



EXECUTIVE SUMMARY

Capital Planning and Budgeting

Sedgwick County's five-year Capital Improvement Program (CIP) includes the building, remodeling, and repairing of public facilities and infrastructure systems. For Sedgwick County, 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 2009 is \$61,393,721, an increase of \$18,008,462 from the 2008 capital budget. The 2009 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges and drainage. Significant projects for 2009 include:

- Two additional courtrooms for the 18th Judicial District; one in the Main Courthouse and one at the Juvenile Complex
- Levee Repairs as necessary to achieve FEMA Accreditation of the Wichita Valley Center Flood Control Project

- Widening of Meridian from 47th to 71st Street and 63rd Street from Broadway to Hydraulic
- Replacement of the Bridge on Hydraulic over the Wichita Valley Center Flood control project

Public Safety continues to be a major focus of the CIP. In addition to the two 2009 courtroom projects, the CIP includes design of a new squad room for the Sheriff Patrol Division and the upgrade of the County's Outdoor Warning system with an Activation and Report Back System. In 2011, the conversion of the County's 800 MHZ radio system from analog to digital is expected to cost in excess of 20 million dollars and will require user agencies to insure their radios have digital capability.

Within the Juvenile Complex, the recently expanded capacity of the Juvenile Detention Facility now enables local youth to be held locally, close to home and family rather than sending them to facilities as far away as Topeka. Other existing facilities there are now being remodeled to better meet the needs of the Juvenile Department of the 18th District Court and the District Attorney's Juvenile Division staff. While the remodeling of the court facilities is complete, a recent ruling by the Kansas Supreme Court that juveniles now have a constitutional right to a jury trial has a significant local impact. In Kansas, juvenile trials have typically been handled by a judge, without a jury because juvenile justice systems have been focused on rehabilitation. As a result of this ruling and the fact an additional juvenile judge was approved by the Kansas Legislature, this CIP now includes

construction of an additional court room with the capability to support a jury trial at the Juvenile Complex.



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 Transition Plan document, 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 CIP now includes prioritized projects consistent with the recommendations in the ADA Transition Plan. All project plans and facility leases are coordinated with the County ADA Coordinator and the ADA Coordinator, who is an architect, also participates in "punch list" inspections of projects nearing completion. The 2009 Capital Budget includes all high priority projects included in the Transition Plan.



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. This CIP includes projects to accomplish structural repairs, exterior stone treatment and repairs as well as the upgrade its elevator and air conditioning systems.

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 2009. Significant road projects include widening of Meridian from 47th to 71st South and widening of 63rd from Broadway to Hydraulic. Noteworthy bridge projects are the widening and replacement of the bridge over the Wichita Valley Center Flood Control Project on Hydraulic and the widening and replacement of a bridge over the Kansas Turnpike on 143rd Street East. The CIP also includes \$4.0 million for any needed repairs discovered during the levee accreditation process now underway.

CIP Funding

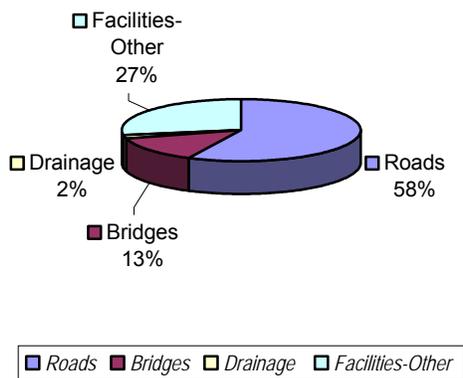
The CIP is funded on a year-by-year basis either with annual operating revenues from property tax, sales tax, liquor tax, and gasoline tax or by issuing bonds. Bonds are repaid with debt service payments over a period of years. The actual timing of bond issues proposed to fund a portion of this CIP plan varies, depending on interest rates and other priorities. The following table shows funding sources for 2009 and for the five-year program.

Facilities/Drainage/Fire District		
	2009	2009-2013
Cash	5,712,026	15,605,919
Bonds	7,189,195	47,383,706
Total	12,901,221	62,989,625
Infrastructure (Roads, & Bridges)		
Local Sales Tax	15,543,500	72,058,075
Bonds	4,000,000	20,000,000
Other	28,949,000	58,854,427
Total	48,492,500	150,912,502
Grand Total	61,393,721	213,902,127

Fund Sources for the 2009-2019 Capital Improvement Program

The pie chart below further illustrates how the CIP five-year total spending of \$213,902,127 is allocated. Facility projects account for 27 percent of that amount. Improvements to the County’s infrastructure make up the remaining 73 percent of the total.

2009-2013 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. That process has continued with minor modifications through the 2009-2013 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 to prioritize. 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 2008.

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 that follows this executive summary. Emphasis was given to projects initiated in previous years, those that require system replacements or are intended to

prevent building deterioration. These projects typically receive priority over remodeling or new construction. The Committee revised selection criteria for the 2009-2013 to include meeting legal mandates, responding to public safety needs, maintaining existing assets, reducing or offsetting costs, sustainability, and meeting Board of County Commissioners priorities.

With priorities established, projects are arrayed consistent with available funding, resulting in lower priority projects moving into later years. With revenue growth improving, but a concern about several upcoming projects that will require bonding, the Committee recommended cash funding in the 2009 Capital Budget at \$5.7 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 and project timing was recommended consistent with that policy. With funding established within these constraints, the County Manager then reviewed and recommended the CIP to the Board of County Commissioners for approval.

For the 2009-2013 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. Facility Project Services and the Budget provide staff support.

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

Prior year approved projects that staff anticipates will not be completed during 2008 receive careful monthly review by staff 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 where appropriate to the original fund source upon approval of the Board of County Commissioners. As an example, several major drainage projects have been moved to the Watch List pending design revisions and development of revised estimates.

Major Projects Currently in Progress

Major projects planned for completion in 2009 or currently in progress include:



Remodel for District Attorney (DA), Juvenile Court Building (above)

- Estimated Cost: \$14.1 million, Bond Funded
- These combined 2006 projects renovate and expand the former Juvenile Detention Facility to provide additional courtrooms and support areas. The Juvenile Court portion of the project is complete and their former area is now being remodeled for District Attorney Juvenile Division staff
- Estimated Completion: 2009



The Intrust Bank Arena (above)

- Estimated Cost: \$205.5 million, Local Sales Tax Funded
- Approved by voters in November of 2004, this 15,000 seat arena is funded by the proceeds from a one-cent countywide sales tax collected July 1, 2005 thru December 30, 2007
- The Board of Sedgwick County Commissioners approved proposals for naming rights in January 2008 for the arena by Intrust Bank; the Plaza by Cessna Aircraft Company and the Concourse by Spirit Aerosystems
- Estimated Completion: early 2010



National Center for Aviation Training

- Estimated Cost: \$54.5 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, the Assessment and Administration Center, is under construction.

- The Advanced Manufacturing Technology Center and the Aviation Service Center construction should begin late in the year
- Estimated completion: early 2010



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

- Estimated Cost: \$11.3 million including design
- These projects are funded with by the Fire District No. 1 tax levy
- These stations, 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: Station 32 and Station 33, approved in 2006, have been completed in 2008 and 2007 respectively. Station 36 and Station 39, approved as part of the 2007 CIP, are expected to be completed in 2009

Reconditioning of 119th Street West

- Estimated Cost, Construction Phase \$3.9 million; Sedgwick County’s share \$3.1 million
- This 2007 project is a good example of the County use of cold mix on roads in a growth area. With the opening of Maize High School, traffic volumes have now increased to the point that an upgrade to rural standard is appropriate. The earlier use of cold mix helps contribute to a solid base course for this road project
- Estimated Completion: Summer 2008



Reconditioning of 119 Street west in progress

Regional Forensic Science Center (RFSC) Annex

- Estimated Cost: \$2.4 million, Bond 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: 2009

Major Changes in the Capital Improvement Program

The most significant change in the CIP is the deferral of the construction phase of the expansion of the Adult Detention Facility as inmate population growth has slowed. In addition, the County is currently exploring a variety of initiatives to reduce or divert potential jail inmates to other alternative programs to mitigate population growth. These include:

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

Impact on the Operating Budget:

The 2009 County Operating Budget includes \$22.2 million in debt service for payment of long term debt used to finance previous capital projects in addition to those recommended for 2009, and \$21.3 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

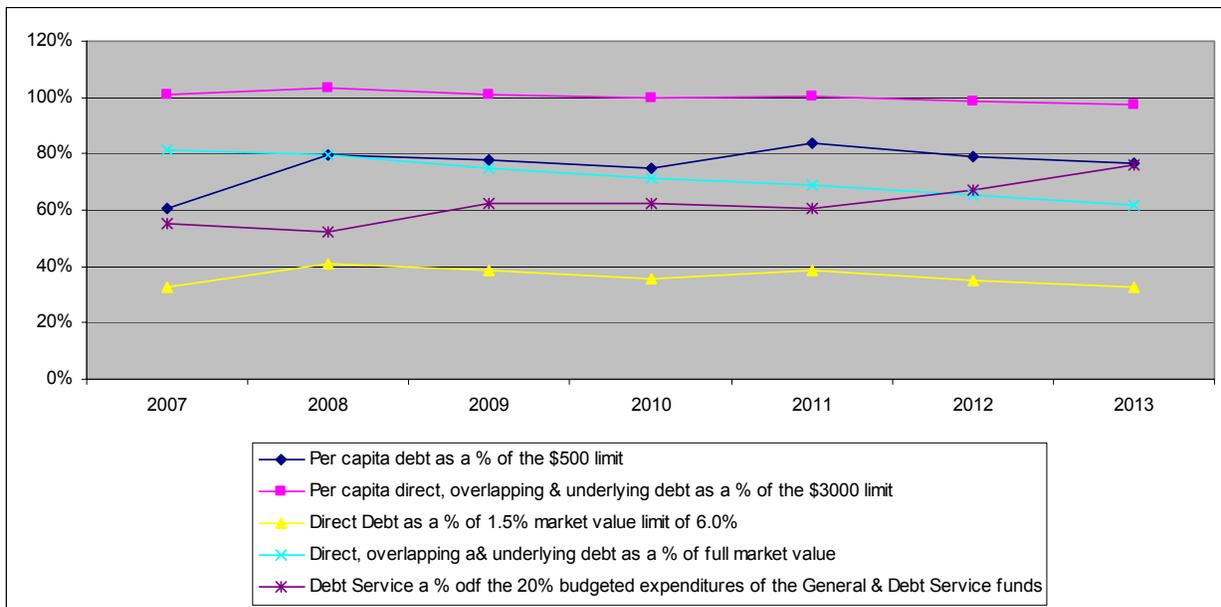


Facility and the Center for Aviation Training at the Jabara Airport.

Capital projects can impact future operating budgets either positively or negatively due to an increase or decrease in 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 costs. As an example, savings of over \$339,000 annually in reduced energy costs have continued to result 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 performance contract. Upgrades also included an enhanced control system that enables centralized monitoring and control and easier maintenance with monitoring of 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 the 2009 remains manageable.

- The deferral of the construction phase of the 380 bed addition to the Adult Detention Facility means that the staffing and operational costs of approximately \$7.4 million dollars annually previously estimated to begin in 2010 are not part of the current financial plan.
- 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 five years old and are performing extremely well. Public Work staff expect to extend the maintenance cycle on these roads from five to seven years.



Debt Limits

On July 16, 2003 the Sedgwick County Commission adopted a revised debt policy first revised in 1998. The previous policy limited total outstanding debt to an amount not to exceed 5 percent of assessed value. This second

revision adopted a series of limitations more consistent with measures used nationwide by bond rating agencies and in the financial markets. 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 1.5 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

This policy has helped Sedgwick County maintain excellent bond ratings from the major bond rating services. The above chart illustrates that the 2009-2013 conforms to the policy. Projections reflect all known projects. Per capita debt and per capita direct, overlapping and underlying debt will be near policy limits for most of the five year period of the CIP. A more detailed discussion is included in the Bond and Interest section of this budget document.

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 that experienced 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 2009-2013 Capital Improvement Program addresses 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. A few examples in the plan include:

- A joint project with the City of Wichita to widen 21st Street from the Butler County line to K-96 is anticipated to begin in fall of 2008. In 2006, the City assumed responsibility for the construction phase of this project. Sedgwick County has designed the project and is acquiring a portion of the right of way
- Completion of widening of 63rd Street from the Butler County line to Hydraulic in the 2009 Capital Budget, further improving this east-west commuter route
- Widening of Meridian from 47th to 71st Street South in 2009, a major north-south arterial linking Haysville and the City of Wichita that also provides a crossing of the Wichita Valley Center Flood Control Project

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 roads 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 for 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:

- The bridge on Hydraulic over the Wichita-Valley Center Flood Control Project is planned for replacement and widening in 2009 Capital Budget.
- Also planned in 2009, is the replacement and widening of the bridge over the Kansas Turnpike on 143rd Street East.
- 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 2009-2013 CIP is completed as planned, all county-owned bridges 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 2009-2013 CIP Bridge Construction	
Year	Number Planned
2009	3
2010	9
2011	1
2012	1
2013	5
Total	19

Financial Summaries and Project Pages

Financial summaries and project pages follow that provide an individual summary and detailed information for each project approved by the Board of County Commissioners.

