



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 its 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 that annually produces a plan that specifies the capital spending budget for the upcoming budget year and projects it for years two through five, the planning years of the program.

The capital spending budget for 2011 is \$46,423,917, an increase of \$15.4 million from the 2010 capital budget. The 2011 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges and drainage. Significant projects for 2011 include:

- Together with KDOT and other local communities, funding for continued acquisition of Right of Way for the Northwest Bypass.
- The construction phase of D20 Improvements to the Clifton Drainage Channel South of 47th Street that addresses drainage issues from the Boeing/Spirit/McConnell AFB Complex.

- Rehabilitation of seven bridges to include new guard fences and decks and a similar project to replace obsolete bridge guard rails at twenty bridges and culverts.
- Erosion repair for a bridge over the Ninnescah River southwest of Clearwater on 151st Street West.

Public Safety continues to be a major focus of the CIP. The most expensive project in this five year CIP will occur in 2011 with the conversion of the Emergency Communication 800 MHZ radio system from analog to digital. This conversion is expected to cost in excess of \$25 million and will require user agencies across the County to ensure their radios have digital capability. The conversion is needed as the analog system will no longer receive support after 2013.

The 2011 Capital Budget includes funding for replacement or renovation of three Emergency Medical Services facilities. EMS Post 9 will be relocated from a temporary location at Fire Station 38 on 143rd Street East after a facility on Webb Road was sold in 2003. This relocation closer to areas of high demand should help improve response times south of Kellogg. EMS Post 5 on Caddy Lane will be renovated and a newly acquired building on North St. Francis near Via Christi will be remodeled and replace a building nearby that is too small to properly support the two ambulances now assigned there.

Design will begin in 2011 to insure aging systems within the Adult Detention Facility Master Control as well the

related peripheral systems continue to be fully functional and provide a safe and secure operating environment for both staff and occupants. Systems will be redesigned and upgraded as appropriate 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 easier to maintain and upgrade.



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, as well as 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, identifying any structural modifications necessary for the removal of barriers to program accessibility. The County's ADA Transition Plan calls for barrier removal over a ten-year period, with the highest priority barriers being addressed in the earliest years of the plan. The County's ADA consultant has prioritized ADA improvements 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 corrections are:

1. Very High priority = Correct within 1 year (2009)
2. High priority = Correct within 3 years
3. Medium priority = Correct within 5 years
4. Low priority = Correct within 10 years

The 2009 Capital Budget included funding to address all Very High priority improvements. The 2010 Capital Budget included High priority projects as identified in the ADA Transition Plan. The 2011 Capital Budget continues

to address items identified as High priorities. These projects, which address accessibility at existing County facilities, include accessible restrooms, accessible parking, modifications to create accessible routes to programs and services, elevator improvements related to emergency communications, accessible recreation improvements at County parks, and work to address courtroom accessibility. 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 built 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. As an example in 2010, the CIP includes projects to repair and protect the limestone exterior, as well as upgrade the Historic Courthouse elevator.

Infrastructure

Of equal or greater importance to the citizens is maintaining and upgrading the infrastructure of the County. This CIP continues that emphasis with significant road, bridge and drainage projects in 2011. County roads will receive \$8.0 million in preventive maintenance. Noteworthy bridge projects include the \$1.5 million in erosion repairs to the bridge over the Ninnescah River southwest of Clearwater and the replacement of guard fences and rehabilitation of decks on eight bridges.

CIP Funding

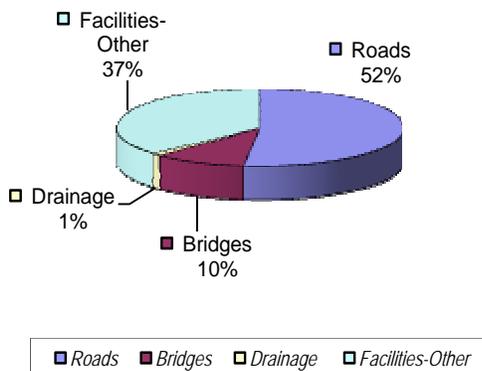
The CIP is funded on a year-by-year basis with annual operating revenues from property tax, sales tax, liquor tax, and gasoline tax and by issuing bonds. Bonds are repaid with debt service payments over a period of years. The actual timing of bond issues proposed to fund a portion of this CIP plan varies, depending on interest rates and other priorities. The following table shows funding sources for 2010 and for the five-year program.

Facilities/Drainage/Fire District		
	2011	2011-2015
Cash	1,803,025	7,763,040
Bonds	27,087,725	60,290,016
Total	28,890,750	68,053,056
Infrastructure (Roads, & Bridges)		
Local Sales Tax	10,729,944	58,350,053
Bonds	4,000,000	20,000,000
Other	2,803,223	33,244,206
Total	17,533,167	111,594,259
Grand Total	46,423,917	179,647,315

Funding Allocation for the 2011-2015 Capital Improvement Program

The pie chart that follows further illustrates how the CIP five-year total spending of \$179,647,315 is allocated. Facility projects account for 38 percent of the total allocation. Improvements to the County’s infrastructure make up the remaining 62 percent of the total.

2011-2015 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 2010-2014 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 2010.

The list of department requests was initially unconstrained. After several meetings that included presentations from departments and divisions on their projects, the CIP Committee prioritized each facility and drainage project and developed a rank order listing. This priority is reflected in the project listing order on the CIP Facility Project spreadsheet following this 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 Committee selection criteria for the 2011-2015 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 Committee recommended cash funding in the 2011 Capital Budget at \$1.8 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 2011-2015 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 2011 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 2010, 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 Currently in Progress

Major projects scheduled for completion in 2010 or currently in progress include:



The INTRUST Bank Arena (above)

- Estimated 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.
- The Board of Sedgwick County Commissioners approved proposals for the naming rights of the new arena in January 2008. Sedgwick County will receive \$14.75 million for the naming rights at the arena. The 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, an internationally known firm, to provide pre-opening consulting services and management for the INTRUST Bank Arena.
- The INTRUST Bank Arena opened in January 2010 with an inaugural concert featuring Brad Paisley. The first several months of operation have proved successful with ticket sales placing the facility’s performance in the top fifty arenas world-wide.



National Center for Aviation Training

- Estimated 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, housing the Assessment and Administration Center, is complete.
- The second phase of construction which includes the Manufacturing Technology Center and the Aviation Service Center is well under construction and projected to be complete in August 2010 with classes starting in mid August.
- Wichita State University's National Institute for Aviation Research and Wichita Area Technical College are projected to be 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

- Estimated cost: \$11.3 million including design
- These projects are funded by the Fire District No. 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 results in lower insurance rates for citizens served by Fire District No. 1.
- Estimated 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 Station 35 in Goddard, is expected to be completed in late 2010.

Widening of Meridian from 47th to 71st South

- Estimated cost: Construction Phase, \$10.0 million
- This joint project between the Kansas Department of Transportation, the City of Haysville, the City of Wichita and Sedgwick County improves a major arterial linking Haysville and the City of Wichita.
- Estimated completion: Summer 2010

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 rapid growth in demand for its services as well as new technology.
- Estimated completion: Summer 2010

EMS Post 3

- Estimated cost: \$0.9 million, cash funded
- This EMS Post, approved in the 2008 CIP, is in a improved location close to a major hospital that enhances service delivery in a high demand area.
- Estimated completion: Summer 2011

Expand Entrance and Visitation, Adult Detention

- Estimated Cost: \$2.9 million, bond funded
- Expands family visitation to thirty booths, adds a second floor hearing room for District Court use, accommodates additional staff and improves work flow, enlarges entrance area to accommodate security screening equipment

- 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: Fall 2011

Remodel Sheriff’s Squad Room,

- Estimated cost: \$1.1 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: Late 2011

Major Changes in the Capital Improvement Program

In 2009, the American Reinvestment and Recovery Act (ARRA) has provided significant assistance in addressing several local-long term infrastructure challenges. Most significant was the Kansas Department of Transportation (KDOT) commitment to the long planned, but costly, improvements to the 47th Street corridor in Southwest Wichita. In mid-July 2009, KDOT accepted bids to reconstruct and upgrade the I-135/47th Street interchange in Wichita, which will remove a bottleneck, spur economic development and improve access to an underutilized area. The successful bid was \$16.1 million dollars and the project began in early September 2009. Sedgwick County will contribute \$0.5 million in funding to acquire right-of-way. In another ARRA funded project, Sedgwick County benefits from a \$2.3 million dollar KDOT project to mill and overlay Rock Road between Wichita and Derby city limits and a similar \$800,000 dollar KDOT project to mill and overlay 295th Street West between 21st and 61st Street North.

Another significant change in recent CIP’s was the 2008 deferral of the construction phase of the expansion of the Adult Detention Facility. The County, together with the

Criminal Justice Coordinating Council, is exploring a variety of initiatives to reduce or divert potential jail inmates to other less costly alternative programs to mitigate population growth. These efforts include:

- Creation of a drug court
- Expanded day reporting programs
- As a way to encourage alternative solutions to incarceration, implementation of a hourly charge for individuals jailed on municipal charges
- Creation of a mental health court

Impact on the Operating Budget

The 2011 County operating budget includes \$20.4 million in debt service for payment of long term debt used to finance previous capital projects, in addition to those recommended for 2011, and \$12.5 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 an increase or decrease 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 over \$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 twenty 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.

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

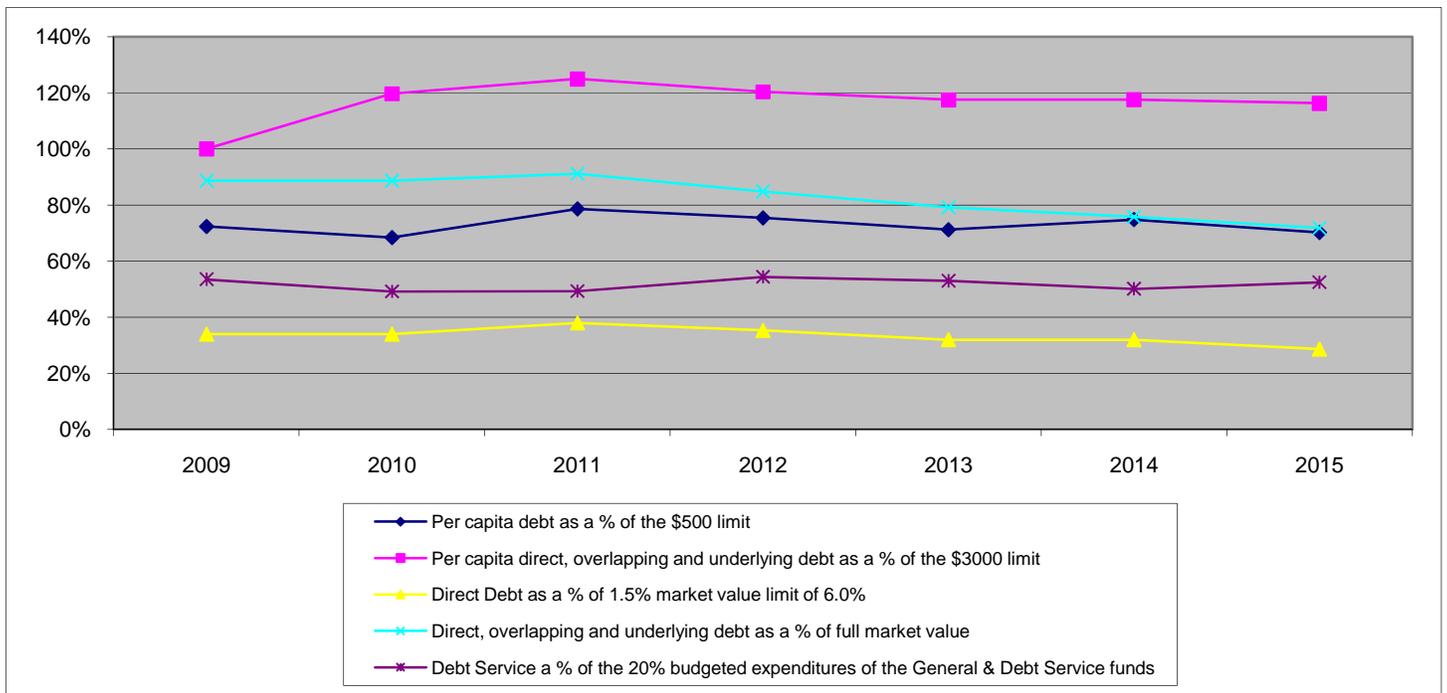
Departments must include realistic estimates of the impact on the operating budget in each project request. Examples are:

- The 2010 project to expand the entrance of the adult detention facility and increase the visitation area by almost 50 percent will also include the capability to accomplish security screening. Increases in Sheriff’s Detention staff and County Security staff will be necessary to handle this added capacity and do security screening when the project is estimated to be complete in late 2011.
- 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 well past the current five-year interval.
- 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. The oldest applications are now seven years old and are performing extremely well. Public Works staff expects to extend the maintenance cycle on these roads from five to seven years.

Debt Limits

In October, 2009 the Sedgwick County Commission 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 2011-2015 CIP conforms to the policy. Projections reflect all known projects. In 2007, due to multiple issues by cities and school districts, per capita debt and per capita direct, overlapping and underlying debt exceeded limits. 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 2030 Long Range Transportation Plan (LRTP)

The LRTP addresses all common modes of transportation including automobile, transit, bicycle, and walking. Aviation/airport access, rail transportation, freight movement, and intermodal transportation issues as well as the safety and security of the transportation system are also included. In 1999, the 2030 Transportation Plan updated the basic 2020 plan. The 2020 Transportation Plan is an element of the Comprehensive Plan prepared by the Metropolitan Area Planning Department and approved by the Board of County Commissioners on December 7, 1994. It addresses the planning period from 1993 to 2020. The basic plan includes several key mobility issues in Wichita and Sedgwick County:

- The need to improve the freeway system
- Congestion on arterial streets and intersections
- Frequent traffic stoppages at train crossings
- The need for crossings over the Wichita/Valley Center Floodway and I-235

- The number of County bridges with posted weight limits
- Low commuter usage of the turnpike on the southeast side of the City of Wichita

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 2030 Plan

Sedgwick County’s 2011-2015 Capital Improvement Program continues to address many of the significant transportation issues noted in the latest revision to the 2030 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 135th Street West from K-42 to the Diagonal. Together with the 2010 project to improve 135th street west from US400 to K-42, these projects will provide significant improvement to north-south traffic from West Wichita to Clearwater.
- Widening of 47th Street South from Rock to Greenwich improving east-west traffic. This improvement connects north-south arterial traffic on Greenwich to east-west traffic on 47th Street South.



The 1959 Bridge on Hydraulic over Wichita Valley Center Flood Control Project currently being replaced

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 2030 plan, such as the freeway system and crossings over the floodway. Examples include:

- A joint project with KDOT to replace and widen a fifty year old (1959) posted bridge on Hydraulic over the Wichita-Valley Center Flood Control Project.
- Replacement of a fifty-six 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 achieve a significant milestone in the maintenance and upgrade of its bridge infrastructure. If the 2011-2015 CIP is completed as planned, all county-owned bridges currently rated deficient 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 2011-2015 CIP Bridge Construction	
Year	Number Planned
2011	4
2012	0
2013	5
2014	5
2015	4
Total	18

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.