Climate Pollution Reduction Grants – Implementation Grants

City of Wichita Workplan

# Overall Project Summary and Approach (45 Total points)

1. **Description of GHG Reduction Measures (20 Points)**

**Building Efficiency Audits and Retrofits**

**Project Narrative**:

This measure relates to the “Energy Efficiency” section in the Priority Climate Action Plan (PCAP) created by the Kansas Department of Health and Environment (KDHE). The City of Wichita had its project proposal identified as a priority measure and the PCAP notes that “Kansas continues to explore energy efficiency initiatives, promoting measures to reduce overall energy consumption and increase the efficiency of buildings and infrastructure... Initiatives like building retrofits, appliance upgrades, and even simple sealing of gaps and cracks can curtail overall energy consumption thus reducing greenhouse gas emissions.” Page 33-34.

The City of Wichita is working to complete several projects relating to improving energy and building efficiency both with possible funding from this grant and from other funding sources. The City already completed lighting improvements for almost all of its high-usage buildings, including 15 fire stations and six parking garages, and has plans to complete audits and improvements of its Animal Shelter facility and to several stormwater pump stations using Energy Efficiency and Conservation Block Grant (EECBG) funding.

CPRG grant funding will be used to perform audits and retrofits to other buildings in the city’s building profile with facilities that are available for community rental and usage being the main targets. As part of preparing for this application, a priority list was created based on staff recommendations and utility data collected on EnergyCap, a software platform that helps manage energy and sustainability data by organizing and storing usage data from bills.

* + Priority List:
    - 9 Community Recreation/Neighborhood Resource Centers
    - 8 Park Community Buildings/Shelters
    - Multi-level CityArts Building

Together these resources allowed for prioritization of building updates based on total energy usage and projected GHG reductions from energy savings. This project will include:

Performing energy audits of the 18 buildings identified above, with no overlap of locations targeted using EECBG funds, with the potential for including additional buildings from the Priority List if costs are lower than projected for contracting costs. The audits will be equivalent to an ASHRAE Level 2 energy audit and include a site-specific analysis of recommended energy efficiency measures, including expected implementation costs, expected savings, and prioritization of improvements. The project will first look for improvements at the nine identified community resource and recreation facilities and then use remaining funds on eight park shelter buildings that host community events and are available for public rental. The nine community centers are prioritized because they are larger facilities that have higher energy usage and GHG emissions.

Generation of a project list based upon the performed energy audits that examines each facility for energy savings opportunities and potential retro-commissioning or retrofitting activities. Building retrofits to improve the enclosure and envelope with better insulation can help to reduce energy use intensity and realize significant energy and carbon emission savings while helping to reduce peak electricity demands. Additional efficiency measures such as LED lighting replacement, low flow/ultra-low flow hot water fixture replacement and high efficiency appliance replacement are minimally invasive projects that can provide significant savings at scale. Potential energy savings/GHG reductions will be prioritized with cost also considered as a factor. The Sustainability Coordinator, with input from other city staff, will review the project lists to determine the best balance of cost and potential energy savings with total greenhouse gas emissions reductions prioritized. This project list will also be utilized to complete future energy efficiency improvements using the City’s capital improvement fund.

Completion of priority upgrades, retrofits, and any lighting and HVAC related improvements that fit within the allocated budget. This consists of costs for the audits and for retro-commissions. An additional $10,000 per property ($170,000) is being requested for completing a few priority boiler/HVAC system retrofits that are produced by the audits.

These projects, especially at the community recreation centers, will be promoted in the form of physical and digital advertisements that educate and inform community members of the benefits of home energy audits, retrofits, and weatherization along with potential cost savings. The Sustainability Coordinator will also present workshops on home/rental unit energy efficiency opportunities at different public advisory committees including annually at a Sustainability Integration Board (SIB) meeting and at least once at each of the city’s six council District Advisory Boards over the grant period. These presentations, along with online access to the materials on the City’s Sustainability webpage, will help to connect interested community members with programs such as the Kansas Weatherization Assistance Program. This program is available to low-income individuals and is carried out in Wichita by the South Central Kansas Economic Development District (SCKEDD) with the goal of helping participants reduce energy usage, saving participants money and reducing greenhouse gas emissions. The Sustainability Coordinator and Energy Manager will utilize the EPA’s “Guidebook for Energy Efficiency Evaluation, Measurement and Verification” to measure reductions from the project on the GHG emissions produced by the buildings.

* + Timeline:
    - Immediately after receiving funding: Put out RFP for completing audits and retrofits on the selected properties.
    - Year 1: Oversee audits and ensure timely completion; RFP if needed and confirm contracts for completing retrofits and improvements to buildings. Present at SIB public meeting and at least one District Advisory Board.
    - Year 2-3: Ensure all retrofits are completed and identify whether any further retrofits can be completed using existing funding. Present on energy efficiency options for community members at a SIB public meeting and at least one District Advisory Board. Travel to one conference for training or presenting.
    - Year 4-5: Monitor energy savings and report data to EPA. Utilize this information to develop proposals for any future building improvements outside CPRG funding. Present on energy efficiency options for community members at a SIB public meeting each year and at least once at the District Advisory Boards yet to be engaged. Travel to one conference for training or presenting on project.
  + Goals:
    - Completed retrofits and energy efficiency improvements for 18 or more buildings, including nine community resource and recreation centers, with sites selected according to the process described above.
      * Audit results and priority list provided to EPA
    - This project will seek to reduce total energy usage by 10-20% for each building that is audited and reduce associated GHG emissions.
    - Promote energy efficiency measures in Wichita through educational materials at public meetings, community recreation centers, and online.
    - Report annual energy use reductions and public engagement efforts to EPA.
  + Potential Risks:
    - Trouble with completion of audits/construction
      * The City of Wichita has extensive experience working with contractors and performing this type of work. The timeline of this work is also well under 5-years.
    - Failure to secure 10-20% energy savings/GHG reductions
      * This outcome is unlikely, however, if audits fail to find energy savings potential, then more sites will be identified with a renewed call for staff suggestions.
    - Changes in cost/unforeseen expenses
      * Inflation, supply chain issues, and other potential increases in cost for this project create risks to the ability to complete the proposed scope of the project.
      * Delays in construction could lead to partial unavailability of usual community facilities, so this risk will be properly communicated to staff and other community facility users.
    - All of these risks will be mitigated with frequent communication between city departments, with the public, and with the EPA representative assigned to the facilitation of this grant.

**Electric Vehicle Charging Infrastructure and Vehicles**

**Project Narrative**:

The Electric Vehicles and Charging Infrastructure project presents a strategic initiative to transition Wichita towards a more sustainable transportation system while addressing environmental and social equity concerns. Collaborating closely with the Wichita City Library and Parks and Recreation Departments, this project aims to establish a network of public EV charging stations and integrate electric vehicles into the city's fleet. The state of Kansas included this type of project in the “Electrification” section on pages 29-31 of the Kansas PCAP.

The project will strategically place EV chargers at key community locations, including libraries, recreation centers, and cultural centers. Six library locations will host a Level 2 charger, with the two busiest libraries receiving a DC fast charging station as well. Additionally, chargers will be installed at two recreation centers and three cultural centers, enhancing visibility and accessibility for Wichita community members. These charging stations will be for both staff and public use with public users paying the cost of the electricity usage with no additional charge. This should keep the project revenue neutral with the public users paying for the electricity they use and the City paying for the electricity used by City vehicles. New electric vehicles for the City’s fleet will serve various purposes, such as supporting the Wichita Library's "Mobile Library" program and conducting mail delivery and facility inspections for Parks and Recreation.

A primary objective of the project is to track and monitor charger usage, with a target goal of achieving 5-10% usage rates annually. This data will inform future planning and optimization efforts. Furthermore, the project will prioritize public awareness and engagement, leveraging partnerships with local organizations to promote EV usage and charging accessibility. Events and outreach activities will be organized to generate interest and encourage greater adoption of electric vehicles within the Wichita community. Cost considerations will be carefully evaluated, with estimates sourced from vendors and infrastructure adaptations accounted for. Potential risks, including changes in costs and unforeseen expenses, will be mitigated through proactive communication and collaboration among city departments and relevant stakeholders.

The project aligns with the city's broader sustainability goals and addresses pressing environmental and social equity concerns. By investing in EV charging infrastructure and integrating electric vehicles into the city's fleet, Wichita aims to reduce greenhouse gas emissions, improve air quality, and foster economic opportunities in historically underinvested communities.

Switching from fossil fuel vehicles to electric vehicles is essential to reducing greenhouse gas emissions, as transportation is the leading producer of greenhouse gases. Electric vehicle (EV) charging infrastructure is necessary for community members to feel confident making the switch. Installing charging stations in public spaces like libraries, cultural centers, and recreation centers will provide the community with more opportunities to charge EVs and encourage more people to make the switch to EV. Sedgwick County, where Wichita is located, includes forty-five (45) low-income disadvantaged communities Census Tracts. Installing EV charging stations in low-income areas has the potential to increase EV adoption and decrease air pollution caused by fossil fuel vehicles. These measures will help low-income communities in Wichita reduce risks associated with pollution from vehicle emissions such as asthma (12 Census Tracts above 90th percentile), heart disease (6 Census Tracts above 90th percentile), climate change (1 Census Tract above 90th percentile), and low life expectancy (12 Census above 90th percentile). Twenty-four (24) of Wichita’s forty-five (45) low-income disadvantaged communities Census Tracts experience historic underinvestment. By investing in charging stations in these areas, historically overlooked communities have the potential to see an increase in business, revenue, and property value.

The Electric Vehicles and Charging Infrastructure project represents a proactive and holistic approach towards sustainable transportation and environmental justice in Wichita. Through strategic, targeted investments, and community engagement, the project seeks to catalyze a shift towards cleaner, more equitable transportation options, benefiting both present and future generations of Wichitans.

This project will involve working closely with the Wichita City Library system and the Parks and Recreation Department. This project will put one-two public EV chargers at each library location, one at two recreation centers, and two at each selected cultural center. These are some of the most well-known and well-used city facilities so putting chargers here will be visible and accessible to Wichita community members. Each Level 2 charger station would have two ports and each DC fast charger station would have 1 port.

* + Charging Stations:
    - Two Recreation Centers located along I-135 Highway; One Level 2 charger station at each
    - Six Library locations; Two busiest locations get Two charging stations each; total of 8 chargers
      * One charger at each busy location is a DC fast charger; All others are Level 2 chargers
    - Two charger stations each at Cowtown, Botanica, and Wichita Art Museum
      * 1 charger at each of these locations is a DC fast charger
  + Total of 16 charging stations, 27 total charging ports.
    - 5 DC fast charger ports/stations, 22 Level 2 charger ports on 11 stations.
  + Electric Vehicles: Two new electric vans and one electric sedan for the Wichita Library’s “Book Bus” program and library staff use and one electric sedan for delivering mail to off-site facilities and performing inspections for Parks and Recreation department.
  + Timeline:
    - Immediately after receiving funding: Put out bid request for purchasing vehicles and charging stations
    - Year 1-2: Work with Evergy to ensure necessary electrical infrastructure for charging stations is in place; Work with Libraries and Parks to ensure progress. Travel to a conference for training or presenting on the project.
    - Year 3: Ensure all chargers and vehicles are functioning and identify best practices for advertising their usage. Track GHG reductions and usage patterns.
    - Year 4-5: Monitor usage and report data to EPA. Utilize this information to develop proposals for any future charging installation outside CPRG funding. Present at a conference or attend a training summit on how to continue EV charging network growth after grant is completed. Ensure plan for monitoring data and functionality of stations after grant ends is completed.
  + Goals:
    - Complete Electric Vehicle purchases
    - Install Electric Vehicle Chargers at selected sites
      * Achieve average of 5-10% usage rates at chargers
    - Expand electric vehicle usage in Wichita by the City and by the public
    - Develop plan for monitoring charging stations post-grant
    - Report annual usage and public engagement efforts to EPA
  + Potential Risks:
    - Changes in cost/unforeseen expenses
      * Inflation, supply chain issues, and other potential increases in cost for this project create risks to the ability to complete the proposed charger and vehicle purchases.
    - All of these risks will be mitigated with frequent communication between city departments, vendors, utilities, and with the EPA representative assigned to the facilitation of this grant.

**Redbud Trail**

**Project Narrative**:

This project was selected a priority GHG reduction measure for the city of Wichita because of the project’s ability to be shovel-ready by 2025, strong public support for trails in the Wichita area, and the ability to reduce traffic congestion and promote more sustainable and efficient modes of transportation. This project falls under the category of Travel Demand Management (TDM) and, more broadly, Transportation within the state of Kansas’ priority climate action plan. Page 44 of Kansas’ PCAP contains a description of the project as the City of Wichita was able to submit the measure in time to have it included. This measure meets the goals of the CPRG program in several aspects. The project achieves GHG reductions from reduced traffic congestion at impacted intersections and providing a linkage from the Northeastern edge of Wichita to Downtown along Redbud Trail. Those same aspects help reduce air pollutants in the low-income communities along the trail. The city of Wichita has already identified funding for the trail’s improvements aside from creating full pedestrian crossings at all four of the major affected intersections, and CPRG funding would allow for their inclusion. This project also meets the goal of being replicable for other communities and even helps to further connect Wichita to the neighboring communities of Andover and Augusta which also have worked to improve sections of the Redbud Trail in recent years[[1]](#footnote-7832).

The Redbud Trail is a 15.6-mile-long bicycle and walking trail with roughly 11.5 miles falling within Wichita’s city limits as the trial stretches from N Hydraulic Ave to North of US-54/400 and Andover[[2]](#footnote-17689). The trail follows the old Burlington Northern Santa Fe rail corridor, and three rest areas tell the story of the people who live in nearby neighborhoods with art and history-filled installations[[3]](#footnote-8717). The trail passes city parks, employment hubs, and the Wichita State University campus before intersecting with the K-96 highway bicycle path. This project focuses on the three-mile unpaved gravel section of Redbud Trail that exists in Northeast Wichita between Woodlawn Street and K-96 highway. Proposed improvements will provide enhanced surfacing, pause points, lighting and safe crossings of Woodlawn, Rock, Webb, and Greenwich Roads.

Due to the traffic counts for these roadways, pedestrian bridges are being considered for the four major intersections along the three-mile project area and CPRG funding would go towards upgrading the currently proposed at-grade street crossings for three of those crossings into pedestrian bridges. The Wichita City Council approved the initial design concept with at-grade street crossings for three of the four major intersections for this project in June 2023 and approved design edits in November 2023 with construction scheduled to begin in 2025.

* + Goals:
    - Completion of three pedestrian overpasses
    - Develop improved formula for GHG reductions and activity tracking methods for pedestrian bridges on mixed use trails
    - Track trail/bridge usage and the number of walkers/bikers
    - Track traffic congestion reduction at bridges, if possible
      * Existing methods proved insufficient for GHG reduction calculations
  + The major milestones of this measure include:
    - Design of pedestrian overpasses for Woodlawn, Webb, and Greenwich.
    - Obtain required approvals from City Council or City Staff
    - Starting construction on the trail improvements with early 2025 project start date
    - Develop method for tracking ghg reductions and air pollution
    - Completion of construction for each pedestrian overpass (Woodlawn, Webb, and Greenwich).
    - Reporting to EPA after construction is complete in 2026
    - Perform Ped/Bike counts at pedestrian bridges as needed to provide accurate data and GHG reductions information to EPA
  + Timeline:
    - Immediately after receiving funding: Adjust design of project to include pedestrian bridges.
    - Year 1: Monitor construction and ensure timely completion; Prepare methods for tracking GHG reductions.
    - Year 2-3: Finalize GHG reduction tracking methods; perform usage counts at bridges and work with WAMPO to utilize existing pedestrian/bike counts.
    - Year 4-5: Finalize GHG reductions tracking method and report data to EPA. Utilize this information to support future GHG emissions tracking for Wichita’s GHG inventories.
  + Potential risks include:
    - Delays in construction due to inflation or other causes of rising costs.
    - Damage to the city’s tree canopy from construction.
      * This risk is already being anticipated and construction has sought to minimize impact and protect green spaces along the trail.
    - The effectiveness of this measure could be impacted by a lack of foot traffic on the trail, although there is strong community support for this measure as evidenced by public support at the area’ District Advisory Board meeting.
    - All of these risks will be mitigated with frequent communication between city departments and with the EPA representative assigned to the facilitation of this grant.

**Solar Panel Pilot**

**Project Narrative**:

The Solar Panel Pilot project presents a transformative opportunity for Wichita to embrace renewable energy and advance sustainability goals across multiple sectors. This initiative aims to leverage solar energy to power municipal facilities, reduce greenhouse gas emissions, and enhance energy resilience. By strategically placing solar panels at key locations, such as libraries, transit facilities, and parking lots, Wichita will capitalize on underutilized spaces to generate clean energy and reduce reliance on fossil fuels. The Kansas Priority Action Plan addresses this project on page 27 in the “Clean and Renewable Electricity” section.

A multimodal transit facility, with an estimated investment of $2.2 million, presents a significant opportunity to offset energy usage through solar power. With the potential to cover 30% of the facility's energy needs and all of the power for electric vehicle charging, the installation of solar panels will not only reduce operational costs but also contribute to substantial greenhouse gas reductions. By partnering with Evergy, the project will adhere to net-metering regulations, ensuring efficient energy production and consumption.

In addition to transit facilities, solar panels will be deployed at libraries and other suitable locations, maximizing energy production and accessibility. The inclusion of solar carports, estimated to generate 168,000 kWh annually, further exemplifies the project's commitment to innovative energy solutions. Maintenance costs and technical support for solar technicians will be factored into project planning, ensuring the long-term viability and effectiveness of solar installations.

Key project goals include the installation of one 875 kW array and three 100-120kW capacity arrays, completion of an audit of City properties for solar viability, and the signing of construction contracts. These milestones will mark significant progress towards enhancing Wichita's energy infrastructure and reducing environmental impact.

The Solar Panel Pilot project aligns with the city's commitment to sustainability and environmental justice. By harnessing solar energy, Wichita will reduce reliance on fossil fuels, mitigate greenhouse gas emissions, and create a healthier, more resilient community for all. Investing in solar energy ensures that Wichitans have cleaner air to breathe and are less likely to experience the negative health effects of air pollution such as heart & lung disease, heart attack, and stroke. In addition, LIDAC populations may not have access to the same level of medical services needed to address these health challenges making them more likely to have worse outcomes than those of more privileged areas. Through innovative solutions and strategic investments, the project will contribute to a more sustainable and equitable future for Wichita.

* + Goals:
    - Audit of City buildings for solar viability
      * Plan for future solar installations on City buildings
    - 875 kW capacity installed at Multimodal Facility
    - Three (3) other City buildings with roughly 100-120kW capacity each (450kW total)
  + Timeline:
    - Immediately after receiving funding: Put out RFP for completing solar audit and adjust construction of Delano Multimodal facility to include solar array.
    - Year 1: Oversee audit and ensure timely completion; Develop solar project RFP for City use if needed; start construction of at least one of three 100-120kW solar projects.
    - Year 2-3: Record audit data for future City solar projects. Share results with SIB to increase public awareness and complete the three 100-120kW solar installations. Travel to one conference for training or presenting on this project.
    - Year 4-5: Monitor solar generation and report data to EPA. Utilize information to develop proposals for any future solar projects outside CPRG funding. Finalize GHG emissions reductions estimates. Travel to one conference for training or presenting on project.
  + Potential Risks:
    - Changes in cost/unforeseen expenses
      * Inflation, supply chain issues, and other potential increases in cost for this project create risks to the ability to complete the proposed number of building audits and retrofits.
    - All of these risks will be mitigated with frequent communication between city departments and with the EPA representative assigned to the facilitation of this grant.

**Tree Canopy**

**Project Narrative:**

The Tree Canopy Project proposes a comprehensive approach to mitigate the urban heat island effect and expand carbon sequestration within the city of Wichita. This initiative aims to address the critical need for increased tree canopy cover, particularly in neighborhoods experiencing high temperatures and social vulnerability indices. Over the past five years, Wichita has witnessed a decline in its tree canopy due to factors such as die-off and urban development, exacerbating environmental challenges and health burdens faced by Wichitans. This project was identified in the Kansas Priority Climate Action Plan on pages 36-37 in the section regarding “Green Space, Carbon Sinks, and Sequestration.”

The proposed project will allocate $1.35 million towards tree purchases, with a strategic distribution plan targeting 17 census tracts identified as high-risk areas in terms of temperature and social vulnerability. A key aspect of the project is community involvement, with 10% of the trees to be distributed to the public, fostering a sense of ownership and engagement among community members.

A multi-phase timeline outlines the implementation strategy, beginning with the initiation of requests for bids for tree purchases in Q1 2025. The first phase of planting is scheduled for Q4 2025/Q1 2026, with subsequent phases following in Q4 2026/Q1 2027. Concurrently, educational workshops in collaboration with ICT Trees will be conducted to promote awareness and knowledge about the benefits of tree canopy enhancement.

The project aims to plant approximately 2,600 trees, strategically rotating across the identified census tracts to maximize impact. Additionally, 150 trees will be distributed directly to the public, further augmenting community involvement and green space accessibility.

Beyond the immediate benefits of temperature reduction and carbon sequestration, the project anticipates long-term environmental and societal impacts. It aims to mitigate heat island effects, improve air quality, and reduce energy burdens for Wichitans, particularly those in low-income and historically underinvested neighborhoods. Furthermore, the project aligns with broader climate resilience goals by contributing to the reduction of CO2 emissions and enhancing overall environmental sustainability.

Wichita has experienced a reduction in tree canopy over the past five years due to die-off and development. A 2022 NASA DEVELOP study found that there are 17 high risk Census Tracts that experience highest average temperatures and experience low CDC Socially Vulnerability Index scores. Increased tree canopy will reduce the heat island and energy burden currently experienced by community members in these 17 tracts along with those in the other 25 Census Tracts that are identified as disadvantaged by the CEJST. Of Wichita’s 45 low-income Census Tracts, 24 are above the 90th percentile for energy cost burden and 24 have had historic underinvestment and would experience significant benefits from additional tree canopy. And all Wichitans in all Census Tracts will experience reduced climate change risks as a result of the carbon sequestration and reduction in CO2 emissions due to energy efficiency.

Tracking and monitoring of newly planted trees will be conducted over a five-year period by city parks departments, ensuring the success and longevity of the project. Potential risks, such as cost fluctuations and supply chain disruptions, will be mitigated through proactive communication and collaboration among city departments and relevant stakeholders.

In summary, the Tree Canopy Enhancement Project represents a proactive and holistic approach to address pressing environmental and social challenges faced by the city of Wichita. By investing in tree planting initiatives, the project aims to create healthier, more resilient communities while advancing climate mitigation and adaptation efforts.

* + Parks Department Timeline (Based on the assumption that funds are received Q1 2025):
    - Q1 2025 – Initiate RFB for purchasing half of the trees (~1,300)
    - Q4 2025/Q1 2026 – First half of trees can go in the ground (this is the normal planting season; the timeline will be dependent on what time of year the funds are received)
    - Q3 2025 – Educational workshops developed and presented over rest of grant.
    - Q1 2026 – Initiate RFB for second half of purchases (~1,300)
    - Q4 2026/Q1 2027 – Second half of planting
    - 2027-2030: Maintain trees and finish calculations of GHG emissions reductions
  + Goals:
    - Approximately 2,600 trees planted
    - Approximately 150 trees given out to the public
      * Host volunteer events and work with local nonprofit ICT Trees to provide informational workshops and public tree give aways
    - Reduction in heat island effects in LIDACs
    - Reduction in erosion and stormwater repairs
  + Method for tracking progress:
    - Parks Department will track and monitor newly planted trees for up to 5 years with the Sustainability Coordinator and Data Analyst providing any needed support.
    - Using these tree counts GHG emission reductions will be estimated using EPA sequestration calculations.
  + Potential Risks:
    - Changes in cost/unforeseen expenses
      * Inflation, supply chain issues, and other potential increases in cost for this project create risks to the ability to complete the proposed number of building audits and retrofits.
    - All of these risks will be mitigated with frequent communication between city departments and with the EPA representative assigned to the facilitation of this grant.

1. **Demonstration of Funding Need (10 Points) & Transformative Impact (15 Points)**

**General Notes on CPRG Funding Need for the City of Wichita:**

The City of Wichita has employees in various departments looking for grants and hired a staff member in October 2023 who searches for sustainability-related grants as part of their regular duties. Still, Wichita faces challenges in securing funding for federal programs due to its size as Wichita is too large to qualify for grants aimed at rural communities and is not always able to compete with the largest cities and states for funding at the federal level. As an example, the City of Wichita was not eligible to receive CPRG planning grant funds as the 90th most populous metropolitan statistical area (MSA), as only the 67 largest MSAs were selected. Despite this, the City has secured several competitive grants in recent years and makes efforts to explore all grant opportunities available. The CPRG program funding in particular would provide funding for important emissions reductions measures that are not covered by current funding sources from the state of Kansas or the federal level. This funding would help progress Wichita's goals towards being a sustainable community for all of the people that live there.

**Building Audits and Retrofits**

This project has a strong need for CPRG funding because it would expand GHG emissions reductions activities and complement Wichita’s efforts to enact energy efficiency improvements. Formula funding granted through the EECBG program is already being allocated towards improving energy efficiency in city buildings, but that additional funding only covered a few of the city’s buildings and some of its water-related infrastructure. The only other program identified for this type of work is the Better Building Challenge, which offers technical assistance with no project funding. CPRG funding would audit and retrofit and retrocommision additional City properties.

This program has the potential to create future transformative GHG reductions because it is scalable to the entire city building portfolio and getting experience with energy audits will help make future projects more likely. As these retrofits are completed they will also enhance economic development and quality of life as the buildings being targeted are all public facilities with most located in LIDACs. As these facilities are revamped and improved it shows investment in LIDACs on the part of the City and the EPA and provides better community-use buildings for Wichitans.

**EVs and Chargers**

This project has a need for CPRG funding because existing federal programs related to EVs have not reached Wichita. Part of the NEVI EV funding program placed chargers along a nearby highway, but there are very few chargers within the city limits available for public use. Fleet electric vehicles have not been funded at the same level as electric buses, despite the GHG reductions possible. The city of Wichita has already installed two EV chargers in the parking garage of City Hall to charge its fleet EVs purchased as trip cars. This pilot was implemented to see the potential of transitioning city fleet to electric and provided an example for developing this project in Wichita.

This project has the potential to shift EV adoption in Wichita in a positive direction as citizens see publicly available EV chargers that should help to reduce range anxiety and show the City's support for those wanting to switch to electric vehicles. Making the necessary investments in the electric grid for these projects now also sets up future charging station installations and practice working with utility providers and others to complete this type of project. The addition of new electric vehicles to the City’s fleet will help increase the City’s adoption and comfort with electric vehicles and signal investment in EVs to the Wichita community. By taking action first, the City can set an example and highlight the benefits of EVs for improving air quality and reducing GHG emissions.

**Redbud Trail Pedestrian Overpasses**

This measure has a strong need for CPRG implementation grant funding because the project is aligned with the goal of reducing GHG emissions. The City has already explored other funding measures and has allocated over $10 million to the project already. However, the project has not been able to fund the three pedestrian overpasses that would contribute to the greater usage of this path by bikers and pedestrians. When exploring possible federal and non-federal funding sources, CPRG funding was identified as the best fit for requesting funding.

The Redbud Trail project has the potential to create significant additional GHG reductions as it completes a paved path stretching from downtown Wichita to its Northeast corner accessible to pedestrians and bicyclists. These benefits may even stretch beyond Wichita as the Redbud Trail also connects to neighboring communities in the East including Andover and Augusta. Pedestrian crossings at major intersections reduce traffic congestion from pedestrians, providing a co-benefit of improved air quality in the area. Creating an accessible and safe network of urban trails helps make non-traditional modes of transportation viable options, and investments to make Redbud a quality trail now will set an example for future investment in the city’s trails. Vulnerable neighborhoods in particular see additional benefits from accessible and safe trails as the lack of other transportation options due to cost can make travel difficult and can place additional air quality and financial burdens on them. Measures that aim to protect pedestrians and improve traffic flow may also see increased adoption as community members experience their benefits firsthand.

**Solar Pilot**

This project is a great fit for CPRG funding because of its focus on renewable energy and the associated GHG emissions reductions. The high initial investment for solar energy makes it difficult to implement for local governments, so grant programs that help with that upfront cost are vital to widespread solar adoption. This will be one of the first installations of solar at City of Wichita buildings as some American Rescue Plan Act (ARPA) is also being allocated at library locations to install solar and advnace the City’s sustainability efforts.

By incorporating solar panels into the design of the Multi-Modal Facility, Wichita pioneers the integration of renewable energy infrastructure into urban development projects. This innovative approach serves as a model for other municipalities seeking to transition towards sustainable energy solutions. As a first-of-its-kind facility in the region to harness solar power, Wichita sets a precedent for future infrastructure projects, driving broader adoption of renewable energy technologies across the city and beyond. The solar pilot program marks the beginning of a scalable and replicable initiative to identify additional city-owned buildings suitable for solar installations. Through careful assessment and evaluation, the program seeks to unlock the untapped potential of public infrastructure as sites for renewable energy generation. By leveraging the lessons learned from the pilot phase, Wichita can streamline the process of solar deployment, accelerating the transition towards a cleaner, more sustainable energy future. The integration of solar energy into the Multi-Modal Facility and the subsequent expansion through the pilot program to other city properties will lead to significant reductions in greenhouse gas emissions. By displacing conventional fossil fuel-based electricity generation with clean, renewable solar power, Wichita mitigates its carbon footprint and contributes to global efforts to combat climate change. Furthermore, the diversification of the city's energy sources enhances resilience to future energy shocks and price volatility, ensuring a more stable and sustainable energy supply for individuals, families, and businesses.

**Trees**

Tree planting is a yearly budget item for the Parks and Recreation Department at the City of Wichita. The issue stems from much of the tree canopy planted in the 1970s is coming to the end of its 50-year life cycle. The trees are dying at a much faster rate than the department can afford to replant them. This, coupled with drought, has in part led to an Urban Heat Island Effect spanning 17 census tracks across the city. These 17 census tracts are all identified as disadvantaged by the EPA’s IRA disadvantaged communities map. The CPRG funding would be used to combat this heat island effect and provide relief to LIDACs currently exposed to greater heat risk. The dual GHG emissions reductions and heat island reductions made this project a perfect fit for the CPRG program with no other grant programs identified as matches.

Tree planting can lead to a cooling effect, which will reduce the heat island effects in the areas where there is dense tree coverage. Not only will the trees contribute to carbon sequestration, but the added cooling effect in residential areas also has the potential to reduce energy consumption and burden. While traditional GHG emission reduction measures primarily focus on industrial and transportation sectors, the Tree Canopy Project targets emissions from urban environments, particularly in hard-to-abate sectors such as buildings and land use. By strategically planting trees in high-risk areas identified through census tracts, this project addresses the root causes of urban heat island effects, which contribute significantly to GHG emissions. By targeting emissions at the source and implementing nature-based solutions, the project demonstrates a novel approach to GHG mitigation in sectors where conventional measures may not be as effective. The broader Wichita community benefits from reduced urban heat islands and improved air quality.

# Impact of GHG Reduction Measures (60 Total Points)

1. **Magnitude of GHG Reductions from 2025 through 2030 (20 Points)**

* Building Efficiency Audits and Retrofits
  + Amount: 688.98 CO 2e MT over three years
    - 229.66 CO 2e MT per year

Why these reductions will last: These reductions will last because improvements to building energy efficiency are designed to be long-lasting improvements and the reduction in energy usage will be a yearly benefit.

Show how reductions come directly from this funding: This funding will pay for the improvements that lead to reductions in energy usage at the identified buildings.

* Electric Vehicle Charging Infrastructure and Vehicles
  + Chargers Amount: 1,518.96 CO2e MT over three years
    - 506.32 CO2e MT per year for chargers
  + Fleet Amount: 48.64 CO2e MT for four vehicles over four years
    - 3.04 metric tons CO2e/vehicle /year

Why these reductions will last: The charging infrastructure will remain in place over time and as more people in Wichita adopt electric vehicles will see higher usage over time.

Show how reductions come directly from this funding: This funding goes directly to installing electric charging stations and purchasing electric vehicles. These actions will directly lead to ghg emissions reductions.

* Redbud Trail
  + Amount: 121.6 CO 2e MT over the four years after construction is complete.
    - 30.4 CO 2e MT per year

Why these reductions will last: The bridges and trail will last for many years and provide a method of bike and pedestrian travel in the growing Northeast part of Wichita. The trail also connects all the way to downtown, providing an option for getting from NE Wichita to the city center.

Show how reductions come directly from this funding: This project is the hardest to separate emissions reductions as the bridges are a part of a larger trail improvement, but they are an important piece to make the trails safer and boost usage of them to the levels predicted in the Technical Appendix.

* Solar Panel Pilot
  + Amount: 2,190 CO 2e MT over three years after construction is completed
    - 729.82 CO2e MT per year

Why these reductions will last: These solar panels can last for twenty years or more and will continue to provide the Multimodal Facility with energy across that time period.

Show how reductions come directly from this funding: The funding goes directly to the purchase and installation of solar projects and those lead directly to offsetting current non-renewable energy usage.

* Tree Canopy
  + Amount: 31.2 CO 2e MT
    - 15.6 CO 2e MT per year (2 years) for 2600 trees

Why these reductions will last: These trees have lives of around 50 years and will be maintained and cared for by the Parks department to ensure these reductions last.

Show how reductions come directly from this funding: The funding for this project goes directly to purchasing the trees and paying for their maintenance and care.

1. **Magnitude of GHG Reductions from 2025 through 2050 (10 Points)**

* Building Efficiency Audits and Retrofits
  + Amount: 5282.18 CO 2e MT over the 23 years after the project is completed.
    - 229.6600834 CO 2e MT per year
  + Why these reductions will last: see previous section
  + Show how reductions come directly from this funding: see previous section
* Electric Vehicle Charging Infrastructure and Vehicles
  + Chargers Amount: 11,645.36 CO2e MT over 23 years
    - 506.32 CO2e MT per year for chargers
  + Fleet Amount: 291.84 CO2e MT for four vehicles over 24 years
    - 3.04 metric tons CO2e/vehicle /year
  + Why these reductions will last: see previous section
  + Show how reductions come directly from this funding: see previous section
* Redbud Trail
  + Amount: 729.6 CO 2e MT over 24 years after project is complete
    - 30.4 CO 2e MT per year
  + Why these reductions will last: see previous section
  + Show how reductions come directly from this funding: see previous section
* Solar Panel Pilot
  + Amount: 16,786 CO2e MT per year over 23 years
    - 729.82 CO2e MT per year
  + Why these reductions will last: see previous section
  + Show how reductions come directly from this funding: see previous section
* Tree Canopy
  + Amount: 343 CO2e MT for 22 years, this includes survival loss factors but does not include building shade and energy reduction benefits
  + 15.6 CO 2e MT per year
  + Why these reductions will last: see previous section
  + Show how reductions come directly from this funding: see previous section

1. **Cost Effectiveness of GHG Reductions (15 Points)**

* Building Efficiency Audits and Retrofits
  + CPRG implementation grant dollars requested divided by cumulative GHG metric ton of CO2-equivalent emission reductions to be achieved from 2025 through 2030:
    - $759,085/688.98 CO 2e MT = $1,102 per CO 2e MT
  + Qualitative narrative: The emissions reductions are dependent on energy usage reductions and those are only estimated at this stage. Potential reductions could be higher or lower than projected which could change the cost-effectiveness of this measure. The building improvements could also be completed more quickly than expected which would raise the potential reductions from 2025-2030.
* Electric Vehicle Charging Infrastructure and Vehicles
  + $1,290,001 /554.96 CO 2e MT = $2,324 per CO 2e MT
    - 506.32+48.64 CO 2e MT
  + Qualitative narrative: Usage of the vehicles and charging stations could lead to different ghg reductions calculations. This data will be closely tracked using charging station software and vehicle mileage. These estimates could also be affected by behavior patterns of Wichitans and whether they have already adopted electric vehicles or will only adopt them in response to available charging stations.
* Redbud Trail
  + $8,810,200 /121.6 CO 2e MT = $72,452 per CO 2e MT
  + Qualitative narrative: This measure has a high upfront cost but is one of the most durable projects being proposed. The ghg estimates are also heavily dependent on the rate people choose to replace vehicle trips with walking or biking and could vary greatly from this prediction if people are willing to walk or bike in greater numbers than expected. This is a fairly conservative estimate which does not capture the possible shift in travel mode that could happen thanks to a more connected path and trail network.
* Solar Panel Pilot
  + $3,893,054 /2,190 CO 2e MT = $1,778 per CO 2e MT
  + Qualitative narrative: This cost reflects shifting prices related to solar power installations and this investment will be the first for the City of Wichita. The high carbon emissions from the SPNO region’s power grid help make this type of project more cost-effective than other regions that have lower emission power grids.
* Tree Canopy
  + $2,290,988/31.2 CO 2e MT = $73,429 per CO 2e MT
  + Qualitative narrative: This may be a conservative estimate of possible GHG reductions as survival rates can vary and it does not take into account increased shade and lessened urban heat island effects leading to energy use reductions.

1. **Documentation of GHG Reduction Assumptions (15 Points)**

**This information can be found in the Technical Appendix document that is attached.**

# Environmental Results – Outputs, Outcomes, and Performance Measures (30 Total Points)

1. **Expected Outputs and Outcomes & Performance Measures (PM) and Plan**

* **Building Efficiency Audits and Retrofits**
  + Outputs:
    - 18+ Building Energy Audits (ASHRAE level 2)
      * Prioritization chart of energy efficiency improvements
    - Completed energy efficiency retrofits/improvements identified by audits
      * Prioritizing buildings that reduce the most GHG emissions at the least cost but striving to include some from each building audited.
    - Reports on energy savings/reduced GHG emissions to EPA after construction is completed. Act based on projected CO2e MT reductions.
    - Targeted Community Outreach
      * Number of events and materials shared
  + Outcomes:
    - See Section 2 for GHG emissions reductions
    - Increased staff capacity to complete energy efficiency improvements
    - Increased community access to high quality facilities
      * Track completion of improvements
    - Increased public awareness of energy efficiency benefits
    - Lower energy burden for citizens and City
* **Electric Vehicle Charging Infrastructure and Vehicles**
  + Outputs:
    - 2 new electric vans for Libraries; 1 new electric sedan for Libraries; 1 new electric sedan for Parks department
      * Project managers and Fleet department will help track usage
    - 16 new chargers installed at libraries, Recreation Centers, and Museums
      * Relevant Directors will work with Sustainability Coordinator on installation progress.
      * Track the usage of charging stations using charger software purchased with stations and measure in kWh to make for easy GHG reduction calculations.
    - Progress reports and final report to EPA
  + Outcomes:
    - Enhanced levels of community engagement
      * Track as number of trips by book vans to LIDACs
    - New events at libraries promoting EVs & charging
    - Increase in adoption of EVs by City Fleet
    - Increased community confidence in electric vehicles and charging
    - See Section 2 for GHG emissions reductions
    - Possible reduction in annual amount of CAP and/or HAP emissions in 2030
      * No available tracking methods at the neighborhood level
* **Redbud Trail**
  + Outputs:
    - Installation of 3 pedestrian bridges
      * Sustainability Coordinator will communicate with project manager to ensure progress
    - Method for accurately tracking direct emissions reductions from pedestrian bridges and impact of bridges on usage numbers
    - Community trail event
    - Progress report and final report on project for EPA
  + Outcomes:
    - See Section 2 for GHG emissions reductions
    - Reduced exposure to hazardous air pollution or unhealthy ambient air quality
    - Increased usage of Redbud Trail
      * Pedestrian/Bike counts
    - Enhanced knowledge of alternate transportation methods and effects of pedestrian bridges on usage and GHG emissions
      * Advertise trail to communities along trail from Woodlawn to K-96
      * Development of methods for monitoring GHG emissions from similar transportation projects
* **Solar Panel Pilot**
  + Outputs:
    - Rooftop solar panels on the Multi Modal Facility- 875kW
    - Audit/report of City buildings’ viability for solar projects
    - 3 City owned buildings identified for solar installations- 100-120kW each
    - Progress reports and final report to EPA
  + Outcomes:
    - Increased staff capacity to complete solar projects on City buildings
      * Utilize audit report on solar viability
    - Increased renewable energy consumption by the City of Wichita
      * Track energy generation and usage with Evergy
    - Increased trust in solar energy by City and Wichitans
    - See Section 2 for GHG emissions reductions
* **Tree Canopy**
  + Outputs:
    - Location plans and designs for tree plantings
      * Ensure trees are placed in LIDACs
    - Number of trees planted, approximately 2,600 trees
      * Tracked by Parks Department and progress shared with EPA
    - Community volunteer tree planting events
      * Track number of events and volunteers
    - Progress reports and final report to EPA
  + Outcomes:
    - Reduction in annual amount of CAP and/or HAP emissions in 2030
      * Based upon estimates taken from types of trees planted
    - See Section 2 for GHG emissions reductions
    - Decrease in heat island effect for targeted census tracts from NASA study
      * Would require a follow-up study from NASA or another organization

1. **Authorities, Implementation Timeline, and Milestones (10 Points)**

* **Building Efficiency Audits and Retrofits**
  + After project approval from City Council the measure can be carried out

Involved Parties:

* + Parks Department (Community Centers)- Oversee the facilities being audited.
  + Facilities/Buildings Manager- Assist in RFP process.
  + Sustainability Coordinator; Energy Manager; Data Analyst- Educate the public, oversee improvements, utilize priority list to prioritize retrofits.

Measure Timeline/Milestones: Identified in Section 1.

* **Electric Vehicle Charging Infrastructure and Vehicles**
  + After project approval from City Council the measure can be carried out

Involved Parties:

* + Director of Libraires- Overseeing charging infrastructure and electric vehicle purchase and usage at Wichita City Libraries
  + Park Director- Overseeing charging infrastructure and electric vehicle purchase and usage at Wichita Parks
  + City Fleet Manager- Integrating new EVs into City Fleet
  + Sustainability Coordinator; Data Analyst- Carry out implementation of project, track energy usage, report data to EPA, oversee department communication.

Measure Timeline/Milestones: Identified in Section 1.

* **Redbud Trail**
  + After project approval from City Council the measure can be carried out

Involved Parties:

* + City Engineer/Project manager- Oversee design, construction of pedestrian bridges.
  + Sustainability Coordinator; Data Analyst- Report to EPA on project progress, track GHG reductions, perform Pedestrian/bike counts, and define GHG tracking methods.

Measure Timeline/Milestones: Identified in Section 1.

* **Solar Panel Pilot**
  + After project approval from City Council the measure can be carried out

Involved Parties:

* + City Engineer/Multimodal Project Manager- Oversee addition of solar to Multimodal Facility
  + Buildings Manager- Create RFP for solar projects, help identify buildings.
  + Sustainability Coordinator; Energy Manager; Data Analyst- Oversee audits of buildings, track solar energy generation, identify next buildings to target for solar construction.

Measure Timeline/Milestones: Identified in Section 1.

* **Tree Canopy**
  + After project approval from City Council the measure can be carried out

Involved Parties:

* + Park Director & Parks Staff- Planting trees, volunteer events, and tree maintenance
  + Sustainability Coordinator; Data Analyst- Report to EPA on project progress, track GHG reductions, and refine tree GHG emission reduction measurements.

Measure Timeline/Milestones: Identified in Section 1.

# Low-Income and Disadvantaged Communities (LIDACs) (35 Total Points)

1. **Community Benefits (25 Points)**

*CEJST Census tract IDs and EPA EJScreen Census block group IDs can be found in attached spreadsheet*

**Building Efficiency Audits and Retrofits**

Energy efficiency aligns with Wichita's’ environmental sustainability objectives, but energy efficiency also carries significant social and economic benefits for LIDACs. By implementing energy-efficient technologies and practices, Wichita stands to experience reduced energy costs, alleviating the burden on household budgets. Moreover, improved energy efficiency contributes to enhanced indoor comfort and a healthier living environment - as energy efficiency reduces the reliance on traditional energy sources, it mitigates air pollution and lowers exposure to harmful pollutants, positively impacting respiratory health. LIDACs often face disproportionate impacts from environmental challenges, and therefore prioritizing energy efficiency measures becomes an equitable and inclusive approach toward fostering resilience, economic empowerment, and environmental justice within these communities. The City of Wichita has targeted buildings located in census tracts identified as LIDACs and facilities that are often in public use so that the benefits of this project go directly to these community members in need.

Expected Benefits/Avoided Disbenefits to LIDACs:

* + Health: Improvements in air quality
  + Community: Lower energy usage could result in lower energy prices and burden
  + Expanded opportunity for energy sector workforce
    - Track jobs created by this project
  + Access to energy efficient community buildings and information on how to make cost-effective changes in their own homes
  + Avoid disruption to community activities/usage by scheduling retrofits around community events/previously reserved events at buildings

Plan to assess and report associated community benefits throughout the grant period:

It will be difficult to tie some of these associated community benefits quantitatively to this project, as Wichita does not monitor air quality at all of these locations and changes in air quality can come from a variety of factors. The most effective forms of feedback will likely come from community input at District/Sustainability/Advisory committee meetings, so any feedback regarding these projects at those outlets will be closely monitored by the Sustainability Coordinator and other Parks and Public Works staff.

**Electric Vehicle Charging Infrastructure and Vehicles**

Seven of the selected sites for chargers are located in LIDACs and therefore they will see the direct benefits of this project. The new electric vehicles to be used in the city fleet will also often cross through LIDACs as a majority of Wichita City libraries and parks are located in LIDACs and the library vehicles will deliver books to those without transportation access, usually in LIDACs.

Expected Benefits/Avoided Disbenefits to LIDACs:

* + Improved air quality from electric vehicles used for library book delivery to LIDACs and those without access to transportation.
  + Increased visibility and viability of electric vehicles.
  + Encourage confidence in EV infrastructure and increase the ability to traverse Wichita in an EV.

It will be difficult to tie some of these associated community benefits quantitatively to this project. The City of Wichita does not monitor air quality directly at all of these locations and changes in air quality can come from a variety of factors. The most effective forms of feedback will likely come from community input at Library locations and District/Sustainability/Advisory committee meetings, so any feedback regarding these projects at those outlets will be closely monitored by the Sustainability Coordinator and other Library, Parks, and Public Works staff. Electric vehicles have been a recurring topic at some of these community meetings and this project will increase its frequency.

**Redbud Trail**

Expected Benefits/Avoided Disbenefits to LIDACs:

* + Encourage physical activity, protection of parks/trails, and community connectedness.
    - This includes increased access to the City's parks and trail network.
  + Complete connection of trail from several LIDACs to food/shopping centers.
    - LIDACs will be targeted for advertisement of the trail through District Advisory Boards and other city communication outlets in conjunction with the City Manager’s office.
  + Project will seek to preserve tree canopy and add green space by paving over an old railroad track rather than a new trail.
  + Improved air quality thanks to reduced vehicle trips and idling at path intersections

A more thorough quantitative analysis of associated community benefits, including co-pollutant (CAP and HAP) emission reductions will be conducted after construction of the pedestrian overpasses. The methods for this are discussed in sections 1 and 2, but generally the responsibility for this will fall on the Sustainability Manager and Data Analyst. Public usage of the bridges/trail will also be reported to EPA.

**Solar Panel Pilot**

Expected Benefits/Avoided Disbenefits to LIDACs:

* + Encourage solar businesses
  + Improve air quality from less fossil fuel usage
  + Reduced GHG emissions from buildings in LIDACs

Ozone is currently tracked by a City staff member who monitors air quality and the additional grant staff will assist in tracking air quality and GHG reductions benefits for LIDACs.

**Tree Canopy**

Expected Benefits/Avoided Disbenefits to LIDACs:

* + Reduced heat island effect
  + Increase in air quality
  + More green spaces and shade available in LIDACs

A NASA study on Wichita's tree canopy identified census tracts in need of greater tree canopy coverage, so staff will work to track tree plantings in LIDACs and monitor possible impacts on air quality and heat island effects. Proper data and planting tracking will be key to reporting valuable information back to EPA.

1. **Community Engagement (10 Points)**

The initial community engagement opportunities for these projects were provided by the Kansas Department of Health and Environment (KDHE) as part of their planning process for completing their Priority Climate Action Plan. Their first step was creating a publicly accessible website (<https://www.kdhe.ks.gov/2071/>) to begin the outreach effort. Next, they partnered with Wichita State University (WSU) Environmental Finance Center and Heartland Environmental Justice Center to host a series of in-person and virtual public meetings. Environmental Finance Center (EFC) staff identified and invited participants representing 467 organizations including, state agencies, commissions, councils, city and county staff, regional economic and planning organizations, non-profit organizations, community foundations, educational institutions, and more. One of the state’s in-person meetings was located in Wichita at the Advanced Learning Library, which is located in a low-income disadvantaged community (LIDAC). The City of Wichita gained unique input from this public meeting prior to project development, and also utilized insights from public meetings of the city's community advisory boards. This included community members from the Sustainability Integration Board (SIB), the city’s District Advisory Boards (DABs), and staff located in locations such as libraries and parks that have frequent interactions with members of surrounding LIDACs.

The advisory boards hold monthly meetings and proposed projects will be brought to these forums for public feedback, especially in the locations where the projects will take place. The Redbud Trail project was already approved by the District 3 Advisory Board after a presentation from city engineers and public works staff. Online, there is a constantly updated calendar of all the advisory board meetings and any available agendas. This website is available in Spanish and English and the city has staff available to translate surveys and other feedback mechanisms into Spanish or Vietnamese, the two most prevalent non-English languages spoken in Wichita. This grant application will also be approved by the City Council before being submitted, giving further opportunity for public comment. The City of Wichita’s Strategic Communications Department has established outreach and engagement strategies and channels that will be utilized to promote engagement with the proposed projects and ensure LIDACs are involved throughout the grant implementation period. The Sustainability Coordinator will report back to the EPA on community engagement efforts and share planned and completed efforts made to connect with LIDACs located in project areas and the Wichita area. Those efforts, along with the traditional channels used by the City of Wichita that are detailed above, will include several project-specific education and engagement outlined below.

Specific ways each project will engage LIDACs:

* **Building Efficiency Audits and Retrofits**
  + The buildings targeted for this program that are located in LIDACs will be used as informational examples of building retrofits and show in real time how energy efficiency improvements can be made.
    - Flyers will be provided at the targeted community facilities that provide information to Wichitans about how to find financial assistance to weatherize their residences and other options for reducing their energy use and bills.
  + This program is an opportunity to educate on energy efficiency/saving on energy costs and available local, state, and federal programs. This information will be provided in person and online and go through the City’s Strategic Communications Department to ensure the information is consistent and accessible to all Wichitans.
* **Electric Vehicle Charging Infrastructure and Vehicles**
  + Several of the chargers will be located at libraries in LIDACs and they will work to advertise and inform the surrounding community about the new infrastructure.
  + The trips taken by the book delivery vans to LIDACs will improve local air quality and provide an opportunity to showcase electric vehicles in action to LIDACs.
* **Redbud Trail**
  + An initial interest meeting discussing the trail was held in Fall 2023, providing the opportunity for community members to ask questions and give feedback on the trail’s proposed expansion and improvements. The event had over 50 community members participate.
  + In addition, City of Wichita staff brought the proposal for this project to the affected district’s advisory board meeting, and they voted unanimously in support of this trail.
  + Future engagement with LIDACs in the area of the trail will be done through the same channels discussed above and through the City’s website and social media pages.
* **Solar Panel Pilot**
  + Impacted communities will be engaged through District Advisory Boards and neighborhood meetings.
  + The Delano Multimodal Facility went through the City Council approval process and it will be in use by all kinds of travelers. This offers an opportunity to highlight the building running on solar powered electricity and the electric vehicles that Wichita Transit will be running from that facility.
  + The project will also be highlighted on the City Sustainability webpage with available local, state, and federal programs for renewable energy being highlighted as well.
* **Tree Canopy**
  + The Tree Canopy Policy was developed with extensive public comment and public engagement following the release of a heat island study of Wichita by NASA.
  + Neighborhood and District Advisory Boards will be engaged with when new tree plantings are undertaken.
  + Part of the trees purchased from this program will be given out to community members in LIDACs to plant and Parks staff will inform them of the program and the GHG emissions reductions and air quality improvements that will result from tree plantings.

# Job Quality (5 Total Points)

This application requests funding for three full-time positions over the five years this grant is being implemented. One of those positions, Sustainability Coordinator, is an existing part-time position that will become a full-time role, paid for with CPRG funding. The other two positions will be new roles and will provide quality job opportunities in the sustainability and energy sector in the City of Wichita’s Public Works and Utilities Department. The City will actively recruit qualified applicants for these roles, provide family-sustaining benefits, provide equal opportunities to all workers, provide a stable and competitive wage for employees, and support professional development and on the job learning. The City seeks to provide a welcoming and open space to all its employees and works with employee unions to create a positive workplace environment and ensure fair employee compensation. The City’s Human Resources department has several programs in place to train employees, protect employees against discrimination, and generally create a working environment welcoming to all people.

The City of Wichita also follows a standard contracting process to ensure all bidders and proposals have a chance to apply for City solicitations. All purchases over $50,000 go through a formal bids process. <https://workwith.wichita.gov/identify-bid-opportunities>

Team Biographies:

Parks Director: Mr. Troy Houtman has been a Parks & Recreation Professional for 35 years and has worked on many projects with federal and local grant funding. An example is in Austin, Tx he spearheaded a program to plant 10,000 trees with local non-profits; the results of the project reforested several downtown parks with native trees. While in Wichita, Mr. Houtman led the efforts using LWCF funds to add trails in Chisholm Creek Park, which netted 5 miles of trails. Troy’s education includes a master’s in public administration, which is a foundation for his engagement with the community on all projects. Mr. Houtman also participates as a speaker both locally and nationally on topics of CIP projects, maintenance and operations, and grant fund management.

Director of Libraries: Jaime Nix has spent the past thirty years working in public libraries in Kansas and Washington state to deliver modern technology and information services to communities. She has worked on multiple building design projects that have resulted in improved experiences and efficiencies in delivering public service sustainably and leveraging the library’s reputation as an anchor community to share new knowledge about sustainable practices.

# Programmatic Capability and Past Performance (30 Total Points)

1. **Past Performance (10 Points) & Reporting Requirements (10 Points)**
2. **Water Infrastructure Finance and Innovation Act (WIFIA) for Northwest Water Treatment Facility (NWWF)**
   1. Assistance agreement number (if applicable): N18108KS
   2. U.S. Environmental Protection Agency; Assistance Listing Number: 66.958
   3. Brief description of the agreement: Loan agreement providing partial financing for construction of a greenfield water treatment plant that will serve the borrower’s approximately 500,000 customers. The new plant replaces the single water treatment plant currently in use, which is more than 80 years old and in poor condition.
   4. Contact from organization that funded the assistance agreement:
      1. Malton Lightfoot-Taylor, Portfolio Manager, WIFIA Program [LightfootTaylor.Malton@epa.gov](mailto:LightfootTaylor.Malton@epa.gov)
   5. Whether the applicant submitted acceptable interim and/or final reports under those agreements:
      1. Yes. Quarterly Construction Monitoring Reports are being provided as required.
   6. The extent to which the applicant adequately and timely reported on its progress toward achieving the expected outputs and outcomes under those agreements:
      1. The project is still under construction. The borrower is providing Quarterly Construction Monitoring Reports as required and participated in an on-site visit with EPA WIFIA staff in May 2023.
   7. If progress was not being made, whether the applicant adequately reported why not.
      1. Progress was made and applicant adequately reported on it.
3. **Water Infrastructure Finance and Innovation Act (WIFIA) for Biological Nutrient Removal Program (BNR):**
   1. Assistance agreement number: N21101KS
   2. U.S. Environmental Protection Agency; Assistance Listing Number: 66.958
   3. Brief description of the agreement: Loan agreement providing partial financing for the enhancement of wastewater treatment infrastructure to ensure that federal regulations regarding phosphorus and nitrogen removal from wastewater prior to discharge are met. The Wichita community will experience many benefits from this project including: 1. Regulatory compliance and improved water quality in receiving streams; 2. Extension of asset functional life; 3. Odor control improvements; 4. Flexibility for future expansion.
   4. Contact from organization that funded the assistance agreement:
      1. Malton Lightfoot-Taylor, Portfolio Manager, WIFIA Program [LightfootTaylor.Malton@epa.gov](mailto:LightfootTaylor.Malton@epa.gov)
   5. Whether the applicant submitted acceptable interim and/or final reports under those agreements:
      1. Yes. Quarterly Construction Monitoring Reports are being provided as required.
   6. The extent to which the applicant adequately and timely reported on its progress toward achieving the expected outputs and outcomes under those agreements:
      1. The project is still under construction. The borrower is providing Quarterly Construction Monitoring Reports as required.
   7. If progress was not being made, whether the applicant adequately reported why not:
      1. Progress was made and applicant adequately reported on it.
4. **Air Pollution Control Program Support**
   1. U.S. Environmental Protection Agency and Kansas Department of Health and Environment; Assistance Listing Number: 66.001
   2. Brief description of the agreement: The contract and funding, totaling $108,333.33 (including city match), allows the City to provide comprehensive air quality services that protect public health and safety and the environment by meeting local and state air quality objectives. City of Wichita staff maintains good working relationships with the EPA and KDHE and remains the local point of contact for air quality outreach and education, emission tracking, modeling, reduction strategies, and technical support on air quality conditions, forecasts, public safety, and health issues related to air quality.
   3. Contact from organization that funded the assistance agreement.
      1. Kathleen Waters, Environmental Program Administration Supervisor, [Kathleen.Waters@ks.gov](mailto:Kathleen.Waters@ks.gov)
   4. Whether the applicant submitted acceptable interim and/or final reports under those agreements:
      1. Yes, there are ongoing quarterly and annual reports submitted relating to budget and grantee activities.
   5. The extent to which the applicant adequately and timely reported on its progress toward achieving the expected outputs and outcomes under those agreements:
      1. The applicant has adequately reported on its progress and activities relating to air quality monitoring and education.
   6. If progress was not being made, whether the applicant adequately reported why not
      1. The grant agreement has been renewed many times over the decades since it was first awarded as there have been adequate reports made.
5. **Buses and Bus Facilities Grant- Wichita Transit A&E Delano Multimodal Transit Center**
   1. DOT-FHA Region 7; Assistance Listing Number: 20.526
   2. Brief description of the agreement: Wichita Transit was awarded $14,232,816 in FY2019 Bus and Bus Facility Competitive Federal funds for a Multimodal Center. The funds will be used to Construct a Multimodal Facility for parking, electric charging stations, bicycles, and scooters that will connect over 15,000 people working downtown and on the east and west side of the city center.
   3. Contact from organization that funded the assistance agreement.
      1. Shannon Graves, Transportation Program Specialist, [shannon.graves@dot.gov](mailto:shannon.graves@dot.gov)
   4. Whether the applicant submitted acceptable interim and/or final reports under those agreements:
      1. Yes, applicant submitted required quarterly milestone and financial reports.
   5. The extent to which the applicant adequately and timely reported on its progress toward achieving the expected outputs and outcomes under those agreements:
      1. The project is still under construction with a revised period of performance from 7/21/21 to 3/30/26 with required quarterly milestone and financial reports being submitted.
   6. If progress was not being made, whether the applicant adequately reported why not
      1. The applicant has updated the DOT contact on construction and planning progress and made timeline changes as necessary.
6. **Staff Expertise (10 Points)**

The City of Wichita serves over 400,000 people and employs roughly 3,900 people in a variety of positions, including providing water and wastewater services to Wichita and parts of the surrounding metropolitan area.

Staff who will be involved in the implementation of the proposed CPRG include experienced project and grant managers who will oversee the proper spending and usage of any awarded funds. Public Works and Utilities (PW&U) staff directly involved with this project currently implement an Air Quality grant from the State of Kansas and have done so for decades. Current PW&U staff have also overseen large water utility projects in recent years as part of the EPA WIFIA loan program and have made regular reports to EPA staff. The projects will involve the hiring of new staff members as well and experience with EPA, previous work with grant implementation, and expertise in data analysis and building efficiency will be prioritized.

The City of Wichita has several people dedicated to grant administration and reporting, including an Internal Auditor and a dedicated FTE in Finance who will support project managers throughout the life of the grant. The City Manager’s Office will also provide support for the implementation of this project and enhance communication within and outside City Hall. Departments who will be involved with this project include Public Works and Utilities, Libraries, Parks, Fleet, and Transit, and all have existing staff who have federal and state grant experience. PW&U also organized an Interdepartmental Environmental Team that facilitated discussions on this project and will provide a regular space for cross-departmental discussions of sustainability-related issues amongst City staff.

# Budget (45 Total Points)

1. **Budget Detail (20 Points)**

**Information can be found in attached Budget Spreadsheet and Budget Narrative.**

1. **Expenditure of Awarded Funds (15 Points)**

**Information can be found in attached Budget Narrative, after project budget sections.**

1. **Reasonableness of Costs (10 Points)**

**Information can be found in attached Budget Narrative.**

1. <https://redbudtrail.org/> [↑](#footnote-ref-7832)
2. <https://www.traillink.com/trail/redbud-trail/> [↑](#footnote-ref-17689)
3. <https://www.visitwichita.com/listing/redbud-trail/35447/> [↑](#footnote-ref-8717)