



The National Center for Aviation Training

EXECUTIVE SUMMARY

Capital Improvement Program Overview

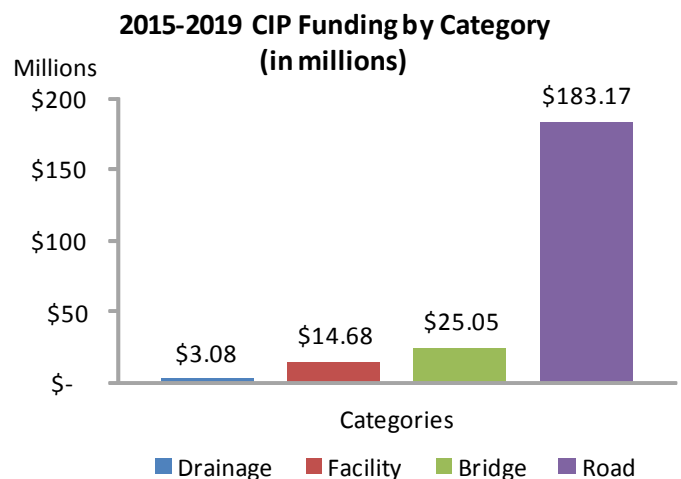
Sedgwick County’s Capital Improvement Program (CIP) includes the acquisition, construction, remodeling, and major maintenance of public facilities and infrastructure systems. To be eligible for the capital improvement program, a project must be an addition to the County’s facilities or infrastructure having an expected useful life greater than five years and expected cost exceeding \$50,000, or maintenance of existing assets that is estimated to cost more than \$25,000. Excluding preventive road maintenance (project R175), CIP projects are characteristically non-routine and beyond the scope of normal operations, including normal expected maintenance. Routine investments in capital assets, including acquisition and maintenance, are planned for in departmental operating budgets, not the CIP. Examples of these expenses include replacement of fleet vehicles and related equipment (excluding fire engines and apparatuses) included in the Fleet Management budget, information technology assets included in the Information Services Department budget, and routine maintenance of County-owned facilities included in the Facilities Department budget.

Annual long-range CIP planning began in 1982 with the goal of facilitating area-wide economic development by upgrading the County’s roads, bridges, and drainage systems as well as maintaining facilities. Operating under the supervision of the County Manager and the approval of the Board of County Commissioners (BoCC), the CIP

Committee provides day-to-day oversight of the program. CIP Committee members guide the programming process which annually produces a plan specifying the capital spending budget for the upcoming budget year and projecting it for years two through five, the planning years of the program.

Sedgwick County Fire District 1 did not submit any new projects for the 2015-2019 CIP. Had the Fire District submitted capital projects, they would be included in this report; ongoing projects are still highlighted in this plan.

The total capital spending budget for 2015 is \$25,183,308, an increase of \$2.37 million from the 2014 capital budget. The 2015-2019 program continues to support the County’s commitment to maintain and improve its facilities and



infrastructure including roads, bridges and drainage.

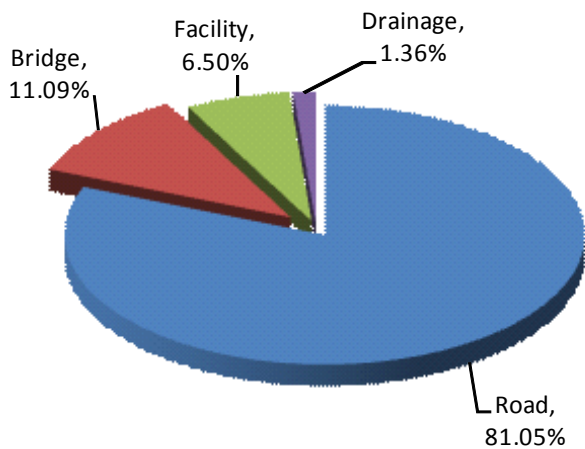
Planned spending on projects in the 2015-2019 CIP includes the following five-year totals: \$3.08 million for drainage, \$14.68 million for facilities, \$25.05 million for bridges, and \$183.17 million for roads.

Funding for the five-year CIP plan totals \$225.99 million, of which road spending comprises the majority, as illustrated by the chart on the previous page. Typically, a large portion of CIP funding is allocated to road projects, but the effect is inflated in the current CIP due largely to \$116.03 million in State and Federal funding for the interchange project at I-235 and U.S. Highway 54.

Funding Overview

As a percentage of total costs planned for the 2015-2019 CIP, road projects account for 81 percent, bridge projects for 11 percent, drainage projects for 1 percent and facility projects for 7 percent.

2015-2019 CIP Expenditures by Category



Funding for the CIP occurs on a year-by-year basis. When funding that is allocated to a project is not completely spent by the end of the fiscal year, it is carried forward for use in the next fiscal year. Funding for CIP projects comes from annual revenues including property tax, sales tax, liquor tax, contributions from other governments and proceeds from issuing bonds. Road, bridge and drainage projects are often funded by a mix of sources from the Kansas Department of Transportation, the Federal Highway Administration and local jurisdictions in Sedgwick County.

CIP Funding by Source		
Facilities & Drainage	2015	2015-2019
Cash	\$ 2,103,787	\$ 8,530,065
Bond	1,584,000	9,236,334
Combined sub-total	\$ 3,687,787	\$ 17,766,399
Roads & Bridges		
Cash	\$ 14,446,050	\$ 72,386,430
Bond	4,060,000	18,224,198
Other	1,805,317	117,609,325
Combined sub-total	\$ 20,311,367	\$ 208,219,953
Grand Total	\$ 23,999,154	\$ 225,986,352

Cash Funding

When cash funding is used, departmental budgets reflect the funding for their projects. For example, the Juvenile Detention Facility’s 2015 budget includes capital improvements funding of \$173,663 to replace air vents in resident rooms and to replace the DVR security system. Allocating funding for cash-funded projects in this manner allows for accurate budgeting and analysis of the impact of projects on department operations.

Cash is used to fund CIP projects when current revenues and fund balances are adequate to fund the project within an acceptable timeframe, when current debt levels restrict the County from issuing additional bonds or when unfavorable conditions exist in the bond market.

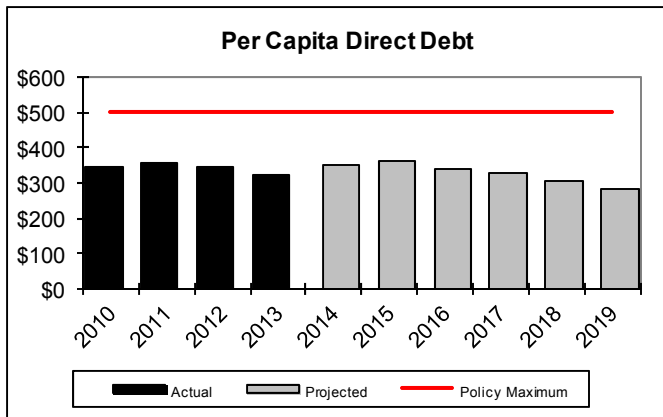
Bond Funding

Each County bond issue, whether issued directly by the County or indirectly by the Sedgwick County Public Building Commission, constitutes a general obligation of the County, meaning the investors are protected from default risk by a pledge of the County’s full faith and taxing power. The three major credit rating agencies (Moody’s, Standard and Poor’s and Fitch) rate Sedgwick County’s bonds at the highest level, of AAA, meaning the County is exceptionally positioned to meet its debt obligations. The result is favorable interest rates. The County’s Debt Financing Policy provides for a conservative approach to debt management, designed to sustain the County’s high credit ratings and low property tax mill levy. The County may use debt financing for one-time projects included in the five year CIP and unordinary major equipment purchases. Debt is only used when revenues for debt service are sufficient and reliable to ensure favorable interest rates and when using fund balance and current revenue would adversely impact the County.

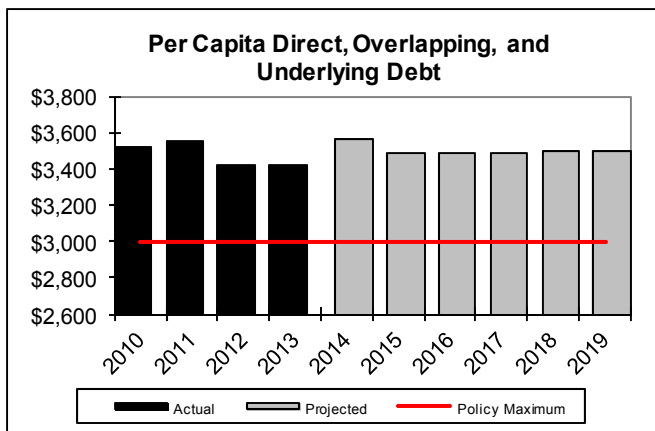
The actual timing of bond issuance to fund a portion of the CIP depends on the pace of project completion. Typically the County provides temporary financing of projects with available cash balances, and issues the bonds at the conclusion of the project when long-term debt requirements can be precisely determined. In these instances the bond proceeds are used to replenish the cash balances that provided temporary financing for the project.

In October 2009, the BoCC approved a revised debt policy that provides clear guidance on the County’s use of debt. The objectives of the policy are to ensure financing is obtained only when necessary; the process for identifying the timing and amount of debt or other financing is as efficient as possible; the most favorable interest rate and other related costs is obtained; and future financial flexibility is maintained. The following charts outline the guidelines established by the Debt Policy. The Policy requires the County to remain under at least three of the following five benchmarks. In aggregate, the charts illustrate the County’s strong fiscal position. More information on the County’s debt management is included in the Bond and Interest section of the budget.

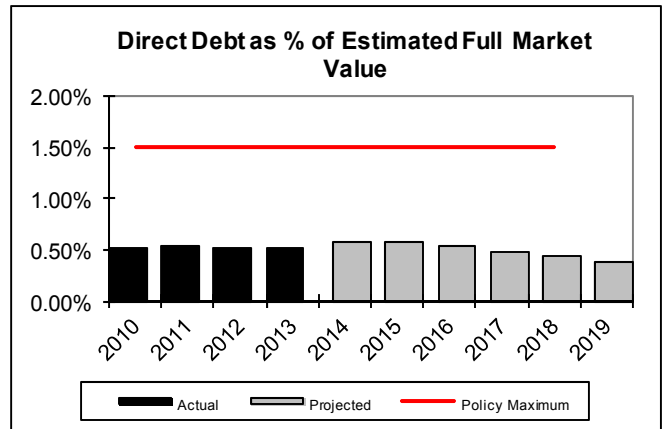
1) Per capita debt will not exceed \$500



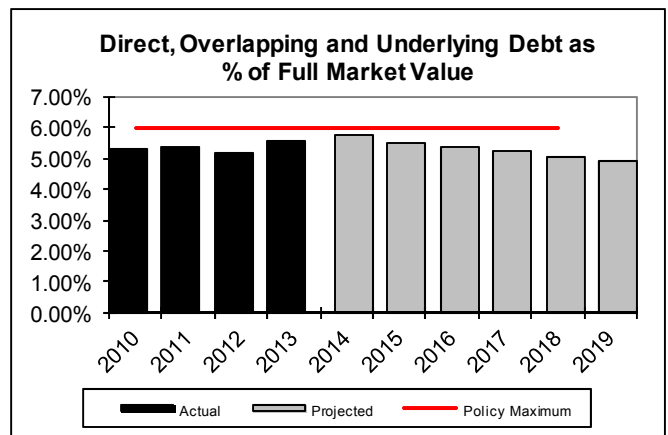
2) Per capita direct, overlapping and underlying debt



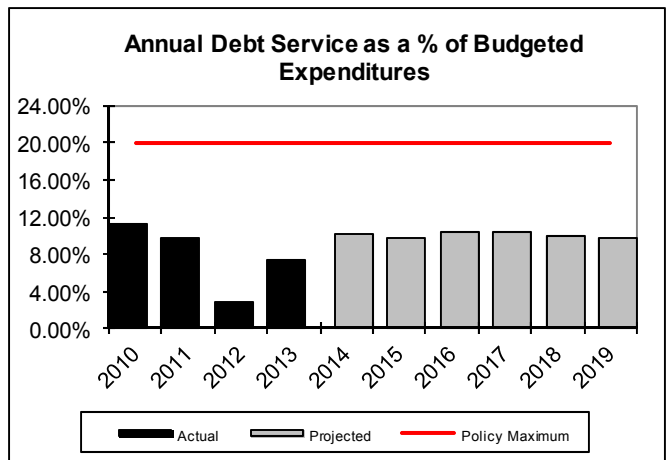
3) Direct debt as a percentage of estimated full market value will not exceed 1.5 percent



4) Direct, overlapping and underlying debt as a percentage of estimated full market value will not exceed six percent



5) Annual debt service will not exceed 20 percent of budgeted expenditures of the General Fund and Debt Service Fund



Other Funding

Funding sources other than bond proceeds and local tax revenue are categorized as other funding. Funding from Federal, State and local agencies primarily comprise this category. Other funding sources are generally associated with projects resulting from multi-jurisdictional partnerships.

CIP Process

In 2014, the CIP process was refined to ensure realistic project planning and support priorities of the County. The new process has continued with minor modifications through the 2015-2019 planning phase.

The CIP is reviewed as the planning for the previous cycle ends. Facility Project Services assists departments in developing new projects or updating current projects, obtaining accurate estimates, determining the potential impact on the operating budget and submitting project requests for the next five years. These requests are then prioritized by the departments' respective division directors. The prioritized requests, in turn, are submitted to Facility Project Services for consolidation and are presented in a draft five-year plan to the CIP committee early in the first quarter of the year.

The list of department requests was initially unconstrained. After several meetings that included presentations from departments and divisions on specific projects, the CIP Committee prioritized each facility and drainage project and developed a rank order listing. The priorities are reflected in the project listing order on the CIP Facility Project spreadsheet following the executive summary. Emphasis was given to projects initiated in previous years, those requiring system replacements and those intended to prevent building deterioration. These projects typically receive priority over remodeling or new construction.

The CIP Committee's selection criteria for the 2015-2019 program included:

- meeting legal mandates
- responding to public safety needs
- maintaining existing assets
- reducing or offsetting costs
- contributing to the County's financial or community sustainability
- meeting County Commission priorities

With priorities established, projects were scheduled consistent with available funding, resulting in lower

priority projects moving into later years. The CIP Committee recommended cash funding in the 2015 Capital Budget at \$2,103,787 to cover essential facility and drainage. A similar process was followed for road and bridge projects, both funded primarily from a different cash source, a portion of a one-cent local sales tax. Bond funding is governed by established County policy. With funding established within these constraints, the County Manager then reviewed and has recommended the CIP to the BoCC for their approval.

For the 2015-2019 CIP, the CIP Committee consisted of Chris Chronis, Chief Financial Officer and Committee Chair; Ron Holt, Assistant County Manager; David Spears, Public Works Director and County Engineer; Marv Duncan, Public Safety Director; Steve Claassen, Facilities Director; and John Schlegel, Director of Planning, Metropolitan Area Planning Department. Support is provided by the Facilities Department, Public Works and the Budget Office.

CIP Watch List

The Watch List is used to identify and monitor potential projects that are not yet fully defined either in scope or in cost. Those projects may not yet meet one or more established criteria, such as customer thresholds or traffic counts. Use of the Watch List helps ensure these projects remain visible while keeping planning efforts focused on the current program. If needed, each Watch List follows its respective portion of the CIP in the spreadsheet.

Project Execution and Prior Year Projects

All approved projects receive monthly review and all open projects are included in the Quarterly Financial Report. Projects that are superseded or unable to be accomplished are recommended for cancellation and their corresponding funding returned to the original funding source on approval of the Board of County Commissioners.

CIP Environmental Scan

State Mandates

State law (K.S.A. 68-506f) requires counties to maintain streets in cities with a population of less than 5,000 that form connecting links in the County road system and highways included in the secondary road system or in the system of County minor collector roads and highways. This State mandate requires Sedgwick County to maintain such roads in all cities within the County except Bel Aire, Valley Center, Derby, Haysville, Park City, and Wichita.

According to State law, these cities are large enough that they are expected to maintain their own streets and highways. These cities receive an annual maintenance fee per lane-mile to maintain state highway connecting links within their city limits.

The Metropolitan Transportation Plan (MTP) 2035

The MTP 2035 is the blueprint for all regionally significant transportation projects through 2035. It is a 25-year strategic plan for maintaining and improving mobility within and through the region. It increases effective use of the region's investments and promotes transportation services and infrastructure that are consistent with the overall desires of residents. The MTP 2035 discusses all modes of transportation in the region, includes an inventory of existing conditions, identifies needs, and provides recommendations. The MTP 2035 was prepared by the Wichita Area Metropolitan Planning Organization (WAMPO). WAMPO is the designated Metropolitan Planning Organization (MPO) for the Wichita region. WAMPO is not a department of any city or county, but is a regional planning organization charged with planning and programming federal transportation funds in the region.

The vision for MTP 2035 is to have a multimodal transportation system in 2035 that will be safe, efficient, accessible, and affordable.

Objectives for the MTP 2035 are concrete and specific items that build upon the vision and goals. The MTP Project Advisory Committee developed 11 objectives for the MTP 2035; four were selected to be short-term objectives. The short-term objectives will receive extra attention during the first five years of the plan. The four short-term objectives that were selected by the MTP-PAC are to:

- Select projects that demonstrate the greatest overall improvement of the system;
- Maintain air quality attainment status;
- Increase multimodal options and access; and
- Decrease the number of transportation-related wrecks, injuries, and fatalities.

The MTP 2035 provides an overview of the existing roadway network in the WAMPO region and the different services it provides. It also highlights the regional roadway needs, identifies several roadway-related plans that impact the regional network, and provides recommendations to improve roads in the WAMPO region. A number of recommendations for roadways are identified including:

- Add roadway capacity at needed locations to serve traffic growth and development;
- Increase the length of on-ramps and off-ramps;
- Develop and implement comprehensive access management guidelines for arterial and collector streets;
- Consolidate the number of driveways on major streets;
- Pave rural roadways;
- Add shoulders to rural roadways;
- Add capacity to two-lane roadways where it is warranted by traffic volumes;
- Coordinate traffic signals to optimize existing roadway capacity;
- Incorporate pavement management system technologies into the roadway network;
- Apply complete street principles such as sidewalks, bicycle lanes, and bus lanes to new roadways being built and when existing roadways are rebuilt; and
- Incorporate Intelligent Transportation System (ITS) technologies into the roadway network.

For context, the following highlights were also included in the 2020 Transportation Plan:

1. Maintenance costs from 1993 to 2020 were estimated to be \$307 million for Sedgwick County and \$182 million for Wichita (in 1994 dollars). Sedgwick County's costs are significant due to the large backlog of bridges needing reconstruction and the extensive paved road system that is to be reconditioned over the 27-year planning period.
2. It noted the purpose of the County Road System is to:
 - b. Connect cities in Sedgwick County to each other;
 - c. Connect to other cities in adjoining counties;
 - d. Provide modern all-weather farm-to-market roads; and
 - e. Generally provide for quick, efficient movement across the County in all directions.

The 2030 update, accomplished in 1999, provided several important revisions to the basic plan. It identified system changes made in the first five years of the plan (1994-1999), examined the traffic problems in 1997, and identified those sections on major arterial streets experiencing high traffic demand beyond the desired service levels in 1997. These sections were consequently

identified as areas of congestion. It detailed proposed improvements between 2000 and 2030, potential residual problems and anticipated financing requirements from various sources.

In 2005, the Wichita Area Metropolitan Planning Organization (WAMPO) updated the 2030 Long Range Transportation Plan (LRTP). This update, approved on August 25, 2005, refreshed the plan and enhanced the value of the plan as a tool for public and private decision makers. The objective is to continue to help public policymakers make cost effective transportation-related decisions, and aid business owners and individuals in developing or selecting locations that are suitable for business or residences.

How the CIP Addresses Mandates in the MTP 2035 Plan

Sedgwick County’s 2015-2019 Capital Improvement Program continues to address many of the significant transportation issues noted in the latest revision to the 2035 Transportation Plan. The CIP also fulfills the County’s responsibility to maintain existing paved roads in the County and its statutory duty to maintain connecting links in most cities in the County. Examples in the plan include:

- In 2015, reconstruction of 183rd Street west from 23rd Street south to 39th street south.
- Together with the 2010 project to improve 135th Street West from US400 to K-42, the 2012 and 2014 projects improving and reconditioning 71st Street from 135th Street West to the Diagonal (K-42). These projects will provide significant improvement to north-south traffic from west Wichita to the Clearwater area and east-west traffic from Haysville.

Completed in 2011, this bridge on 295th Street West replaced a load-limited structure.



The Division of Public Works constantly monitors traffic on arterial streets and at intersections. The priority of various CIP projects is adjusted according to this changing traffic information. Equally important, on a five year rotating schedule, each mile of County road receives an appropriate maintenance treatment based on its condition. The CIP also continues an aggressive replacement program for bridges with posted weight limits. The County continues to support efforts to obtain state project funding to address other issues identified in the 2035 plan, such as the freeway system and crossings over the floodway. Two examples are:

- Beginning in 2016, Sedgwick County has committed to providing the local match to KDOT funding for the first phase of a \$116 million dollar project to replace I-235 and Kellogg (US54) Interchange, an antiquated and dangerous highway structure.
- Replacement in 2015 of a 58 year old bridge built in 1954 crossing the Arkansas River on 279th St West in western Sedgwick County.

With this support and careful planning, the County expects to continue to achieve significant progress in the maintenance and upgrade of its bridge infrastructure. As the biannual bridge inspection process identifies functionally obsolete or structurally deficient structures, Public Works staff prioritizes them and programs them in the CIP for replacement as funding allows. Currently, 42

Planned 2015-2019 CIP Bridge Construction	
Year	Number Planned
2015	9
2016	7
2017	3
2018	1
2019	2
Total	22

(7.2%) of Sedgwick County’s bridges are structurally deficient or functionally obsolete. This is well below the current rate for the entire nation (24.3%) and Kansas (17.7%). The 22 bridges planned for this CIP should help address the issue.

Financial Summaries and Project Pages

Financial summaries and project pages follow the Executive Summary that provide detailed information for each project recommended to the BoCC.

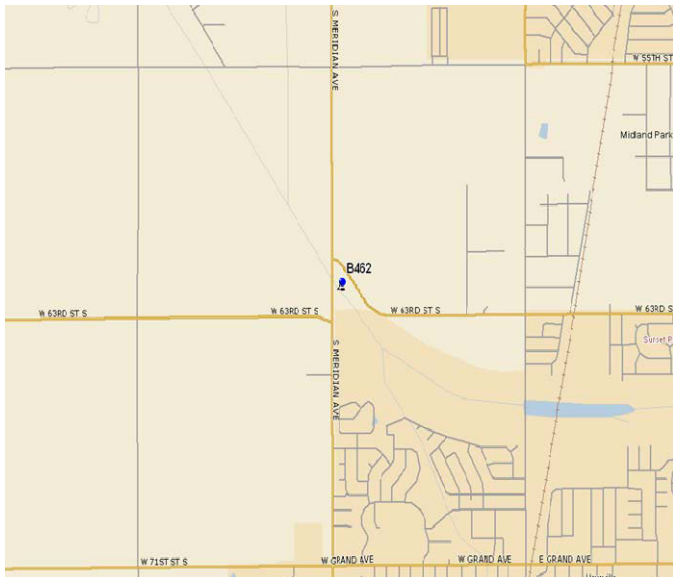
Significant Current and Recently Completed CIP Projects

Bike/Pedestrian Bridge on Meridian

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$938,000	—
Bond	\$570,430	—

Construction of a separate bike/pedestrian bridge on the east side of Meridian to cross the Wichita-Valley Center

Flood Control (WVCFC) project and connect existing path system north and south of the bridge. This bridge will provide the needed connectivity between Campus High School and Haysville, which is separated by the WVCFC and accommodate bikes and pedestrians, which is not possible currently.



Aviation Pathway Bike Path

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$134,550	—
Other	\$1.2 million	—

Construction of a bike/pedestrian path on Englewood, Clifton 47th Street South and Oliver to connect the Wichita

pathway system to the Derby pathway system. The connection of the two largest pathway systems in Sedgwick County will provide service to the Oaklawn, Sunview and Spirit Aerosystems areas. This project has been awarded federal funding that will cover 80 percent of the project's costs.

Preventive Road Maintenance

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$53.5 million	\$9.3 million

Preventive maintenance work is performed by contract or purchase of materials for overlays, seals, shoulders or asphalt on a rotating five-year schedule. When timely preventive maintenance is not performed roads, deteriorate and at a certain point must be replaced with new pavement. The life cycle cost of roads is reduced by performing regular pavement maintenance.

Flood Control System Maintenance

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$1.5 million	—

The flood control system represents a significant long term investment in infrastructure and major maintenance and repair work to the system, includes repair or replacement of toe drains, flood gates, concrete, erosion control systems and earthwork on levees and channels. Extensive analysis performed during the levee certification project revealed that the system is in good condition but that future viability of the system depends upon making continuing investments in major maintenance and repair work.

Levee certification will likely be required by FEMA every 10 years. Under a separate program the Corps of Engineers will perform an extensive inspection every five years. The backbone of the system is over 50 years old and in order to continue to pass inspections and retain levee accreditation by FEMA over the next 50 years or more, local government will have to expend additional funds over a period of time to repair or replace critical elements of the system.

Work Release Security Upgrade

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$728,456	—

The upgrade and replacement of security electronics technology would allow for comprehensive incident recording, local door control, increased voice communication and additional video surveillance, as well

as minimizing operational costs. This project includes the upgrade and replacement of the existing door control systems, video surveillance system, voice communication system, inmate television system, millwork at central control, remodel of dormitories at the northeast end of the facility and a centralized building UPS system.

Older technology impairs the ability to manage door control and resident movement and provides insufficient camera coverage in several key areas of the facility, increasing liability for unrecorded video when incidents occur. The security electronics system is critical to the life, safety and efficiency of the Work Release detainees and staff.

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