



SEDGWICK COUNTY, KANSAS

2024 FEDERAL AGENDA

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CONGRESSIONALLY-DIRECTED SPENDING REQUESTS

SUPPORT funding for ARC 95 project.

ARKANSAS RIVER CROSSING AND 95TH STREET (ARC95) PROJECT (DISTRICT 2 AND 5)

History

The 2008 South Area Transportation Study (SATS) as the first study that identified a need for a southern corridor for future transportation enhancements. Three additional studies in 2011, 2012, and 2013 confirmed a southern corridor would be a benefit to future development plans.

The ARC95 study completed in 2017. It focused specifically on a section between Broadway (US-81) and Woodlawn Blvd. Phase 1 is the Arkansas River crossing and covers improvements between Woodlawn and Hillside. This first phase is the key to the rest of the phases.

Request

\$4.88 million in congressionally-directed spending. The total cost of the project is \$6.1 million, of which the County is requesting the maximum 80% federal share.

Purpose

This work will cover the **preliminary engineering, environmental approvals, and final design** of Phase 1 of the ARC95 project. Phase 1 encompasses a 2.0-mile segment of 95th Street from Hillside Avenue to Woodlawn Boulevard, including a new bridge crossing of the Arkansas River and BNSF railroad.

Status

Sedgwick County and its partners have conducted planning and other pre-design activities related to the ARC95 project for nearly 15 years. Project partners, including KDOT, KTA, WAMPO, City of Clearwater, City of Derby, City of Haysville, and the City of Mulvane, have actively participated in and supported the project.

Each city has set aside funds to ensure we can continue to move the project forward. These funds can be used to acquire right-of-way, hire a design engineer, or meet local match requirements. This project is not in the State Transportation Improvement Program (STIP) at this time, but is included in the WAMPO MTP. WAMPO and KDOT have confirmed that the project can be moved into the WAMPO TIP, and subsequently the STIP, in short order.

Other Actions

The County has submitted a RAISE grant application for the full \$6.1 million. Letters of support were obtained from Senators Moran and Marshall, as well as Congressman Estes. This is the third attempt for a RAISE planning grant, suggesting an award is not eminent. Congressionally-directed spending will serve to prepare this project for inclusion in a future Eisenhower Legacy Transportation Program (IKE) construction pipeline.



SUPPORT funding for the County's Public Safety Preparedness Warehouse and Emergency Operations Center (EOC).

- The County is requesting a \$2 million as a congressionally-directed spending request from Senator Jerry Moran as part of the FY 2024 congressional appropriations process for this project.
- Sedgwick County Emergency Management has very limited storage space in its Public Safety Building and currently relies on disaster preparedness and response trailers, vehicles, equipment, supplies located in multiple locations. The county's Emergency Communications 911 Center is also slated for remodeling, with a need for need to expand men's and women's locker rooms and restrooms and a near future need for more training space and office space for staff additions.
- Sedgwick County plans to construct a new facility providing several necessary features under one roof, including:
 - A FEMA-rated Emergency Operations Center;
 - Emergency Management administrative offices; and
 - A Warehouse conducive to receive, distribute, and store emergency preparedness equipment and supplies, such as
 - Medical PPE (continuous rotation of 90-day supply);
 - Outdoor warning system parts;
 - Volunteer team supplies and equipment; and
 - Training materials.



The schematic design has three distinct areas. The first area is vehicle storage and access, with five (5) bays, three (3) vehicles deep, allowing a potential to treat 15 vehicles at once – consisting of a total of 9,571 square feet. The second area is warehouse storage of 4,660 square feet. The third area houses administrative functions and the EOC with 12,486 square feet of space. The proposed building has a total of 26,717 square feet.

- County will continue to apply for the Defense Community Infrastructure Program Grant.
- Our project total is \$15,843,686

TRANSPORTATION PROJECTS

SUPPORT funding for County bridge and road projects.

1. Northwest Expressway (District 3 and 4)

- This project entails the construction of a new access controlled highway from US-54 at the City of Goddard to K-96 between Tyler Road and Ridge Road at the City of Maize. It would extend the interstate level highway system at Maize to west Wichita and Goddard.
- US-54 through west Wichita will continue to see increasing levels of passenger and freight traffic moving from the I-135 corridor out of northeastern Kansas (Kansas City Metro) into western Kansas and points down into New Mexico. Urbanization in far northwest Wichita, Goddard and Maize will continue to drive demand for efficient movement of workers to employment centers in the Wichita region. There are space and design limitations in the US-54 corridor that will require development of this alternative route to manage overall congestion in the community over time.
- A 1997 study ended with public involvement efforts to select a preferred design alternative between 2001 and 2005. After selecting the preferred alternative, KDOT completed the Environmental Impact Study (EIS) with federal concurrence on their Finding of No Significant Impact (FONSI) in 2006.
- The current NW Expressway projects are right-of-way (ROW) preservation projects. The intent is for KDOT to pursue ROW acquisitions, in coordination with KDOT's local partners, in those areas within the corridor with high development potential and/or land acquisitions for cases where landowners are experiencing hardship and uncertainty beyond that inherent for all property owners along the project corridor.

- *Status*

Design: 60% complete (preliminary design with Plans to ROW completed in 2006); Right-of-Way Preservation Funding Agreements are in place. No funding identified or obligated for final design at this time.

Right of Way: A total of 1,334 Acres of right of way is needed at an estimated cost of \$50 million. KDOT has acquired 482.1 acres (36.1%) of right of way needed for project and expended \$14.01M to acquire it.

Corridor Protection: Sedgwick County and the City of Wichita established a protective overlay in the zoning code in 2007 that protects ROW in the proposed route by providing notice when development is about to occur. The notice triggers an analysis by KDOT to determine if immediate steps should be taken to acquire the ROW.

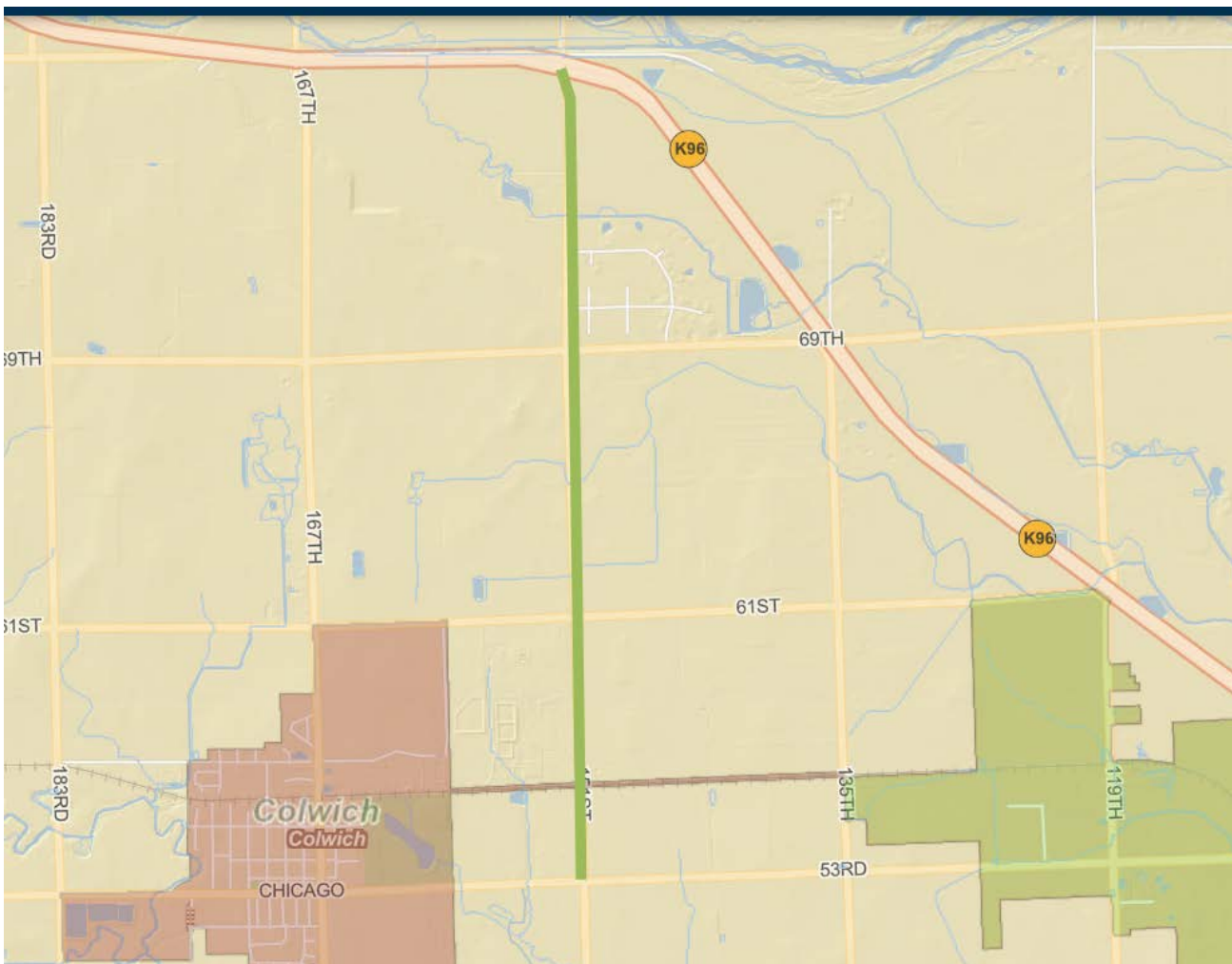
Funding Sources: KDOT, Sedgwick County, Goddard and Maize are in their fourth 5-year partnership agreement (spanning 2006 to 2025) to provide funding to purchase right of way for the project. Wichita also participated in the initial 5-year agreement.

Environmental Clearance: Received in 2006.

Construction Cost Estimate: \$519.2 million. No funds identified or obligated for final design or construction at this time. We are considering phased construction and tolling options.

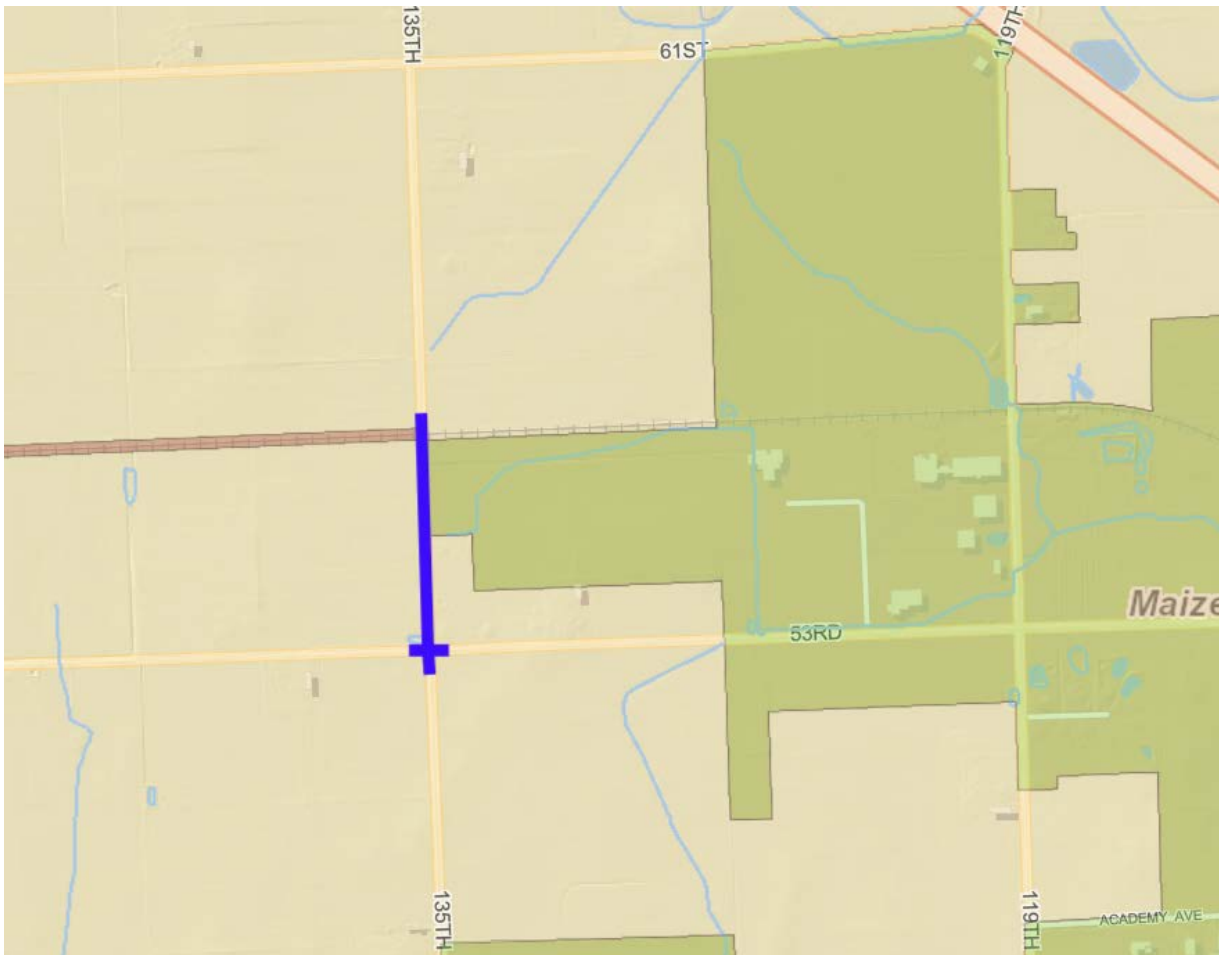
2. Reconstruction of 151st Street West between 53rd Street North and Highway K-96 (District 3)

- *Cost*
The total cost of the project is **\$4.3 million**, of which the County is requesting the maximum 80% federal share.
- *Purpose*
This project will replace an existing cold mix asphalt road (151st St W) with a two-lane industrial standard paved roadway with appropriate shoulders and improved roadside drainage ditches. The road will be designed for the additional truck traffic that is anticipated with the expansion of the ICM ethanol plant in Colwich, KS. The right-of-way will be widened to accommodate the proposed improvements and allow sufficient access for public utilities.
- *Status*
The project is scheduled to let for construction in late 2024. It is not in the STIP or TIP at this time.
- *Other Actions*
Project is under design. There are no current grant applications pending.



3. Reconstruction of the south Half-Mile of 135th Street West between 53rd and 61st Streets North (District 3)

- *Cost*
The total cost of the project is **\$1.2 million**.
- *Purpose*
This project will replace an existing rural gravel road (135th St W) with a two-lane industrial standard paved roadway with appropriate shoulders and improved roadside drainage ditches. Additionally, turn lanes will be constructed along 53rd St N. The road will be designed for the additional truck traffic that is anticipated with the expansion of the adjacent Maize Industrial Park. The right-of-way will be widened to accommodate the proposed improvements and allow sufficient access for public utilities.
- *Status*
The project design is almost complete, and all public right-of-way is acquired. It is scheduled to let for construction in 2025, and is currently included in the STIP and WAMPO's TIP.
- *Other Actions*
County is submitting a KDOT Cost Share grant application this spring. Past attempts have been unsuccessful, therefore the new application will likely increase the local match to 40-50% in order to increase the chance of award. Letters of support will be obtained from the City of Maize, Hutton Construction (developing the industrial park expansion), and other local entities.



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 are updating the required Service Development Plan, which will determine the infrastructure costs, along with revenue vs costs projections. These costs include:
 - Upgrades necessary for 79mph operating speed (across both states)
 - Extension of a siding on the Arkansas City, BNSF Kansas subdivision rail (2.3 miles)
 - Extension of a siding near Oklahoma City (4 miles – includes 5 bridges)
- Next steps for KDOT include:
 - Continue supporting KDOT’s application to the FRA Corridor Identification Program to be included in FRAs pipeline of projects for future capital and operating assistance.
 - 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 BNSF 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.
- 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.





Project Overview

The Kansas Department of Transportation (KDOT) is evaluating the expansion of passenger rail in south central Kansas. The proposed project would extend the Heartland Flyer passenger rail service from Oklahoma City, Oklahoma, to Newton, Kansas, where it would then connect with the Southwest Chief, a national route on Amtrak’s passenger rail network. The Heartland Flyer currently provides daily service between Fort Worth, Texas, and Oklahoma City.

Benefits

KDOT and the Oklahoma Department of Transportation (ODOT) believe this extension is a unique opportunity to not only enhance the overall intercity passenger rail network, but also provide additional benefits, including:

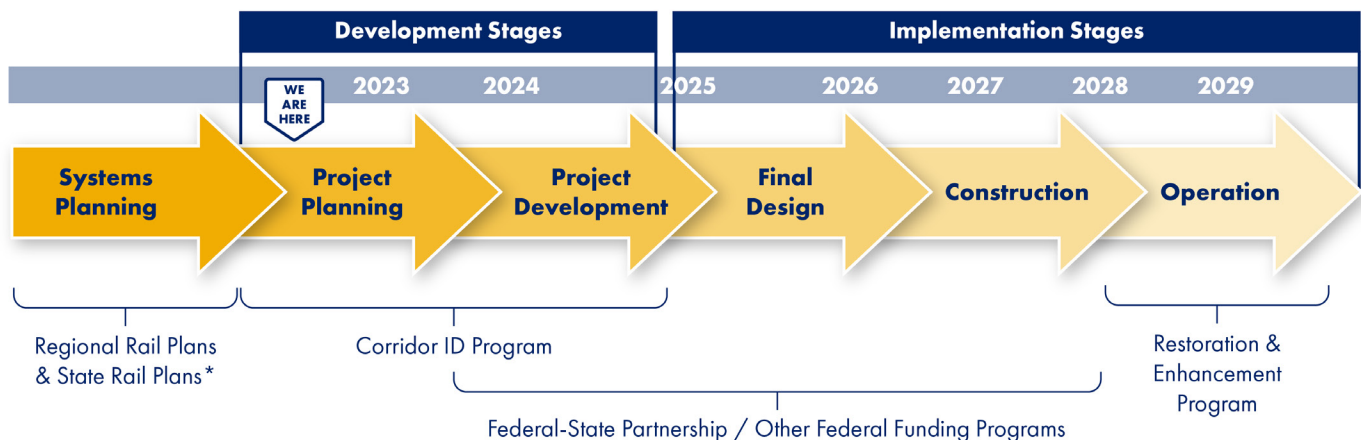
- Better multimodal connections
- Supports economic development and community investment
- Newfound tourism opportunities
- Lower emissions
- More diverse transportation options



Timeline

There are several steps that KDOT must complete prior to construction and operation. KDOT is currently in the Project Planning and Development phase. The project team will hold another public meeting in 2024 to provide a project update and next steps. The extension is expected to be operational in 2029 dependent upon funding availability.

FRA Project Lifecycle Stages - Corresponding FRA Funding Programs



*Regional Rail Planning and State Rail Plans may be funded through other FRA funding programs.



Frequently Asked Questions

Below is a list of commonly asked questions.

- **Gov. Kelly recently announced KDOT Passenger Rail was selected for the Corridor ID Program to receive federal funding. What does that mean?**
The funding will support ongoing planning efforts and formalizes KDOT's partnership with the FRA.
- **Is there any possibility of extending the Heartland Flyer services north of Newton to Kansas City or other destinations?**
The current planning effort is focused on the extension of the existing service to Newton. Additional destinations will be considered in future planning efforts.
- **Will there be travel times offered during the day?**
The schedule and service times are currently under review during the Service Development Plan Phase.
- **When is the anticipated project completion date and can it be expedited?**
There are a number of stages a project must move through prior to construction and operation. KDOT is currently in the Development/Project Planning stage. The extension from Oklahoma City, OK to Newton, KS is expected to be operating in 2029.
- **What is the anticipated travel time between Newton and Fort Worth?**
About 10 hours including stops.
- **Are there plans to include bicycle accommodations with the Newton/Oklahoma City line?**
Yes, KDOT considers bicycle accommodations in the project development.
- **Are there plans to upgrade the rail cars and make the interior/exterior more attractive or add sleeper cars?**
KDOT will consider the feedback and if applicable, work with project partners during a future stage of the project.
- **What opportunities will there be to coordinate with other multimodal services?**
KDOT is currently evaluating. It is anticipated that local bus services will coordinate with Amtrak to get travelers to their destinations, including the airports along the corridor.
- **What opportunities will there be to coordinate schedules with other Amtrak services at the north and south ends of the route?**
At the north end of the route, in Newton, passengers can access Amtrak's Southwest Chief. At the south-end, in Oklahoma City, the route will connect to the existing Heartland Flyer with routes to Dallas/Fort Worth.

Stay Engaged

To learn more about the project or sign up to receive the latest project updates, please scan the QR code or visit www.ksdot.gov/passrail/



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For more information, please visit [the project website](#). This information can be made available in alternative accessible formats by contacting 785.296.3585 Voice/Hearing Impaired-711.

FEDERAL SPENDING

SUPPORT efforts to improve the Nation's fiscal outlook and reduce long-term fiscal risks by reducing the deficit, stabilizing deficits and debt as a share of the economy over the long-run, and keeping the economic burden of debt within historical norms.

ARPA FUNDING

EXTEND obligation period by one year, to December 31, 2025 and the expenditure period by one year, to December 31, 2027.

FY 2025 FEDERAL APPROPRIATIONS

SUPPORT federal programs in FY 2025 appropriations legislation that **FUND VITAL** County services, provide formula funding, and fund competitive federal grants, such as:

Agriculture

- **Women, Infant, and Children (WIC) Program** - to serve the nutritional needs of low-income pregnant and postpartum women, infants, and children.
- **Community Facilities Program** - to develop essential community facilities in rural areas.

Commerce, Justice & Science

- **Economic Development Administration** - for innovative economic development planning, regional capacity building, and capital projects.
- **E-rate Program** - continuation of the Universal Service (E-rate) discount program, which is administered by the Universal Service Administrative Company (USAC) under the direction of the Federal Communications Commission (FCC), provides the majority of funding support for our public computing services.
- **Community Oriented Policing Services** - to increase the number of officers available for targeted patrol and other proven strategies to prevent and reduce crime.
- **Byrne Justice Assistance Grants (JAG)** - to support law enforcement, prosecution and courts, crime prevention, corrections, drug treatment and other important initiatives.
- **Byrne Criminal Justice Innovation Program** - to work with local leadership in high-poverty communities to invest and engage more intensely to create jobs, leverage private investment, reduce violence and expand educational opportunities.
- **Drug Court and Veteran's Court Programs** - to support mental health courts and adult and juvenile collaboration program grants.
- **Residential Substance Abuse Treatment (RSAT)** - to develop and implement residential substance abuse treatment programs and create and maintain community-based aftercare services for offenders.
- **Second Chance Act/Offender Reentry Programs** - to provide employment assistance, substance abuse treatment, housing, family programming, mentoring, victims support, and other services that can help reduce re-offending and violations of probation and parole.

- **State Criminal Alien Assistance Program** - for federal payments to states and local governments to reimburse correctional officer salary costs incurred for incarcerating undocumented criminal aliens.
- **Juvenile Justice Formula Grants** - to support state and local efforts to develop and implement comprehensive state juvenile justice plans, as well as provide training and technical assistance.
- **Juvenile Delinquency Prevention Initiatives** - to support delinquency prevention programs and activities to benefit youth who are at risk of having contact with the juvenile justice system.
- **Youth Mentoring Program** - to enhance and expand existing community-based mentoring strategies and programs, and develop, implement, and pilot test mentoring strategies and programs designed for youth in the juvenile justice, reentry, and foster care systems.
- **Juvenile Justice Realignment Incentive Grants** - to assist states that use Juvenile Accountability Block Grants funds for evidence-based juvenile justice system realignment to foster better outcomes for system involved youth, less costly use of incarceration, and increased public safety.
- **Office of Violence Against Women** - to provide communities with the opportunity to combat sexual assault and violence against women.

Interior & Environment

- **EPA Clean Water/Drinking Water State Revolving Funds (SRF) and Water Infrastructure Finance and Innovation Act (WIFIA)** - to finance infrastructure improvements projects for wastewater treatment, nonpoint source pollution control, watershed and estuary management, and public drinking water systems
- **Brownfields Program** - to assist in the clean-up and redevelopment of properties, which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.
- **Land & Water Conservation Fund** - to conserve lands in or around national parks public lands, refuges, and forests

Homeland Security

- **State Homeland Security Grant Program** - to enhance the state and local levels' ability to prevent, prepare for, protect against, and respond to natural disasters, acts of terrorism, and other man-made disasters.
- **Firefighter Assistance Grants** - to help firefighters and other first responders to obtain critically needed equipment, protective gear, emergency vehicles, training, and other resources needed to protect the public and emergency personnel from fire and related hazards.
- **Staffing for Adequate Fire and Emergency Response (SAFER) Program** - to help fire departments and volunteer firefighter interest organizations increase the number of trained, "front line" firefighters available in their communities.
- **Fire Prevention & Safety (FP&S) Program** - to support projects that enhance the safety of the public and firefighters from fire and related hazards.

Labor, Health and Human Services, and Education

- **Employment and Training Administration Programs** - to support job training programs to improve the employment prospects of adults, youth and dislocated workers.

- **Substance Abuse and Mental Health Service Administration (SAMHSA)** - to enhance health and reduce the adverse impact of substance abuse and mental illness.
- **Community Health Centers** - for capital development grants to improving access to health care services for people who are uninsured, isolated, or medically vulnerable.
- **Office of Community Services, Community Economic Development** – to Community Development Corporations (CDC) for well-planned, financially viable, and innovative projects to enhance job creation and business development for low-income individuals.
- **Institute of Museum and Library Services** – to support funding via the Library Services and Technology Act (LSTA), which funds database subscriptions, Talking Book services for the blind, and competitive grant programs for city libraries.
- **Older American Act Funding** – to support funds for programs providing in-home and community- based long-term care services, including: transportation, information & assistance, outreach, case management, homemaker or chore services, legal service, and adult day centers.

Transportation & Housing and Urban Development, as well as Infrastructure Legislation

- **Federal Highway Administration (FHWA)** - to invest in our Nation’s highway and bridge infrastructure. Transportation
- **Surface Transportation Program** - to provide transportation agencies the ability to target funds toward State and local priorities.
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program** - to help States and local governments reduce highway congestion and harmful emissions.
- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Program** - to provide Federal credit assistance funding to support nationally or regionally significant transportation projects.
- **Metropolitan Transportation Planning Program** - to provide resources for the improvement of metropolitan and statewide transportation planning processes.
- **Transportation Alternatives Program** - to increase transportation choices and access to transportations services.
- **BUILD Grants** - to fund infrastructure projects of national and regional significance, planning grants, and award and oversight expenses.
- **Federal Transit Administration (FTA)** – additional funding to construct new public transit systems, improve the condition of transit assets, expand access, and increase transit safety.
- **Fuel Taxes** that are specifically designated to public transit operations to reduce congestion and air pollution.
- **Community Development Block Grant programs (CDBG)** - to ensure access to decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses.

- **Housing Opportunities for Persons with AIDS (HOPWA), for the Elderly and for People with Disabilities** – to support projects that benefit low-income persons living with HIV/AIDS and their families, housing for the elderly and for persons with disabilities.
- **Homeless Assistance Grants** – to support new permanent housing units to quickly rehouse homeless individuals and families.
- **Housing Counseling Assistance** – to provide counseling to consumers on seeking, financing, maintaining, renting, or owning a home. The program also addresses homelessness through counseling and assists homeowners in need of foreclosure assistance.
- **Tenant-Based Rental Assistance/Housing Choice Vouchers and Project Based Rental Assistance** – to assist very low-income families, the elderly, and the disabled to afford decent housing in the private market, and to provide rental subsidies for families residing in newly constructed, rehabilitated and existing rental and cooperative apartment projects.
- **Public Housing Capital/Operating Funds** - for the operation, management, and maintenance of publicly owned affordable rental housing.
- **The Choice Neighborhoods Initiative** - to fund the transformation, rehabilitation and replacement of distressed public and/or HUD assisted housing and will support communities working to revitalize neighborhoods of concentrated poverty.
- **HOME Investment Partnership** - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.
- **Rental Assistance Demonstration (RAD) Program** – give public housing authorities (PHAs) a powerful tool to preserve and improve public housing properties and address the \$26 billion dollar nationwide backlog of deferred maintenance.