



SEDGWICK COUNTY, KANSAS

2022 FEDERAL AGENDA



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CONGRESSIONALLY-DIRECTED SPENDING REQUESTS

SUPPORT funding for the County' bridge and road projects.

▪ **Bridge Replacement on 151st St West over the Ninnescah River (B485)**

- The County is requesting a \$3.6 million as a congressionally-directed spending request from Senator Jerry Moran as part of the FY 2023 congressional appropriations process for this project. The total cost of the project is \$4.5 million, of which the County is requesting the maximum 80% federal share.
- This project will replace an existing 7-span steel girder bridge with a length of 621 ft. The proposed replacement 6-span structure is slightly longer and wider. It will carry two-lanes of traffic with a 36 ft. wide roadway to increase safety with a sufficient shoulder area.
- The existing bridge is structurally deficient with a sufficiency rating of 44.0 and an overall bridge condition rating of poor. It is now recommended for 12 month inspections because of the continued deterioration of the pin and hanger system on the existing bridge. It has no shoulder area with its 26 ft, roadway width.
- A new bridge structure is necessary to maintain this important route. It is only one of two bridges on paved routes over the Ninnescah River in the 32 mile stretch between K-49 and I-35. The route connects the city of Clearwater with rural residents in both Sedgwick and Sumner County. This route also serves over 50 large trucks per day on average hauling goods and materials for commerce and agriculture in this region.

▪ **Reconstruction of 151st St West between 53rd St North and Highway K-96 (R356)**

- The County is requesting a \$3.2 million as a congressionally-directed spending request from Senator Jerry Moran as part of the FY 2023 congressional appropriations process for this project. The total cost of the project is \$4 million, of which the County is requesting the maximum 80% federal share.
- 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 subgrade and base will be designed for the additional truck traffic that is anticipated with the recent 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.
- The existing roadway is 24 feet in width and only has 1-2 feet of gravel shoulders. The drainage ditches do not drain well and the road itself is in need of reconstruction. It was constructed as a temporary paved road over 20 years ago but has exceeded its useful life due to a weak subgrade. County forces patch several sections of this 3-mile section of roadway every year and will not be able to keep up with maintenance work once it becomes a main trucking access route to and from the ICM ethanol plant.

▪ **Reconstruction of the south Half Mile of 135th Street West between 53rd and 61st Streets North (R348)**

- The County is requesting a \$880,000 as a congressionally-directed spending request from Senator Jerry Moran as part of the FY 2023 congressional appropriations process for this project. The total cost of the project is \$1.1 million, of which the County is requesting the maximum 80% federal share.

- 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 subgrade and base 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.
- The existing gravel roadway varies in width from 24-26 feet and has little to no shoulders. The drainage ditches do not drain well and the road itself is subject to periodic flooding that makes access difficult to 53rd St N, a main paved access route to the city of Maize, KS.

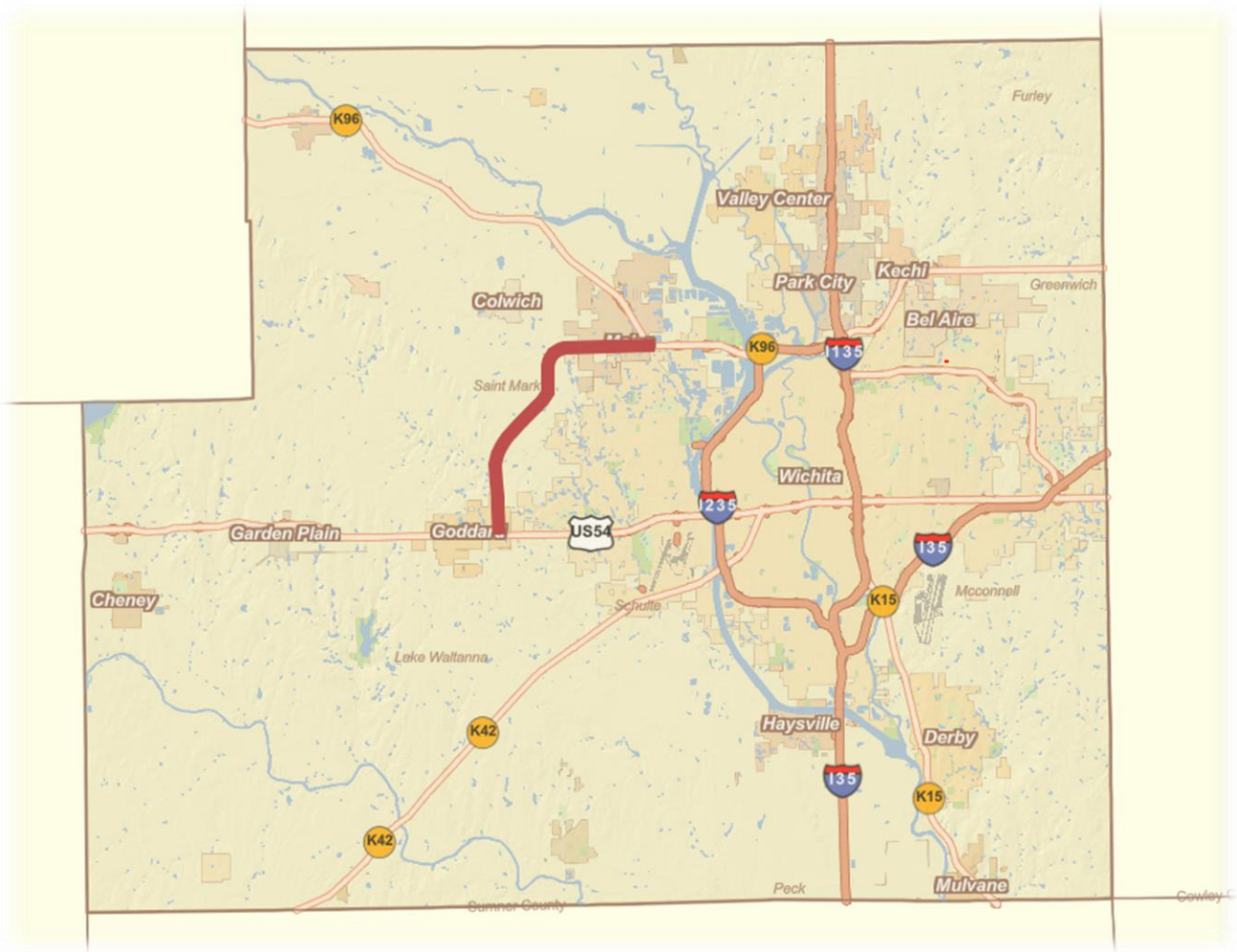
SUPPORT funding for the County's Public Safety Preparedness Warehouse and Emergency Operations Center (EOC).

- The County is requesting a \$2 million as a congressionally-directed spending request from Senator Jerry Moran as part of the FY 2023 congressional appropriations process for this project. The total estimated cost is \$3.8 - \$4 million, of which the County is seeking 50%.
- 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.

NORTHWEST WICHITA EXPRESSWAY

SUPPORT funding for the Northwest Wichita Expressway (KDOT Project Numbers 254-87 K-8234-03, 254-87 K-8234-04, and 54-87 K-8235-02).

- 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 NW Wichita Bypass 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.
- Project 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 356 acres (26.7%) of right of way needed for project and expended \$19.7M to acquire it.
 - Corridor Protection: Sedgwick County and the City of Wichita established a protective overlay in the zoning code in 2007 that protects right of way 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 right of way.
 - 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 was 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.



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 “a very successful train”, according to Michael Franke, Assistant Vice President for Policy and Development, for Amtrak (Press Conference, Topeka, KS, March 2010).
- Home to several million people, the proposed passenger rail corridor from Oklahoma City to Newton would in effect connect the economic, manufacturing and transportation centers along the I-35 Corridor Megaregion (Central Plains) with the shipping centers in Chicago and energy production centers in Texas. Through strengthened connections a more prosperous economy will develop from Chicago to San Antonio.
- Amtrak, BSNF and KDOT have conducted a study to determine the infrastructure costs, which are \$124.4 million: \$31.2 million for Kansas rail improvements and \$93.2 million for Oklahoma rail improvements. These costs include:
 - \$28.8M (across both states) for upgrades necessary for 79mph operating speed
 - \$15.8M for an extension of a siding on the Arkansas City, BNSF Kansas subdivision rail (2.3 miles)
 - \$79.8M for an extension of a siding near Oklahoma City (4 miles – includes 5 bridges)

Next steps for KDOT include:

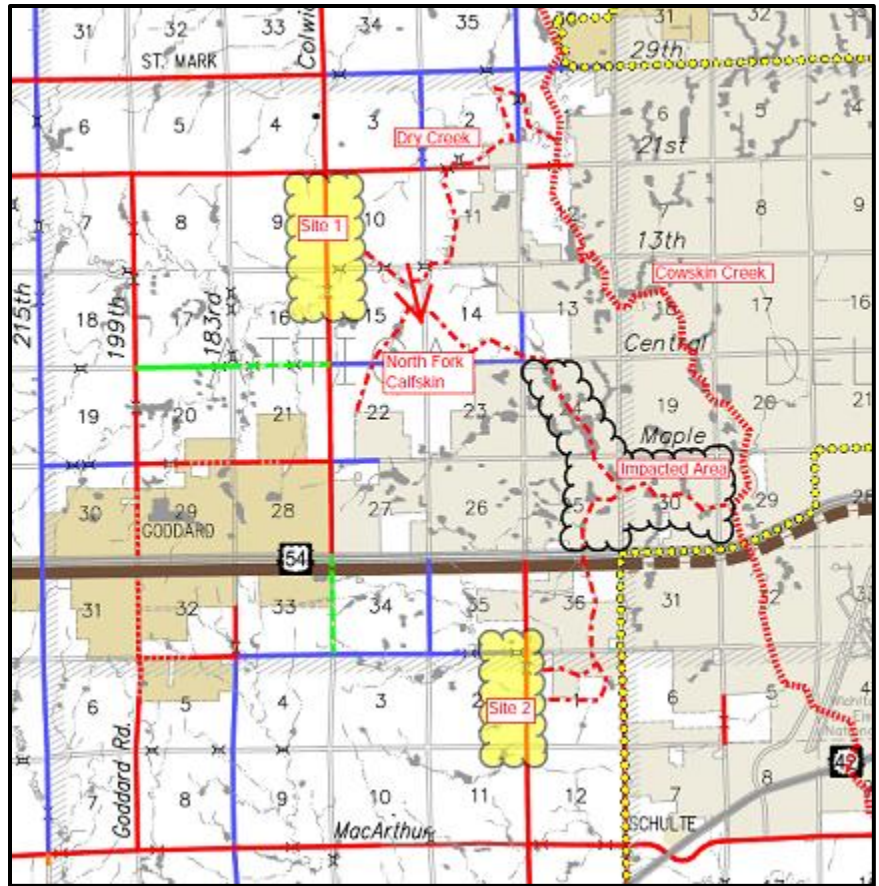
- Working with Oklahoma because infrastructure improvements will be required within their state borders.
 - Partnering with Amtrak and stakeholders, including communities and agencies to update the Service Development Plan that will guide future implementation of the service.
 - Obtaining funding for Amtrak start-up costs along with the infrastructure investment that 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.
- BNSF will need to complete the second phase of the infrastructure needs assessment that focuses on a future growth scenario to provide final cost estimates necessary for future implementation of the service. This will only happen when a commitment of state or local funding is made to establish the Heartland Flyer service on the corridor.
 - By closing the 200 mile Service Gap, KDOT, ODOT and the City of Wichita are partnering to improve the region’s manufacturing base, worker productivity, commerce, trade, connectivity and economic mobility, and reconnect the significant rural areas to the region’s metropolitan centers.



DRY CREEK OVERFLOW DETENTION FACILITY

SUPPORT funding for the Dry Creek Overflow Detention Project through a Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities Grant (BRIC). The county has submitted a joint application with the City of Wichita for BRIC funding.

- The Dry Creek Overflow Detention project came about because of flooding that occurred in 1998 between November 1st and 2nd, in west Wichita. This event, known as the Halloween Flood, caused damage to over 100 homes and businesses.
- Unfortunately, the 1986 FIRMs did not properly identify the flooding risks because the models that established the affected flood hazard boundaries for the Calfskin Creek and its tributaries did not include the transfer of flood water between Dry Creek and the Northfork of Calfskin Creek. The diversion of floods between these watersheds was not known because the topography used to complete the modeling was based on United States Geological Survey (USGS) mapping using 5-foot contour intervals.
- By March 2003, the Cowskin Creek Basin Stormwater Master Drainage Plan identified a potential site for a Dry Creek Overflow Detention facility. The Calfskin and Cowskin Creek watersheds are in one of the fastest growing areas in Sedgwick County and development will only continue to expand in this area in the future. The 2021 Calfskin Creek Watershed Flood Mitigation Study examined 25 scenarios for detention in the area and recommended moving forward with improvements at two locations.
- Sedgwick County and the City of Wichita have submitted an application for a 2022 BRIC grant to fund a \$40M project to build detention at two locations west of Wichita. The grant requires a 25% local match of \$10M to be split by the city and county. General locations for the two detention sites is shown on the map.
- Pre-award project announcements are expected in the Fall of 2022. The county requests support of the BRIC application with FEMA.



HEALTH AND SOCIAL SERVICES LEGISLATION

SUPPORT the County's health and social service needs, including legislation that addresses:

- **Mental Health Access that (1) provides for coverage of marriage and family therapist services and mental health counselor services under Medicare, and (2) authorizes marriage and family therapists and mental health counselors to develop discharge plans for post-hospital services.** (See Mental Health Access Improvement Act of 2021 (H.R. 432/S. 828 in the 117th Congress), sponsored by Senator John Barasso (R-WY) and Representative Mike Thompson (D-CA).
- **Assistance to State and Local Governments for maximum efficiency of resources.** Congress's leadership in collaborating with states and local governments to understand how federal policies support or hinder solutions to public health and health system adequacy and emergency readiness at the community level is critical. Not only is it key for Congress to consider new authorities with the intention of moving the health system toward a more patient-centered approach, but it is equally important to acknowledge and relieve confusion associated with overlapping federal funding streams.
- By establishing policies that require coordination across similar programs while still safeguarding against duplication and abuse, Congress can provide much-needed and desired flexibilities for state and local lawmakers. Policy approaches should include:
 - Fostering multidisciplinary partnerships in non-traditional sectors that impact health (e.g., engage corporate social responsibility initiatives to work on priority issues, increase community engagement, and invest in partnerships with local/state/non-profit partners)
 - Provide framework and resources to support evidence-based community health improvement initiatives led by community-based organizations (CBOs), faith-based organizations, community health centers, and public health departments
 - Remove impediments in administering the array of programs that impact health with full or blended federal funding giving states and localities more flexibility to serve their populations
 - Support local, state, and tribal public health readiness and emergency preparedness through funding reforms that create an ongoing stream of funding to grow and strengthen critical public health infrastructure through tribal health programs, community health centers, and state and local health agencies
- **Legislation to end Surprise Medical Billing.** Insurance companies have increasingly pushed costs onto patients. Nowhere is this more prevalent than the issue of surprise medical billing. Surprise medical bills often hit patients when they are most vulnerable and recovering from medical care, and they can occur for a variety of reasons: (1) The insurer refused to cover the costs associated with the care provided; (2) The doctor or hospital that treated the patient was "out of network"; and (3) The cost of care did not meet the patient's insurance deductible.
- While President Trump recently signed into law a ban on surprise medical billing, more needs to be done. Specifically, the legislation signed by President Trump does the following:
 - Creates an arbitration system for out-of-network surprise medical bills centered around the median in-network payment for services. The included deal would protect patients from surprise medical bills by ensuring they are only responsible for the in-network payment rates.
 - The bill would require arbiters to settle disputes between providers and insurers, and the arbiters would consider median in-network rates, information related to the providers' experience, and the complexity of services. The independent dispute resolution would be binding, payments would be made within 30 days, and there is no monetary threshold for triggering arbitration. Parties would be allowed to initiate dispute resolutions once every 90 days.
 - The deal also included a ban on air ambulance surprise bills and would prohibit out-of-network providers from billing patients unless patients are notified 72 hours before receiving out-of-network services.

FUNDING FOR COUNTY SERVICES: FY 2023 FEDERAL APPROPRIATIONS

SUPPORT federal programs in FY 2023 appropriations legislation that enhance 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.