

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 2010 is \$31,021,788, a decrease of \$30.4 million from the 2009 capital budget when the County projected \$28.9 million in assistance from state, federal and other local partners for its infrastructure projects. The 2010 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges and drainage. Significant projects for 2010 include:

- Funding for infrastructure construction for the Heartland Preparedness Center
- Added funding for levee repairs needed to achieve FEMA Accreditation of the Wichita Valley Center Flood Control Project

- Reconstruction of 135th St West from US54 to K-42, a north-south rural arterial for the southwest portion of the County
- Replacement of a bridge south of Colwich on 167th St West over the Cowskin Creek

Public Safety continues to be a major focus of the CIP. In 2010, the CIP includes replacement of the squad room for the Sheriff's Patrol Division and two projects in the Adult Detention Facility. The existing squad room, originally built as a temporary facility, is too small, lacks sufficient storage and adequate parking. Although an expansion of the Adult Detention Facility was deferred in 2009, other elements of that design have been included in the 2010 CIP. The first is a reconfiguration of the medical clinic to improve capacity and efficiency, as well as help eliminate backlogs. The second expands the entrance to provide improved security screening capability. This project will also expand visitation area capacity by almost 50 percent and add a high security courtroom. 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 20 million dollars 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.

Within the Juvenile Complex at 700 South Hydraulic, a series of projects to improve capacity are nearly complete. They include a new and larger Juvenile Detention Facility

that 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 have been remodeled to better meet the needs of the Juvenile Department of the 18th District Court and the District Attorney's Juvenile Division. The Juvenile Court was impacted by a 2008 ruling by the Kansas Supreme Court that juveniles now have a constitutional right to a jury trial. 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, the construction of an additional courtroom with the capability to support a jury trial at the Juvenile Complex was included in the 2009 CIP. That project is expected to go out for bid in September of 2009.



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 includes High priority projects as identified in the ADA Transition Plan. 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.



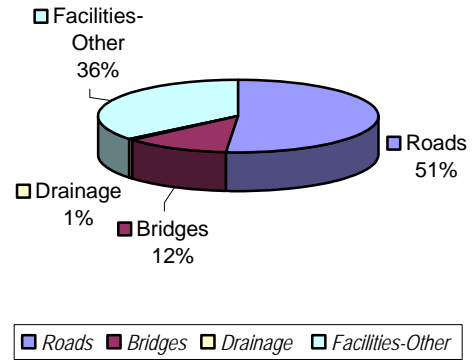
The commitment to maintaining and upgrading existing County-owned facilities also continues to be a primary focus of the CIP. Since many County-owned buildings are 25 to 50 years old, careful evaluation of and investments in mechanical systems and roof replacements to maintain building integrity will 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. 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 2010. Significant road projects include reconstruction of 135th Street West from US54 south to K-42. Noteworthy bridge projects include the replacement of guard fences and rehabilitation of decks on eight bridges, upgrades that will significantly extend the life of these bridges. Also important is the \$1.1 million replacement of a bridge on 167th St West over the Cowskin Creek south of Colwich. Drainage infrastructure receives an additional \$1.1 million on top of the \$4.0 million allocated in 2009. These funds will help pay for needed repairs to the Wichita Valley Center Flood control project required to achieve FEMA accreditation.

2010-2014 CIP Expenditures by Category



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		
	2010	2010-2014
Cash	5,837,130	11,968,864
Bonds	4,420,158	54,274,480
Total	10,257,288	66,243,344
Infrastructure (Roads, & Bridges)		
Local Sales Tax	12,289,500	64,700,075
Bonds	4,000,000	20,000,000
Other	4,475,000	23,714,427
Total	20,764,500	108,414,502
Grand Total	31,021,788	174,657,846

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 2009.

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.

Funding Allocation for the 2010-2014 Capital Improvement Program

The pie chart that follows further illustrates how the CIP five-year total spending of \$174,657,856 is allocated. Facility projects account for 36 percent of the total allocation. Improvements to the County’s infrastructure make up the remaining 64 percent of the total.

The Committee selection criteria for the 2010-2014 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 2010 Capital Budget at \$5.8 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 2010-2014 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. Staff 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.

Project Execution and Prior Year Projects

Prior year approved projects, which staff anticipates will not be completed during 2009, receive careful 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 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:



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 is 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 has entered into a management agreement with SMG, an internationally known firm, to provide pre-opening consulting services and management for the INTRUST Bank Arena
- Estimated completion: late 2009/early 2010



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, the Assessment and Administration Center, is nearing completion
- The Advanced Manufacturing Technology Center and the Aviation Service Center are under construction
- Estimated completion: early 2010



Fire District Relocation Plan - Fire Station 32 (above) Wild West Drive; Fire Station 33, Maize; Fire Station 35, 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, 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 33 and Station 32, approved in 2006, were completed in 2007 and 2008 respectively. Station 39 and Station 35, approved as part of the 2007 CIP, are expected to be completed in 2009 and 2010



Reconditioning of 199th Street West in progress

Reconditioning of 199th Street West

- Estimated cost: Construction Phase \$3.5 million; Sedgwick County's share \$0.7 million
- With growth in Goddard and west Wichita, traffic volumes have now increased to the point that an upgrade to rural standard is appropriate. The earlier application of a temporary cold mix surface by the Highway Department will help contribute to a solid base course for this road project
- Estimated completion: Spring 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



Replacement of the Bridge over the Kansas Turnpike on 143rd Street East

- Estimated cost: \$3.9 million, County share \$0.4 million
- County staff worked with Kansas Department of Transportation and the Kansas Turnpike Authority to ensure an appropriate replacement of this failing bridge, which dates to the Turnpike construction in the late 1950's. The new bridge will be five lanes wide and meet demand in this growing area
- Estimated completion: late 2009

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: late 2009

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: fall 2010

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.

Another significant change in recent CIP's was the 2008 deferral of the construction phase of the expansion of the Adult Detention Facility as inmate population growth slowed. The County, together with the Criminal Justice Coordinating Council is 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
- Creation of a mental health court

Impact on the Operating Budget

The 2010 County operating budget includes \$20.9 million in debt service for payment of long term debt used to finance previous capital projects, in addition to those recommended for 2010, and \$18.1 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 \$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 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 the 2010 remains manageable

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

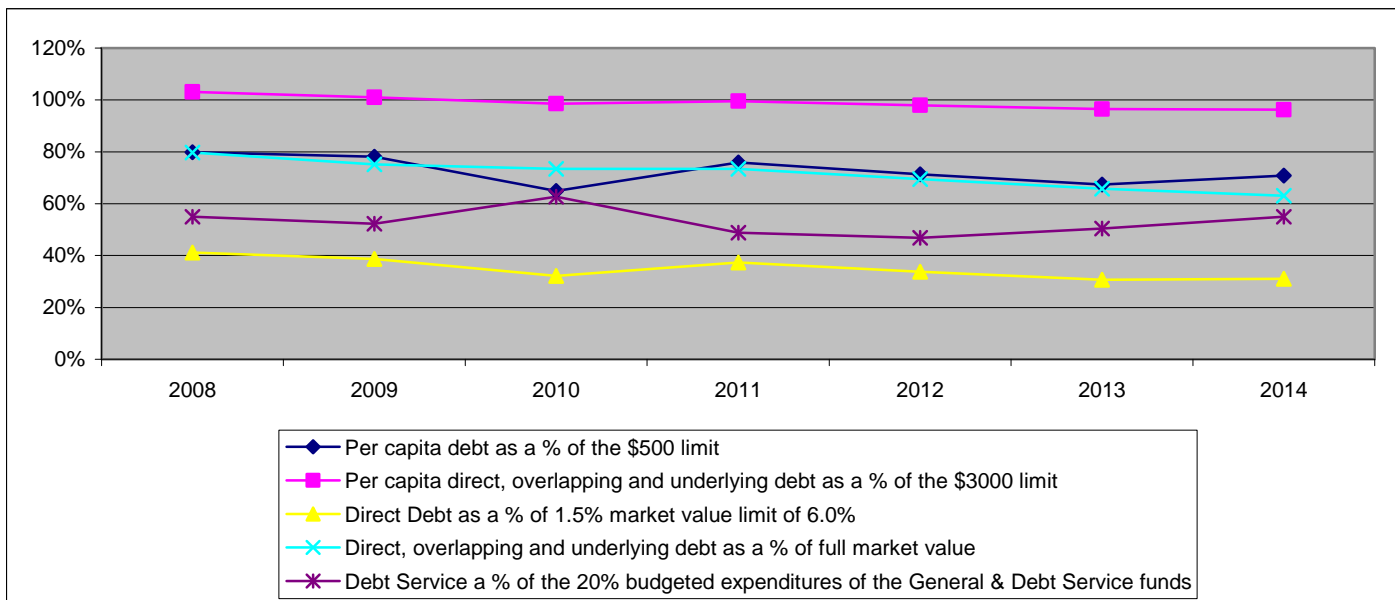
- The 2010 project to expand the entrance of the adult detention facility and increase the visitation area by almost 50 percent will also include the capability to accomplish security screening. Increases in Sheriff’s Detention staff and County Security staff will be necessary to handle this added capacity and do security screening when the project is estimated to be complete in 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 six 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

On July 16, 2003 the Sedgwick County Commission adopted a revised debt policy first adopted 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 prior chart illustrates that the 2010-2014 CIP 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 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 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 2010-2014 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:

- A joint project with the City of Wichita to widen 21st Street from the Butler County line to K-96 should be complete in summer 2010. Sedgwick County designed the project and acquired a portion of the right of way. In 2006, the City assumed responsibility for the construction phase.
- 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



Bridge on Hydraulic over Wichita Valley Center Flood Control Project scheduled for replacement

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 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:

- Successfully bid mid-July 2009, 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
- The replacement and widening of the bridge over the Kansas Turnpike on 143rd Street East is currently in progress

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 2010-2014 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 2010-2014 CIP Bridge Construction	
Year	Number Planned
2010	6
2011	3
2012	1
2013	5
2014	3
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.