



The National Center for Aviation Training

## EXECUTIVE SUMMARY

### Capital Improvement Program Overview

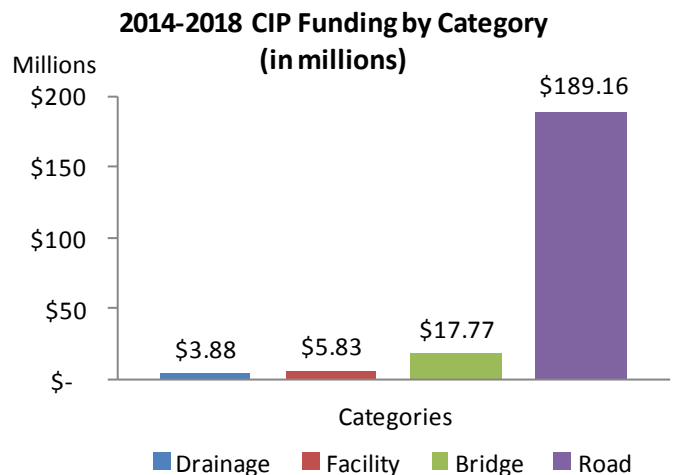
Sedgwick County’s Capital Improvement Program (CIP) includes the construction, remodeling, and major maintenance of public facilities and infrastructure systems. Excluding preventive road maintenance (project R175), CIP projects are characteristically non-routine, beyond the scope of normal operations. 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 2014-2018 CIP. Had the Fire District submitted capital projects, they would be included in this report. Current ongoing Fire District 1 projects are still highlighted in this plan.

The total capital spending budget for 2014 is \$22,817,129, a decrease of \$6.42 million from the 2013 capital budget. The 2014-2018 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 2014-2018 CIP includes the following five-year totals: \$3.88 million for drainage, \$5.83 million for facilities, \$17.77 million for bridges, \$189.16 million for roads.

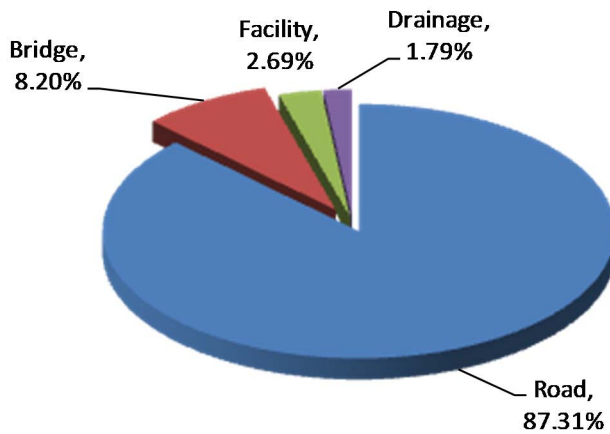


CIP funding for the five-year plan totals \$216,653,921, of which road spending comprises the majority, as illustrated by the chart on the previous page. Typically, a large portion of CIP funding is allocated to road projects, but the effect is inflated in the current CIP due largely to \$113.83 million 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 2014-2018 CIP, road projects account for 87 percent, bridge projects for 8 percent, drainage projects for 2 percent and facility projects for 3 percent.

2014-2018 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, gasoline tax and proceeds from issuing bonds. In an effort to leverage resources, a mix of funding

sources are used for projects when possible. 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.

**Cash Funding**

Each facility project in the 2014-2018 CIP is cash funded. When cash funding is used, departmental budgets reflect the funding for their projects. For example, the Sedgwick County Health Department’s 2014 budget includes Capital Improvements funding of \$64,129 for the West Central Health Clinic maintenance project. 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, or when current debt levels restrict the County from issuing additional bonds or when unfavorable conditions exist in the bond market.

**Bond Funding**

The County typically uses general obligation bonds when financing a CIP project, meaning the bonds are backed by 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.

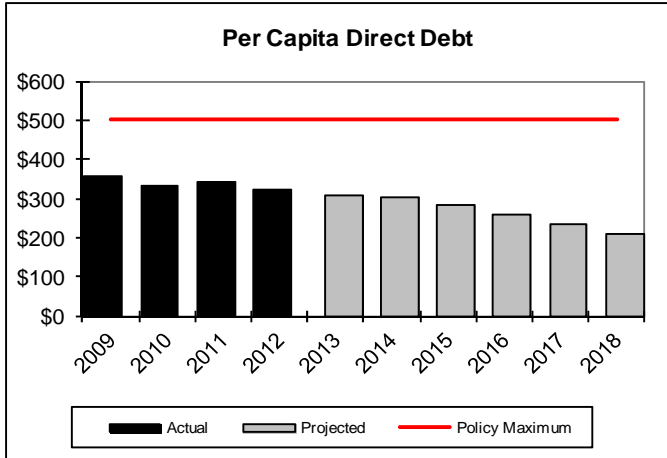
The actual timing of bond issuance to fund a portion of the CIP depends on interest rates and other priorities which may result in a deviation from the CIP spending plan.

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

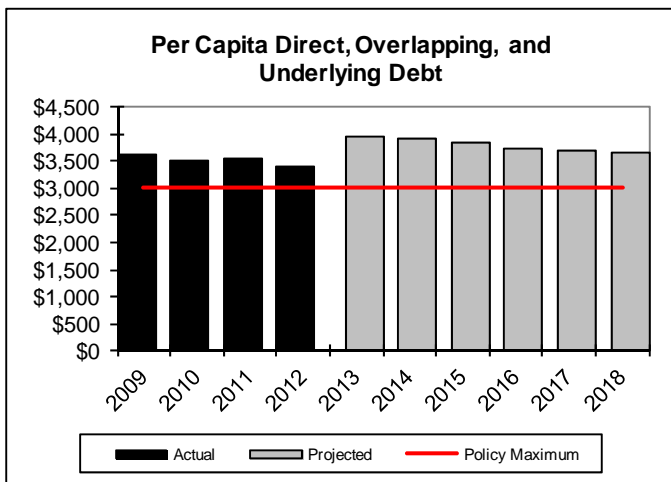
CIP Funding by Source		
Facilities & Drainage	2014	2014-2018
Cash	\$ 364,129	\$ 7,834,522
Bond	300,000	1,884,000
Combined sub-total	\$ 664,129	\$ 9,718,522
Roads & Bridges		
Cash	\$ 14,118,410	\$ 64,174,372
Bond	4,060,000	19,691,000
Other	3,974,590	123,070,027
Combined sub-total	\$ 22,153,000	\$ 206,935,399
<b>Grand Total</b>	<b>\$ 22,817,129</b>	<b>\$ 216,653,921</b>

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 four 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.

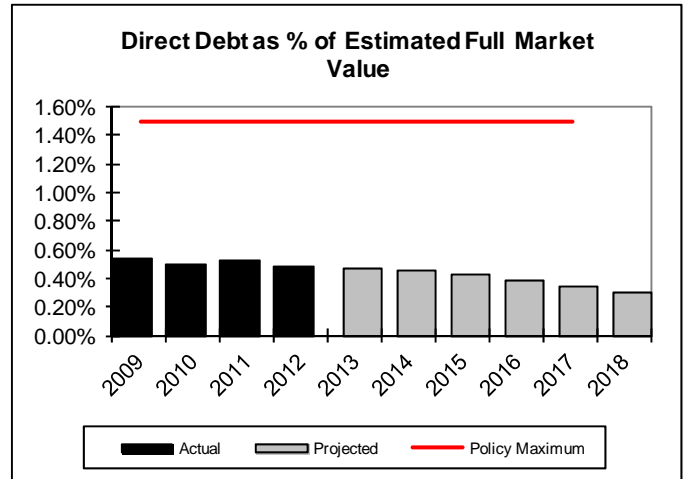
1) Per capita debt will not exceed \$500



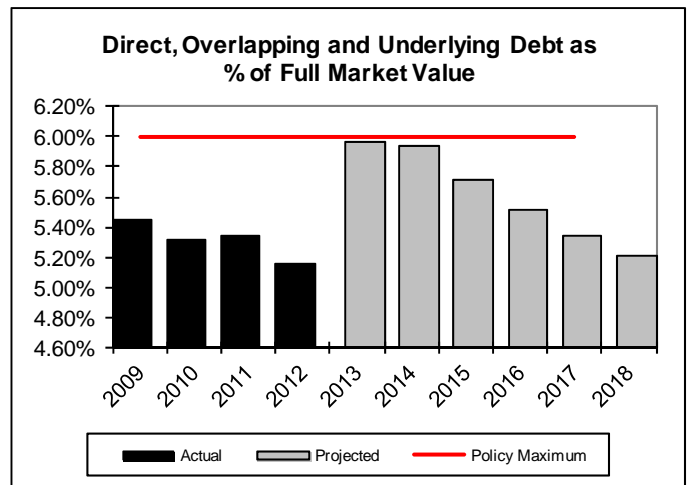
2) Per capita direct, overlapping and underlying debt will not exceed \$3,000



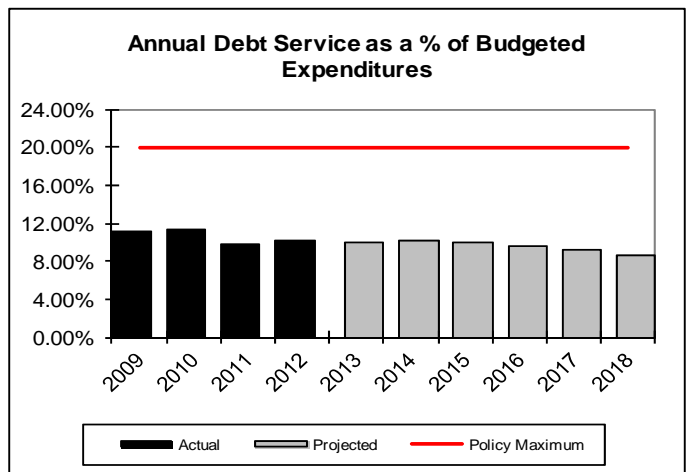
3) Direct debt as a percentage of estimated full market



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 sales 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 1999, 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 2014-2018 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 2014-2018 program included:

- meeting legal mandates
- responding to public safety needs
- maintaining existing assets
- reducing or offsetting costs
- 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 2014 Capital Budget at \$364,129 million 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 2014-2018 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; Chad VonAhnen, former 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
- 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
- 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 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
  - 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 and the MTP 2035 Plan**

Sedgwick County’s 2014-2018 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 2014, reconditioning of 135<sup>th</sup> Street West from the Diagonal (K-42) south to 71<sup>st</sup> St.
- Together with the 2010 project to improve 135<sup>th</sup> street west from US400 to K-42 and the 2012 project improving 71<sup>st</sup> street from 135<sup>th</sup> 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 fifty-eight year old bridge built in 1954 crossing the Arkansas River on 279<sup>th</sup> 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, 37 (6.3 percent) of Sedgwick County’s bridges are structurally deficient or functionally obsolete. This is well below the current rate for the entire nation (21.0%) and Kansas (23.3%). The 17 bridges planned for this CIP should help address the issue. At present, the limiting factor is availability of funds.

<b>Planned 2014-2018 CIP Bridge Construction</b>	
<b>Year</b>	<b>Number Planned</b>
2014	5
2015	6
2016	2
2017	3
2018	1
<b>Total</b>	<b>17</b>

**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**

**Lake Afton Spillway**

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Bond	\$1.6 million	\$1.6 million

Located at Lake Afton Park, the Lake Afton Spillway project repaired spillway damage caused by flooding, addressed a significant safety issue and put in place erosion control features to manage erosion from south of the Lake Afton Dam to the end of County property. Original construction of the dam was completed in 1942 and was a product of the Works Progress Administration during the Franklin D. Roosevelt administration. The spillway repair project was completed in September 2012.

operational in early 2010. Fire Station 35, located in Goddard, was completed in January 2011.

Funding for relocating Fire Station 36 was included in the 2012 Capital Budget. The County secured land for the station in an optimal location on south Oliver, near Derby. Station 36 is expected to be complete in August 2013. Completion of Fire Station 34, in Haysville is expected in March 2014.

Relocation of these fire stations is funded by Fire District 1's property tax levy and by County cash balances, which will be replenished with lease payments from the Fire District.

**EMS Post 9 (East)**

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$1.1 million	\$156,000

The newly constructed EMS Post 9 will be optimally located at Lincoln and Webb to meet demand in this portion of the County. The project replaces a temporary location at Fire Station 38. The project is expected to be complete in Spring 2014.

**Replace Sheriff's Squad Room**

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Cash	\$1.6 million	\$1.6 million

Construction of the new Sheriff's Office Squad room was completed in January 2013. The project included replacement of a small, temporary squad facility that the Office outgrew, and it improved adjacent parking and drainage on the property. The new facility includes a larger briefing room and adequate storage space for staff, evidence and protective equipment. Private workspaces for supervisors and a workspace for deputies to complete shift reports and package evidence were also included.

**Emergency Communications Radio System, Convert to digital and expand the 800 MHz system**

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Bond	\$10.5 million	\$6.6 million

Sedgwick County underwent a full conversion of the former analog Emergency Communications (911) radio system to a state-of-the-art digital system. The analog system was approaching obsolescence and the vendor could no longer guarantee



**Fire District Station Relocation Plan**

Project Overview		
Funding Type	Project Allocation	Expenditures to-date
Fire District 1 property tax	\$12.2 million	\$10.9 million

In 2004 the Sedgwick County Fire District adopted a plan to respond to population movement and increase response times by relocating five fire stations. The station relocation plan was amended to include the relocation of Fire Station 34 from west of Haysville to Main Street.

The included station relocations, originally approved in 2006 and 2007, are part of a carefully planned effort to adjust to changes in fire district boundaries and assure optimum response to its customers. The improved response times have resulted in lower insurance rates for those citizens served by Fire District 1.

Stations 33 (Maize) and 32 (north Sedgwick County) were completed in 2007 and 2008 respectively. Station 39, located in southwest Sedgwick County, became

product support. The new digital system brings the County to national standards and improves coverage by eliminating dead spots. With the factory acceptance testing phase recently completed, the project is now in the user acceptance testing phase. Completion is expected on time (Fall 2013) and within budget.

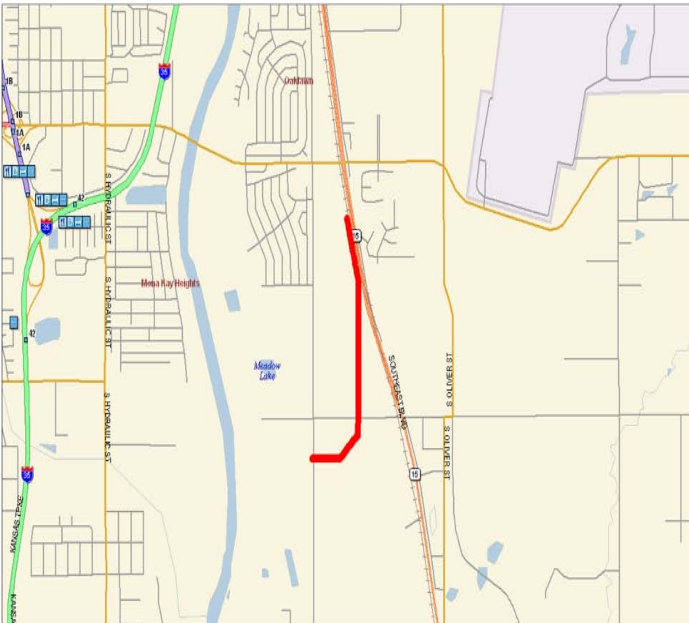
<b>Clifton Drainage Channel</b>		
<b>Project Overview</b>		
<b>Funding Type</b>	<b>Project Allocation</b>	<b>Expenditures to date</b>
Cash	\$1,145,614	\$280,081

Improvements to the Clifton Drainage Channel are designed to improve management of storm water from the Boeing

and Spirit aerospace manufacturing complexes. Originally included in the 2008 CIP, after initial design of the project was substantially complete, a McConnell Air Force Base Joint Land Use Study resulted in changes to a development planned in the area. Those changes included the developer donating the land for use as a future park and the construction of a pond. The redesigned drainage channel takes advantage of the pond. The redesign phase is complete, right-of-way is purchased and construction is planned to commence in Summer 2013.

D20, Clifton Drainage Interceptor

Space intentionally left blank





**This page intentionally left blank**

