



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 County Commission, 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 2008 is \$43,385,259, an increase of \$11,446,782 from the 2007 capital budget. The 2008 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges and drainage. Projects for 2008 include:

- Phase II of Remodel and Expansion of the Adult Detention Facility
- Construction of Fire Station 35 and EMS Posts 3 and 10
- Clifton Channel Drainage Improvements

Public Safety continues to be a major focus of the CIP with projects underway for the Adult Detention Facility, Fire District 1 and Juvenile Complex. The largest project in the 2008 CIP is Phase II of the remodel and expansion of the Adult Detention Facility. This project, currently estimated at a total cost of \$48,495,192, will expand the current capacity by an additional 384 beds and help deal with an average daily population that reached 1,500 in 2005. Equally important, other initiatives to reduce jail population are underway, outside of the CIP under the direction of the Criminal Justice Coordinating Council.

Fire District 1 is in the midst of a major realignment of its facilities to response to changing urban boundaries and growth. These changes shift facilities as required to optimize response time to those citizens who are served by of the Fire District and pay for its services through a property tax levy. In addition to moving its fire stations, the District has relocated fire tenders to assure availability of water and also help reduce insurance rates by improving the property protection classes in the district.

Within the Juvenile Complex, the new Juvenile Detention Facility's expanded capacity 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.

Compliance with the American with Disability Act (ADA) is a special concern by County staff and within the CIP. All projects plans and facility leases are coordinated with the County ADA Coordinator. A number of the projects contained in this CIP include changes to better meet the need of all citizens.

The commitment to maintaining and upgrading existing County-owned facilities also continues to be a primary focus of this 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. Examples include roof replacements and air conditioning and structural repairs to the Historic Courthouse.

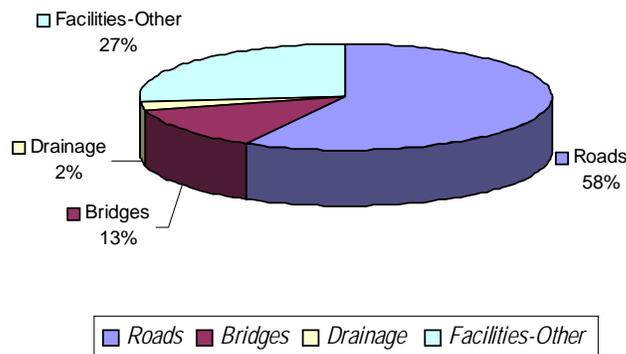
The CIP is funded on a year-by-year basis either with annual operating revenues from property tax, sales tax, liquor tax, and gasoline tax or by issuing bonds. Bonds are repaid with debt service payments over a period of years. The actual timing of bond issues proposed to fund a portion of this CIP plan may vary, depending on interest rates and other priorities. The following table shows funding sources for 2008 and for the five-year program.

Facilities, Drainage, Fire District		
	2008	2008-2012
Cash	6,498,268	18,065,026
Bonds	18,525,586	40,234,834
Total	25,023,854	58,299,860
Infrastructure (Roads, & Bridges)		
Local Sales Tax	11,420,703	63,777,178
Bonds	0	16,000,000
Other	6,940,702	60,026,879
Total	18,361,405	139,804,057
Grand Total	43,385,259	198,103,917

Fund Sources for the 2008-2012 Capital Improvement Program

The pie chart below further illustrates how the CIP five-year total spending of \$198,103,917 is allocated. With the detention facility expansion, facility projects account for 27 percent of that amount. Improvements to the County’s infrastructure make up the remaining 73 percent of the total.

Selected 2008-2012 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 2008-2012 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 2007.

This list of department requests was initially unconstrained. After several meetings that included presentations from departments and divisions on their respective 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. Special emphasis was given to projects initiated in previous years, projects that require system replacements or are intended to prevent building deterioration. These projects typically receive priority over remodeling or new construction.

With priorities established, projects are arrayed consistent within 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 2008 Capital budget at \$6.5 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 2008-2012 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 Lists:

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 2007 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.

Major Projects Currently in Progress

Major projects planned for completion in 2007 or currently in progress include:



- **The Sedgwick County Arena**
 - Estimated Cost: \$201.0 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
 - Estimated Completion: 2009



- **Juvenile Court Building (above), Remodel for District Attorney (DA)**
 - 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. When that phase is complete, the current Juvenile Court will be remodeled for DA Juvenile Division staff.
 - Estimated Completion: 2009



- **Center for Aviation Training**
 - Estimated Cost: \$40.0 million, Bond Funded
 - To meet aviation manufacturing workforce demand, this world class training facility will provide up to 1300 students as well as current workers the opportunity to receive hands-on, real world training or refine their skills
 - Estimated completion: early 2010



- **Fire District Relocation Plan - Fire Stations 32 (above) Wild West Drive; Fire Station 33, 53rd Street, Maize; Station 36, southeast Sedgwick County and Fire Station 39, southwest Sedgwick County. Station 35, in or near Goddard, is included in the 2008 Capital Budget**
 - Estimated Cost: \$11.0 million including design, Fire District 1 funding
 - 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. That improved response results in lower insurance rates for citizens served by Fire District 1
 - Estimated completion:
 - Station 32 and Station 33, approved as CIP amendments in 2006, should be complete in 2007
 - Station 36 and Station 39, approved as part of the 2007 CIP, will be completed in 2008 or later



- **Widening of 63rd Street from the Butler County Line to Rock Road**
 - Estimated Cost, Construction Phase \$11.5 million; Sedgwick County share \$2.4 million
 - When complete, this joint 2005 project with the Kansas Department of Transportation will result in a modern, four lane arterial connection from the Rose Hill vicinity in Butler County to Broadway Avenue.
 - Estimated Completion: May 2008
- **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: 2008



- **Public Safety Center**

- Estimated Cost: \$10.3 Million, Bond funded
- Approved for construction in 2004, this facility houses Emergency Communications, Emergency Management and the Emergency Operations Center. The facility also houses Kansas Department of Transportation staff and Intelligent Transportation System components to help manage traffic on state arterials in the Wichita area
- Completed: June 2007. Emergency Communications began operations in the facility in late August and the new Computer Aided Display system will be operational in October

Impact on the Operating Budget:

The 2008 County Operating Budget includes \$26.2 million in debt service for payment of long term debt used to finance previous capital projects in addition to those recommended for 2008, and \$15.5 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 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 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 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 recently completed Juvenile Detention Facility and Public Safety Center as well as other smaller facilities.

The impact of the CIP on the County Operating Budget for the 2008 remains manageable.

- The completion of the Public Safety Center and the additional space there enabled the addition of a call taker position (5.0 FTE) to Emergency Communications staff to help handle increased demand, an increasing percentage of calls from cell phones as well as to help reduce multitasking. Cost of this additional around the clock position is budgeted at \$196,657. Addition of call takers, which began in 2006, is credited with fifty per cent reduction in turnover between 2005 and 2006.
- The biggest fiscal challenge is expected to come in late 2009 and 2010 with the completion of the 384 bed addition to the Adult Detention Facility. Additional staffing and operational costs are currently estimated to increase current costs by approximately \$7.4 million dollars annually when the facility becomes fully operational.
- 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

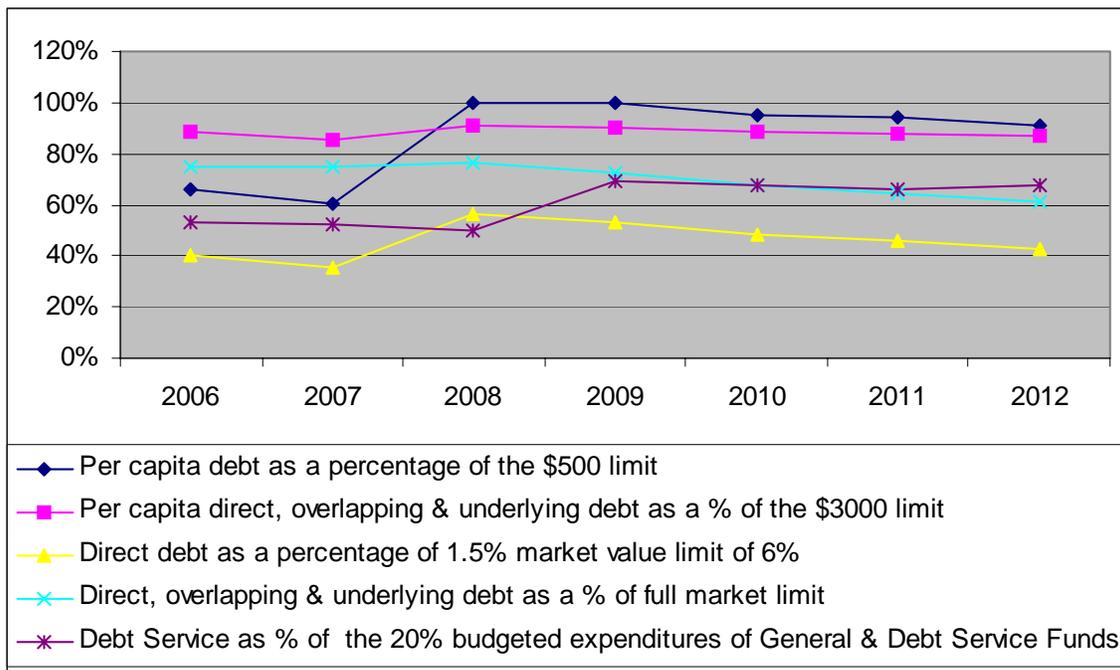
past the current five-year interval. In addition to this added durability, because Novachip® overlays are thinner than other asphalt overlays there has also been a significant reduction in the need to build up or rehabilitate shoulders after an overlay has been applied.

Debt Limits:

On July 16, 2003 the Sedgwick County Commission adopted a second revision of the original 1991 debt policy first revised in 1998. The previous policy limited total outstanding debt to an amount not to exceed 5 percent of assessed value. The new policy adopted a series of limitations more consistent with measures used nationwide by bond rating agencies and in the financial markets. Specifically, the policy states:

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 following chart illustrates that the 2008-2012 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.



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 for 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 was approved by the Board of County Commissioners on December 7, 1994. It addresses the planning period from 1993 to 2020. Several key mobility issues in Wichita and Sedgwick County highlighted in the basic plan include:

- The need to improve the freeway system, especially Kellogg (US 54)
- 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

Also included in the 2020 Transportation Plan are the following highlights:

- Maintenance costs from 1993 to 2020 are 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.
- The purpose of the County Road System is 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 identifies system changes made in the first five years of the plan (1994-1999), examines the traffic problems in 1997, and identifies those sections on major arterial streets that experienced high traffic demand beyond the desired service levels in 1997 and were consequently identified as areas of congestion. It details proposed improvements between 2000 and 2030, and 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, will refresh and enhance the value of the plan as a tool for public and private decision makers. It will continue to help public policymakers make cost effective transportation-related decisions, and will 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 2008-2012 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 2008. In 2006, the City assumed responsibility for the construction phase of this project. Sedgwick County is designing the project and acquiring a portion of the right of way
- Completion of widening of 63rd St from the Butler County line to Hydraulic in 2009, further improving this east-west commuter route
- Widening of Meridian from 47th to 71st St South in 2009, a major north-south arterial linking Haysville and the City of Wichita that also crosses 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.
- Also planned in 2009, is the replacement and widening of the bridge over the Kansas Turnpike on 143rd Street East.

The following table reflects the number of bridges with their construction phase in the designated year.

Planned CIP Bridge Construction

2008	2009	2010	2011	2012	Watch List	Total
6	6	6	1	1	0	20

The following pages provide an individual summary and detailed information for each project approved by the Board of County Commissioners.