



The National Center for Aviation Training

## EXECUTIVE SUMMARY

### Capital Planning and Budgeting

Sedgwick County's five-year Capital Improvement Program (CIP) includes the building, remodeling, and repair of public facilities and infrastructure systems. This long-range CIP planning process 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, the CIP Committee provides day-to-day oversight of the program. The CIP Committee also guides 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.

The capital spending budget for 2012 is \$33,149,666, a decrease of \$13.3 million from the 2011 capital budget. The 2012 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges and drainage.

Significant infrastructure projects for 2012 include:

- Together with the Kansas Department of Transportation and local communities, acquisition of Right of Way for the Northwest Bypass.
- Rehabilitation of 135<sup>th</sup> St from K-42 to 71st Street South.
- A project with Maize to improve Maize Road from 45<sup>th</sup> to 53<sup>rd</sup> Street North to four lane urban standard with storm sewers, traffic signals and turn lanes.

Public Safety is consistently a major focus of the CIP. The most expensive facility project in 2012 and this five year CIP will be upgrades to aging systems within the Adult Detention Facility Master Control as well as related peripheral devices and equipment. This project will help assure the systems are fully functional and provide a safe and secure operating environment for both staff and occupants. The design phase began in 2011 to ensure systems will be upgraded appropriately and a master plan developed to assure improvements are identified, prioritized and properly integrated. A shift to a non-proprietary system should result in a system that is less complex and significantly easier to maintain and upgrade.

Other Public Safety projects in the 2012 Capital Budget are the respective replacement and renovation of two fire stations in Fire District 1. Fire Station 36 is currently located near the intersection of Rock Road and 63<sup>rd</sup> Street South. Its relocation is part of a plan recommended in the 2004 Fire Department Resource Allocation Study that adjusts to changes in Fire District 1 boundaries and helps assure optimum response to customers. Improved response times also result in lower insurance rates for the citizens served. In addition, an extensive remodeling of Fire Station 34 in Haysville is planned in an effort to bring the facility up to the same standards as the new stations in the Fire District.



Compliance with the Americans with Disabilities Act (ADA) is a special concern of County leadership and a priority within the CIP. In 2006, the County contracted with an ADA consultant to provide an updated Self-Evaluation and a Transition Plan. Together, these documents work to establish in written policy Sedgwick County's commitment to nondiscrimination based on disability and to comply fully with the letter and spirit of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973. The Transition Plan document contains ADA surveys of all County facilities, and calls for barrier removal over a 10 year period, with the highest priority barriers being addressed in the earliest years of the plan. ADA improvements are prioritized based upon the professional's opinion of the severity of the variance. This includes the significance of the barrier, the level of public access, the frequency of use, as well as the risk of failing to promptly comply. The project is intended to provide for a logical, planned effort to comply with the ADA and the recommendations of the County's adopted Transition Plan. Timelines for these corrections are:

1. Very High priority = Correct within one year
2. High priority = Correct within three years
3. Medium priority = Correct within five years
4. Low priority = Correct within 10 years

The 2009 Capital Budget included funding to address all Very High priority improvements. The 2010 and 2011

Capital Budget included High priority projects as identified in the ADA Transition Plan. The 2012 Capital Budget will include projects identified as Medium priorities. These projects, which address accessibility at existing County facilities, include accessible restrooms and shower facility improvements, modifications to create accessible routes to programs and services, entrance modifications, curb ramps, sidewalks, and accessible recreation improvements at County parks. To ensure ADA compliance in new construction, project plans and facility leases are coordinated with the County ADA Coordinator. These efforts continue into the construction phase, where projects nearing completion are reviewed to monitor ADA compliance in the completed work.



The commitment to maintaining and upgrading existing County-owned facilities also continues to be a primary focus of the CIP. Since many County-owned buildings are 25 to 50 years old, careful evaluation of and investments in mechanical systems and roof replacements to maintain building integrity will continue. Of particular concern is maintaining the character and health of the Historic Courthouse that was built in 1888 and is on the Historic Register. In 2012, the CIP includes projects to analyze and replace aging mortar as well as accomplish caulking and waterproofing of the adjacent Soldiers and Sailors Civil War Monument.

### Infrastructure

Of equal or greater importance to the citizens is maintaining and upgrading the existing infrastructure of the County. County roads will receive \$7.10 million in preventive maintenance in 2012. While there are no large 2012 bridge repair or construction projects, the largest bridge expenditure is the Federally required biannual bridge

inspection of the 580 bridges in the County. These inspections not only assure bridge safety but are also a requirement to receive federal funding.

**CIP Funding**

The CIP is funded on a year-by-year basis with annual operating revenues from property tax, sales tax, liquor tax, gasoline tax and by issuing bonds. Bonds are repaid with debt service payments over a period of years. The actual timing of bond issues proposed to fund a portion of this CIP plan varies, depending on interest rates and other priorities. The following table shows funding sources for 2012 and for the five-year program.

**Facilities, Drainage, Fire District 1**

	2012	2012-2016
Cash	\$ 807,086	\$ 8,663,327
Bonds	10,661,828	26,208,386
<b>Sub-total</b>	<b>\$ 11,468,914</b>	<b>\$ 34,871,713</b>

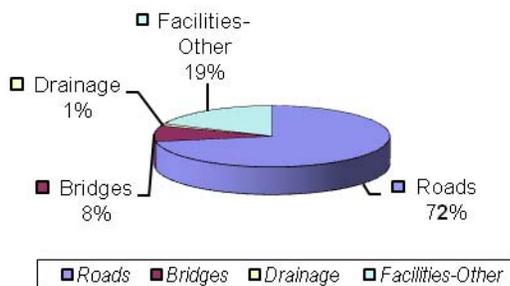
**Infrastructure (Roads & Bridges)**

Local Sales Tax	\$ 9,679,575	\$ 59,330,563
Bonds	4,060,000	20,300,000
Other	7,941,177	64,375,529
<b>Sub-total</b>	<b>21,680,752</b>	<b>144,006,092</b>
<b>Grand Total</b>	<b>\$ 33,149,666</b>	<b>\$ 178,877,805</b>

**Funding Allocation for the 2012-2016 Capital Improvement Program**

The pie chart that follows further illustrates how the CIP five-year total spending of \$178,877,805 is allocated. Facility projects account for 19 percent of the total allocation. Improvements to the County’s infrastructure make up the remaining 81 percent of the total.

**2012-2016 CIP Expenditures by Category**



**The 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 2012-2016 planning phase. Consistent with prior years, the CIP was reviewed as the planning for the previous cycle ended. Facility Project Services assisted departments in developing new or updating current projects, obtaining accurate estimates, determining potential impact on the operating budget and submitting project requests for the next five years. These requests were then forwarded to their respective division directors for prioritization. Those prioritized requests, in turn, were submitted to the Budget Department for consolidation and were presented in a draft five-year plan to the CIP committee early in 2011.

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 2012-2016 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 are arrayed consistent with available funding, resulting in lower priority projects moving into later years. The CIP Committee recommended cash funding in the 2012 Capital Budget at \$0.8 million to cover essential facility, drainage and Fire District projects. 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 Board of County Commissioners for their approval.

For the 2012-2016 CIP, the CIP Committee consisted of Chris Chronis, Chief Financial Officer and Committee Chair; Ron Holt and Charlene Stevens, Assistant County Managers; David Spears, Public Works Director; Bob Lamkey, Public Safety Director; and John Schlegel, Director of Planning, Metropolitan Area Planning Department. Support is provided by Facilities and Budget.

### 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.

As an exception to this practice, with moderate level of cash funding projected to be available in 2012 and later, some submitted projects were either deferred to later years or in the case of lower priority projects moved to the Watch List.

### Project Execution and Prior Year Projects

Prior year approved projects, which staff anticipates will not be completed during 2011, receive monthly review throughout the year and all open projects are included in the Quarterly Financial Report. The largest of those projects are also listed in the spreadsheets following the Watch List. Projects that are superseded or unable to be accomplished are recommended for cancellation and their corresponding funding returned, when appropriate, to the original fund source upon approval of the Board of County Commissioners. As an example, several major drainage projects remain on the Watch List pending design revisions and development of revised estimates.

### Major Projects Recently Completed / Currently in Progress

Major projects scheduled for completion in 2011 or currently in progress include:



#### The INTRUST Bank Arena (above)

- Cost: \$205.5 million including contingency and reserves
- Approved by voters in November of 2004, this 15,000 seat arena was funded by the proceeds from a one-cent countywide sales tax collected July 1, 2005 thru December 31, 2007.
- Proposals for the naming rights were approved in January 2008. Sedgwick County will receive \$14.75 million for these naming rights. Approved proposals came from INTRUST Bank for the naming rights for the new “INTRUST Bank Arena”; Cessna Aircraft Company for the naming rights for the Plaza and Spirit AeroSystems for naming of the Concourse.
- Sedgwick County entered into a management agreement with SMG and management for the INTRUST Bank Arena.
- The INTRUST Bank Arena opened in January 2010 with an inaugural concert featuring Brad Paisley. With 24 concert events and 251,319 concert tickets sold, Pollstar (a trade publication that covers the concert industry), ranked the INTRUST Bank 45th in the world and 23rd in the United States in 2010 based on ticket sales.
- As part of the overall project, additional parking is being constructed following the demolition of the Coleman Company building at Second and St. Francis.



### National Center for Aviation Training

- Cost: \$48.8 million, bond and grant funded.
- To meet aviation manufacturing workforce demand, this world-class training facility will provide up to 1,300 students as well as current workers the opportunity to receive hands-on, real world training or skill refinement.
- The Gateway Building, Manufacturing Technology Center and Aviation Service Center are complete. Classes began in August 2010.
- Wichita State University's National Institute for Aviation Research and Wichita Area Technical College are the first tenants.



### Fire District Relocation Plan - Fire Station 32, Wild West Drive; Fire Station 33, Maize; Fire Station 35 (above), Goddard; Station 36, southeast Sedgwick County; Fire Station 39, southwest Sedgwick County All but Station 36 are operational

- Estimated cost: \$11.3 million including design
- These projects are funded by Fire District 1's property tax levy.
- These stations, 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 citizens served by Fire District 1.

- Completion: Stations 33 and 32, approved in 2006, were completed in 2007 and 2008 respectively. Station 39 located in Southwest Sedgwick County became operational in early 2010. Fire Station 35 in Goddard, was completed in January 2011. Funding for Fire Station 36 is included in the 2012 Capital Budget.

### Reconstruction of 135<sup>th</sup> St West from US54 to K-42

- Estimated cost: Construction Phase, \$4.7 million
- This joint project between the Kansas Department of Transportation and Sedgwick County provides a portion of an additional north-south arterial linking Clearwater and the City of Wichita.
- Estimated completion: late Summer 2011

### Regional Forensic Science Center (RFSC) Annex

- Estimated cost: \$2.4 million, cash funded
- This project, approved in 2006, gives the RFSC additional space for its staff and storage to accommodate significant growth in demand for its services as well as new technology.
- Estimated completion: Fall 2011

### EMS Post 3

- Estimated cost: \$1.1 million, cash funded
- This EMS Post, approved in the 2008 CIP, is in an improved location close to a major hospital that enhances service delivery in a high demand area.
- Estimated completion: Fall 2011

### Remodel Medical Clinic, Adult Detention

- Estimated Cost: \$.4 million
- Relieves overcrowding and congestion caused by increased demand for Clinic and Mental Health services by realigning space within the Adult Detention facility to improve workflow, efficiency and inmate care.
- Estimated completion: Spring 2012

### Remodel Sheriff's Squad Room,

- Estimated cost: \$1.3 million
- Replaces a small temporary facility that the Sheriff's Department has outgrown and improves adjacent parking and drainage. Meets current mission requirements by provides a larger briefing room, adequate storage for staff, evidence and protective equipment. It also adds private space for supervisors and workspace to complete shift reports and package evidence.
- Estimated completion: Summer 2012

### Significant Changes in the Program

During 2011, there were two significant changes to the CIP. In response to lower than expected revenues, the County Manager recommended deferral of the 2011 project to replace a maintenance facility at the Sedgwick County Park. In addition, the Sheriff requested that the 2010 project to improve the Adult Detention entrance, add security screening and expand visitation at the Adult Detention facility also be deferred due to the inability, in the immediate future, to provide increased funding for additional security staff needed to accomplish the screening and expanded Sheriff's staff in visitation.

### Impact on the Operating Budget

The 2012 County operating budget includes \$21.6 million in debt service for payment of long term debt used to finance previous capital projects, in addition to those recommended for 2012, and \$10.5 million in cash supported (sales tax and property taxes) capital projects. Sedgwick County Public Building Commission (PBC) financed projects include Exploration Place, the Sedgwick County Public Works Facility, the Juvenile Detention Facility and the National Center for Aviation Training.

Capital projects can impact future operating budgets either positively or negatively due to changes in staffing, maintenance costs, or by providing capacity for new programs or services. Alternately, a project that renovates an existing facility may reduce operating expenditures due to a decrease in necessary maintenance or utility costs. As an example, savings of more than \$233,000 annually in reduced energy costs have resulted from upgrades to the heating ventilation and air conditioning systems in the Main Courthouse, Munger Building and Historic Courthouse. Those savings are guaranteed by a 20 year

performance contract. Upgrades also included an enhanced control system that enables centralized monitoring and control. It also permits easier maintenance by monitoring individual system components and their performance. Similar control systems have been included in the recently completed Juvenile Detention Facility, the Public Safety Center, as well as other smaller facilities.

A similar set of enhancements, sponsored by the Kansas Corporation Commission Energy Programs Division and funded by the American Reinvestment and Revitalization Act and County resources, will implement recommendations of a Consolidated Edison Solutions, Inc. study that provided energy auditing services on nearly all County facilities. A total of 83 projects in progress include the following project categories; high efficiency lighting, water conservation, vending machine energy mizers, programmable thermostats, ozone laundry in adult detention, weatherization, and adult detention retro-commissioning. The guaranteed energy savings that are a part of the contract will recoup the County investment within 4.65 years.

### How the impact of the CIP on the County Operating Budget for 2011 remains manageable

Departments must include realistic estimates of operating budget impacts in each project request. Examples are:

- In Public Works, the use of the Novachip® paving technique continues to be evaluated in various projects for its potential in extending portions of the Public Works highway maintenance cycle past the current five-year interval. Currently, Highway Department is staying with their five year cycle.
- In addition to added durability, because Novachip® overlays are thinner than other asphalt overlays there has also been a significant reduction in the need to build up or rehabilitate shoulders after an overlay has been applied.

### Debt Limits

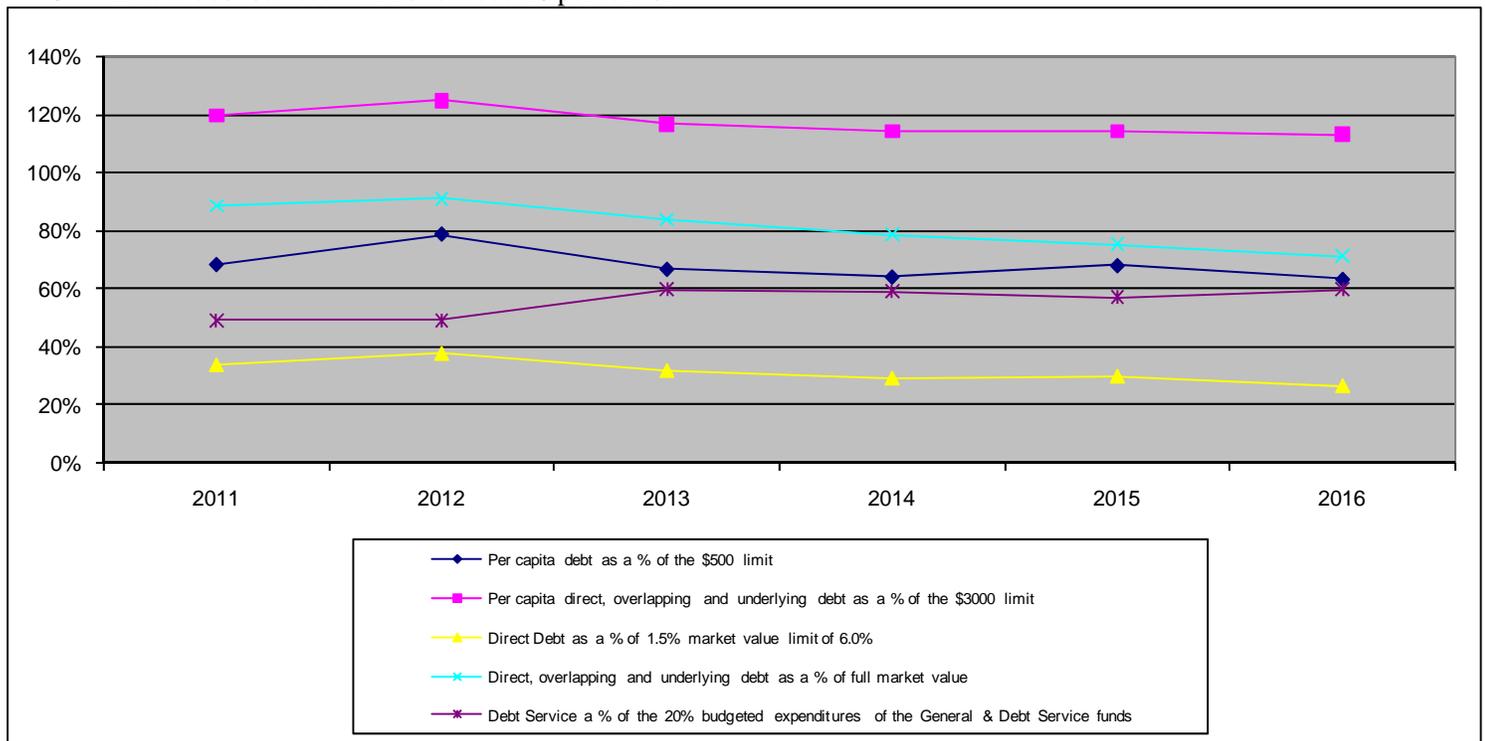
In October, 2009 the Board of County Commissioners approved a revised debt policy that provides clear guidance on the County's use of debt. The objectives of the policy are to ensure financing is obtained only when necessary; the process for identifying the timing and amount of debt or other financing be as efficient as possible; the most

favorable interest rate and other related costs be obtained; and future financial flexibility is maintained. Specifically, the policy establishes the following guidelines:

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 value will not exceed 6 percent
4. Direct, overlapping and underlying debt as a percentage of estimated full market value will not exceed 6 percent
5. Annual debt service will not exceed 20 percent of

budgeted expenditures of the General Fund and Debt Service Fund.

Debt ratios throughout the life of the proposed obligation must be within a minimum of three of the five benchmarks listed. This policy has helped Sedgwick County maintain excellent bond ratings from the major bond rating services. The prior chart illustrates that the 2012-2016 CIP conforms to the policy. Projections reflect all known projects. Based on anticipated debt issuances, this measure is expected to remain above the policy maximum.



**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 are also included in the 2020 Transportation Plan:

- 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.
- It noted the purpose of the County Road System to:
  1. Connect cities in Sedgwick County to each other
  2. Connect to other cities in adjoining counties
  3. Provide modern all-weather farm-to-market roads
  4. 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 residence

**How the CIP Addresses State Mandates and the MTP 2035 Plan**

Sedgwick County’s 2012-2016 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 2012, reconditioning of 135<sup>th</sup> Street West from K-42 to the Diagonal.
- Together with the 2010 project to improve 135<sup>th</sup> street west from US400 to K-42, these projects will provide significant improvement to north-south traffic from West Wichita to Clearwater.

**This bridge on Hydraulic over the Wichita-Valley Center Flood Control Project replaced one built in 1959.**



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:

- In addition, 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 of a fifty-six 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 a significant milestone in the maintenance and upgrade of its bridge infrastructure. If the 2012-2016 CIP is completed as planned, all county-owned bridges currently rated structurally deficient or functionally obsolete in the National Bridge Inventory will have been upgraded or replaced.

The following table reflects the number of bridges planned for construction phase by year.

Planned 2012-2016 CIP Bridge Construction	
Year	Number Planned
2012	0
2013	4
2014	4
2015	2
2016	2
Total	12

**Financial Summaries and Project Pages**

Financial summaries and project pages follow that provide detailed information for each project recommended to the Board of County Commissioners.