- 4. 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 stormwater 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.
- 5. Stormwater technology pilot project:** New technology needs to be procured, installed and assessed for future stormwater water quality drainage improvements for the Ark River.

- 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 Stormwater 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 \$3,000,000.

- Not to exceed \$1,500,000 FY2009
- Not to exceed \$1,500,000 FY2010

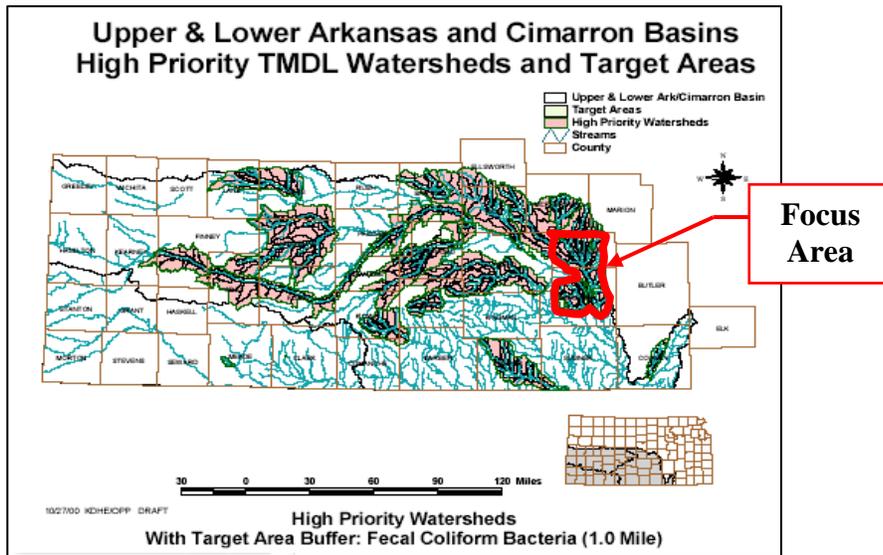
The City of Wichita has applied for and received two Kansas Department of Health and Environment Watershed Restoration and Protection Strategy (WRAPS) grants to initiate some project planning and stakeholder development. KDHE funding has included \$100,000 planning funding and a \$10,000 green roof demonstration project funding. 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 Stormwater 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.

### **Contact**

D. Kay Johnson, Director  
Environmental Services Department  
1900 E 9<sup>th</sup> Street  
Wichita, KS 67214  
316- 268-8351



PROJECT AREA



# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

PERFORMANCE AND RECEPTION FACILITY – OLD COWTOWN MUSEUM

## **Goal**

Construct a 400-600 dinner theater/rental facility at Old Cowtown Museum.

## **Background**

The Old Cowtown Museum began as a preservation project in the late 1940's with the City of Wichita becoming involved shortly after the first two buildings were acquired. The museum quickly grew from a preservation project into a living history museum of over 60 structures. The City of Wichita formally began operating the museum in September of 2007.

In 2005, the Old Cowtown Museum opened a rental/multi-purpose Visitor's Center. In 2007, the City of Wichita partnered with the Diamond W. Wranglers, a popular musical dinner theater performing act. The Wranglers, to continue with their current success, have advised they need a larger facility to accommodate the growing numbers at their performances.

## **Proposal**

A new performance/reception facility would be constructed on the Old Cowtown Museum property. The building would be approximately 14,000 square feet and would consist of a seating/dining area, stage, audio/visual room, catering kitchen, storage room, restrooms, and ticket area. The proposed facility would be adjacent to the current Visitor's Center which would allow for expansion at a later date to include a museum gift shop and other entertainment features.

The proposed building would be a pre-engineered metal building with a façade that blends with the historic Old Cowtown Museum property. The new facility is projected to be completed prior to November 1, 2008.

## **Benefits**

The new facility would serve as a "quality of life" benefit for the citizens of Wichita by providing entertainment opportunities along the Museums on the River corridor.

## **Costs**

The projected cost of the Cowtown Performance/Reception facility is \$4 million.

## **Contact**

John D'Angelo  
Arts & Cultural Services Manager  
334 N. Mead  
Wichita, KS 67202  
316-462-2787

# **APPROPRIATIONS REQUEST FORM FOR FEDERAL LEGISLATION – FY2009**

## **Project**

NEW COMMUNITIES INITIATIVE

## **Goal**

To support and enhance successful families and sustain the communities in which they live.

## **Background**

In 2004, a community panel released a report with recommendations to address the problems facing the community and ex-offenders when they return to the Wichita area from Kansas prisons. The group studied this issue because of the following statistics and trends:

- Majority of inmates entering Kansas prisons come from Sedgwick County
- Majority of Sedgwick County inmates come from concentrated areas in central and northeast Wichita
- Majority of new commitments, probations revocations and parole revocations come from northeast Wichita

Shortly thereafter, a group of City, County and State officials met to discuss each of their roles in the recommendations, with a focus on a specific geography in northeast Wichita (majority of Zip Code 67214). From those discussions emerged a series of prisoner reentry strategies, specifically related to housing and employment/training needs. However, the focus broadened after several members of the planning team learned firsthand about the positive transformation that can occur in the lives of residents when entire communities are changed. A new initiative was created to bring about such comprehensive transformation, and was jointly endorsed in a partnership of City, County and State officials – the New Communities Initiative. The broad approach of the New Communities Initiative partnership was deemed appropriate given these additional statistics:

- 2006 unemployment rate for persons over 16 in the NCI area: 8% (citywide rate is 3%)
- 2006 high school graduation rate for 67214: 54% (USD 259 rate was 77%)
- Less than high school graduates: 34% for persons over age 25 in NCI area
- From 2001 to March '07, 66% of all neglected buildings in the city were in 67214

The New Communities Initiative is organized into five Pillar Groups which have been meeting since January, 2007. They have developed goals and strategies related to their areas of focus, many of which reflect a different way of using existing resources. However, strategies related to

physical redevelopment needs in the housing area will require new resources to repair and rebuild these neighborhoods.

### **Proposal**

The City of Wichita requests that Federal funding be provided to implement new housing construction in the designated area and to replace boarded up properties with high quality, energy efficient homes. Funds would be used to establish a revolving development subsidy loan program for private sector housing developers and non-profit housing developers desiring to participate.

### **Benefits**

The overall goal of the initiative is to improve the lives of residents of this community. However, implicit in that goal is the possibility of successful reentry for returning ex-offenders. The companion benefit is a reduction in the number of persons going into the prison system as a result of the improved physical and social conditions in the target area.

This program would also assist in the revitalization and stabilization of the affected neighborhoods through the provision of affordable homeownership opportunities, while providing an economic stimulus for the community.

### **Costs**

\$1 million. This will provide funds for acquisition, demolition, asbestos abatement, construction and down-payment and closing cost subsidies to low income, first time homebuyers for a minimum of 20 properties.

### **Contact**

Mary K. Vaughn  
Director of Housing and Community Services  
332 N. Riverview  
Wichita, KS 67203  
316-462-3795

