



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 updating 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 2007 capital spending is \$52,396,977, an increase of \$8,303,595 from the 2006 Capital Budget. The 2007 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges and drainage. Projects for 2007 include:

- Remodel and Expansion of the Adult Detention Facility
- Construction of Fire Stations 36 and 39 as part of Fire District One's relocation plan
- Improvements to the Intersection of US 54 and 135th Street

Public Safety continues to be a major focus of the CIP with projects underway for the Adult Detention Facility, the Juvenile Complex and Fire District One. The largest project in the 2007 CIP is the remodel and expansion of the Adult Detention Facility. This project, estimated at \$48,495,192, will expand the current capacity by an additional 384 beds. This expansion will help deal with an average daily population that reached 1,500 in 2005. Several other initiatives to reduce jail population outside the Capital Improvement Program are underway under the direction of the Criminal Justice Coordinating Council.

The commitment to maintaining and upgrading existing County-owned facilities is also a 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 in this CIP include roof replacements and an air conditioning and structural repair project in 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. Those 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 those funding sources for 2007 and for the five-year program.

Facilities, Drainage, Fire District

	2007	2007-2011
Cash	1,478,905	13,132,818
Bonds	30,359,572	64,838,232
Total	31,838,477	77,971,050

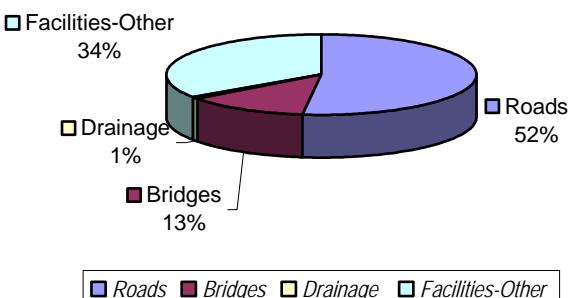
Infrastructure (Roads, & Bridges)

Local Sales Tax	11,296,500	51,577,554
Bonds	4,000,000	16,000,000
Other	5,262,000	66,925,177
Total	20,558,500	134,502,731
Grand Total	52,396,977	212,473,781

Fund Sources for the 2007-2011 Capital Improvement Program

The pie chart below further illustrates how the CIP five-year total spending of \$212,473,781 is allocated. With the detention facility expansion, facility projects account for 35 percent of that amount. Improvements to the County's infrastructure make up the remaining 65 percent of the total.

Selected 2007-2011 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 2007-2011 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 then presented in a draft five-year plan to the CIP committee early in 2006.

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. The impact of moderate revenue growth and competing new operational requirements to the County continues to be a concern and the Committee recommended cash funding in the 2007 Capital budget at approximately half of the pre-2001 funding levels. A similar process was followed for road and bridge projects, both funded primarily from a different cash source, portions of a one-cent local sales tax. Bond funding of long lived facilities or infrastructure is governed by established county policy. With funding established within constraints, the County Manager then reviewed and recommended the CIP to the Board of County Commissioners for approval.

For the 2007-2011 CIP, the CIP Committee consisted of Chris Chronis, Chief Financial Officer and Committee Chair; David Spears, Public Works Director; Bob Lamkey, Public Safety Director; Ron Holt, Assistant County Manager; John Schlegel, Director of Planning, Metropolitan Area Planning Department; and Steve Claassen, Facilities Director. 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. In some cases, 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 five-year program. If appropriate, 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 by the end of the 2007 calendar year receive careful review throughout the year. Those projects are also listed in the spreadsheets following the Watch List. Projects that are superseded or unable to be accomplished due to changed circumstances are recommended for cancellation and their corresponding funding returned to the general fund upon approval of the Board of County Commissioners.

Major Projects Currently in Progress

Major projects planned for completion in 2006 or currently in progress include:



- **The Sedgwick County Arena**
 - Estimated Cost: \$184.5 million, Local Sales Tax Funded
 - Approved by voters in November of 2004, this project is being funded by the proceeds from a one-cent countywide sales tax that will run from July 1, 2005 thru December 30, 2007
 - Estimated Completion: 2009



- **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
 - Estimated completion: 2007
- **Regional Forensic Science Center (RFSC) Annex**
 - Estimated Cost: \$2.4 million, Bond Funded
 - This 2006 project 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



- **Juvenile Detention Facility**
 - Estimated Cost: \$21.4 Million, Bond Funded
 - This new facility, with a capacity of 108 beds, opened in April 2006 providing a significant increase in capacity over the previous facility which housed thirty three. It precludes having to send juvenile offenders out of Sedgwick County for housing.
 - Completion: April 2006
- **Juvenile Court Building, Remodel for District Attorney**
 - Estimated Cost: \$14.1 million, Bond Funded
 - These 2006 projects will first renovate and expand the former Juvenile Detention facility to provide additional courtrooms and support areas. When that work is complete, the former Court building will be renovated to provide expanded facilities for District Attorney Juvenile Division staff.
 - Estimated Completion: 2008

- **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 four lane highway from the Butler County line to Hydraulic Avenue.
 - Estimated Completion: 2007



Jabara Campus Technical Training

- Estimated Cost: \$40.0 million, Bond Funded
- This campus, approved by the Board of County Commissioners in 2006, will provide facilities for a leading edge technical training program to support local employers
- Estimated completion: 2009



- **Fire District Relocation Plan-Fire Stations 32 (above) and 33**
- Estimated Cost: \$4.8 million, Fire district
- These two stations, approved in 2006, are part of a carefully researched and planned effort to adjust to changes to fire district boundaries and assure optimum response to its customers
- Estimated completion: 2007

Impact on the Operating Budget:

The 2007 County Operating Budget includes \$15.0 million in debt service for payment of long term debt used to finance past capital spending, \$12.8 million in cash supported (sales tax and property taxes) capital projects and \$3.0 million in lease payments to the Public Building Commission (PBC) for facilities financed through PBC. Sedgwick County PBC financed projects include Exploration Place, the Sedgwick County Public Works facility, and the Juvenile Detention Facility.

Capital projects can impact future operating budgets either positively or negatively due to an increase or

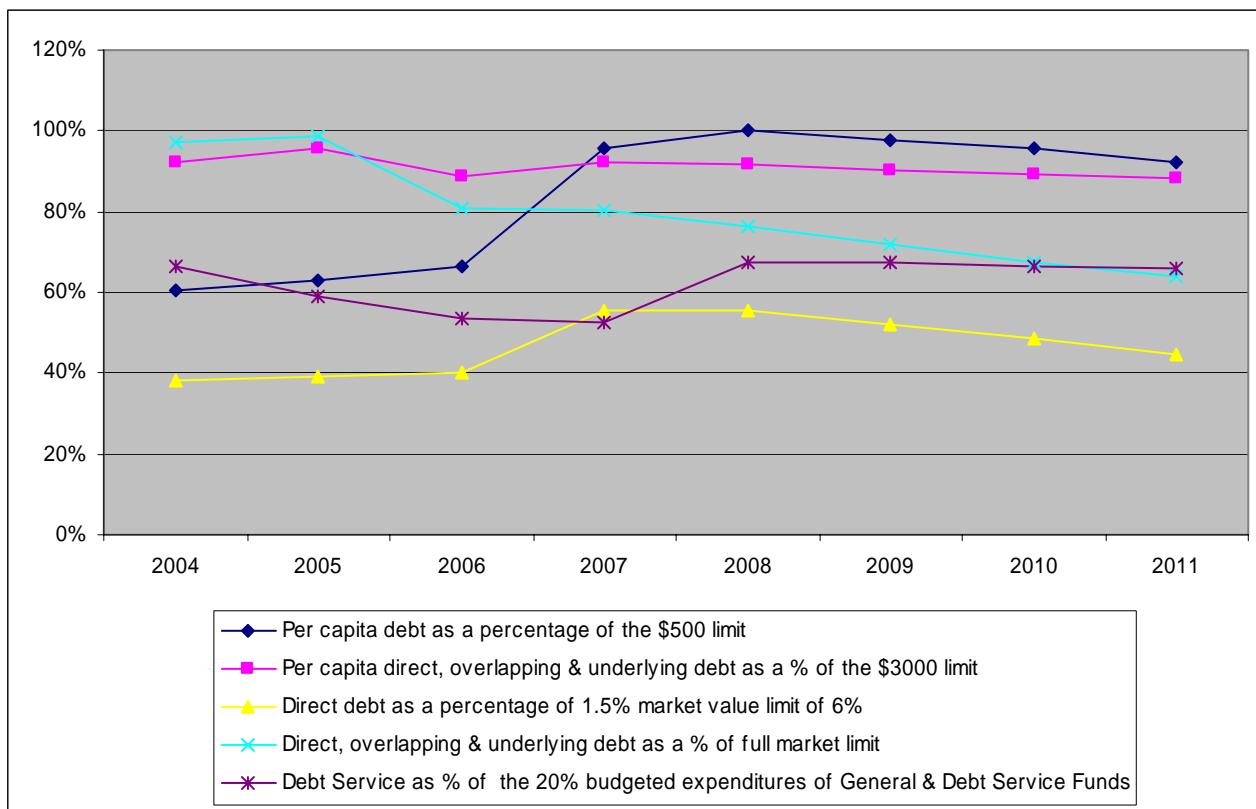
decrease in maintenance costs, or by providing capacity for new programs or services. Alternately, a project that renovates an existing facility may reduce operating expenditures due to a decrease in necessary maintenance costs. Upgrades to the Heating Ventilation and Air Conditioning systems in the Main Courthouse, Munger Building and Historic Court House have reduced energy costs by over \$339,000 annually.

The impact of the CIP on the County Operating Budget for 2007 remains manageable. The biggest challenge will come with the completion of the 380 bed addition to the Adult Detention Facility. Additional staffing and operational costs are estimated to increase current costs by approximately \$7.4 million dollars annually when the facility is 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 past the current five-year interval. Elsewhere in the County, emphasis continues to be on maintaining and improving current County facilities to enhance efficiency and effectiveness.

Debt Limits:

On July 16, 2003 the Sedgwick County Commission adopted a second revision of the original 1991 debt policy last 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



services. The following chart illustrates that the 2007-2011 conforms to the new 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 CIP.

Cost Adjustments Within the Capital Improvement Program

In 2006, significant price increases occurred within projects in the Road and Bridge Program. An example of this was the thirty-two percent increase in the cost per mile of the maintenance overlay NovaChip. These price increases were generally attributable to the rise in the cost of fuel, oil-based asphalt products as well as the uncertainty associated with long term contracts. As a result the anticipated cost of projects within the CIP required significant upward adjustment for these increases. To offset these increases and better reflect the reality of program execution, an adjustment (planned savings) factor to Local Sales Tax is included in the spreadsheet. This fifteen percent reduction in the anticipated overall cost of the project reflects past project history and will help maintain an adequate fund balance. One impact of the adjustment factor will be a limited ability to fund new projects during the current year if the fund balance is not at a level consistent with established minimums.

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 2007-2011 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 planning years of the plan include:

- Completion of widening of 63rd St from the Broadway to Hydraulic in 2009
- Widening of Meridian from 47th to 71st St South in 2008
- A joint project with the City of Wichita to widen 21st Street from the Butler County line to K-96 in 2008. In 2006, the City of Wichita assumed responsibility for the Construction Phase of this 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. The need to cross over the floodway continues to be recognized in the latest update to the 2030 plan. The CIP also includes an aggressive replacement program for bridges with posted weight limits. The following table demonstrates the number of bridges with their construction phase in the designated year.

Planned CIP Bridge Construction

2007	2008	2009	2010	2011	Watch List	Total
10	7	5	5	1	0	28

The County continues to support efforts for obtaining state project funding to address other issues identified in the 2030 plan, such as the freeway system and crossings over the floodway. The following pages provide an individual summary and detailed information for each project approved by the Board of County Commissioners.