

The Law Enforcement Training Center

EXECUTIVE SUMMARY

Capital Improvement Program Overview

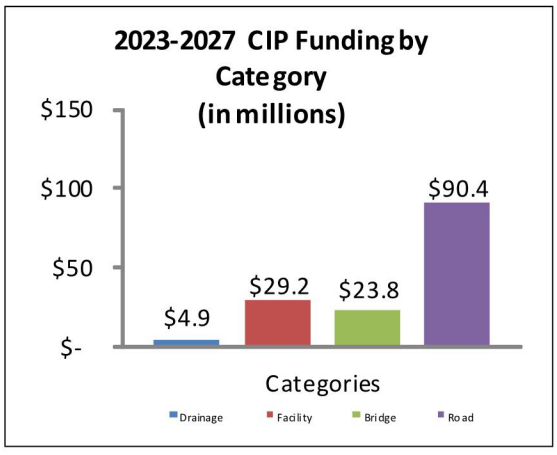
Sedgwick County's Capital Improvement Program (CIP) includes the acquisition, construction, remodeling, and major maintenance of public facilities and infrastructure systems. To be eligible for the CIP, a project must be an addition to the County's facilities or infrastructure having an expected useful life greater than five years and expected cost exceeding $50,000, or maintenance of existing assets that is estimated to cost more than $25,000. Excluding preventive road maintenance (project R175), CIP projects are characteristically non-routine and beyond the scope of normal operations, including normal expected maintenance. Routine investments in capital assets, including acquisition and maintenance, are planned for in departmental operating budgets, not the CIP. Examples of these expenses include replacement of fleet vehicles and related equipment (excluding fire engines and apparatuses) included in the Fleet Management budget, information technology assets included in the Division of Information & Technology budget, and routine maintenance of County-owned facilities included in the Facilities Department budget.

Annual long-range CIP planning 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 facilities. Operating under the supervision of the County Manager and the approval of the Board of County Commissioners (BOCC), the CIP Committee provides day-to-day oversight of the program. CIP Committee members guide the programming process which annually produces a plan specifying the capital spending budget for the upcoming budget year and projecting it for years two through five, the planning years of the program.

Sedgwick County Fire District 1 has one project on the watch list for the 2023-2027 CIP, Fire Station 37 Relocation.

The total capital spending budget for 2023 $32,107,413 million, a decrease of $12.7 million from the 2022 capital budget. The 2023-2027 program continues to support the County's commitment to maintain and improve its facilities and infrastructure including roads, bridges, and drainage.

Planned spending on projects in the 2023-2027 CIP includes the following five-year totals: $90.4 million for roads, $34.0 million for facilities and drainage, and $23.8 million for bridges.

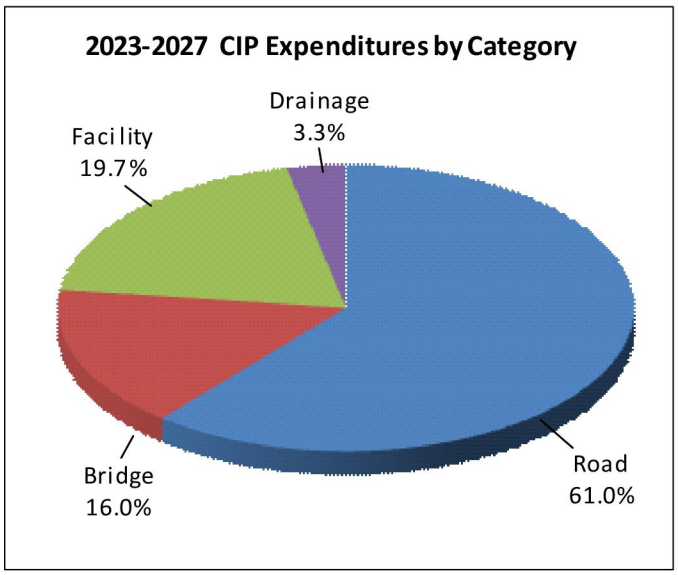


Funding for the five-year CIP plan totals $148.2 million, of which road spending comprises the majority, as illustrated by the chart on the previous page.

Funding Overview

As a percentage of total costs planned for the 2023-2027 CIP, road projects account for 61.0 percent, facility projects for 19.7 percent, bridge projects for 16.0 percent, and drainage projects for 3.3 percent.

Funding for the CIP occurs on a year-by-year basis. When funding that is allocated to a project is not completely spent by the end of the fiscal year, it is carried forward for use in the next fiscal year. Funding for CIP projects comes from annual revenues including property tax, sales tax, liquor tax, contributions from other governments, and proceeds



from issuing bonds. Road, bridge, and drainage projects are often funded by a mix of sources from the Kansas Department of Transportation (KDOT), the Federal Highway Administration, and local jurisdictions in Sedgwick County.

Cash Funding

When cash funding is used, departmental budgets reflect the funding for their projects. For example, the Department of Facilities' 2023 budget includes capital improvement funding of $66,345 to replace roofs on County-owned buildings. Allocating funding for cash-funded projects in this manner allows for accurate budgeting and analysis of the impact of projects on department operations.

Cash is used to fund CIP projects when current revenues and fund balances are adequate to fund the project within an acceptable timeframe, when current debt levels restrict the County from issuing additional

CIP Funding by Source				
Facilities & Drainage		**2023**		**2023-2027**
Cash	$	3,446,529	$	22,959,817
Bond		7,290,384		11,067,381
Combined sub-total	$	10,736,913	$	34,027,198
Roads & Bridges				
Cash	$	15,849,250	$	90,684,250
Bond		4,250,000		20,000,000
Other		1,271,250		3,511,250
Combined sub-total	$	21,370,500	$	114,195,500
Grand Total	**$**	**32,107,413**	**$**	**148,222,698**

bonds, or when unfavorable conditions exist in the bond market.

Bond Funding

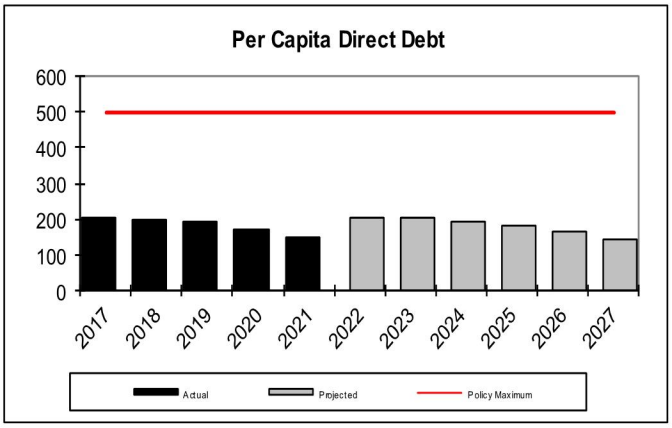
Each County bond issue, whether issued directly by the County or indirectly by the Sedgwick County Public Building Commission (PBC), constitutes a general obligation of the County, meaning the investors are protected from default risk by a pledge of the County's full faith and taxing power. Sedgwick County currently has high debt ratings from each of the three credit rating agencies: "AAA" from Standard & Poor's, "Aaa" from Moody's Investors Service, and "AA+" from Fitch Rating Service, meaning the County is very well positioned to meet its debt obligations, and the result is favorable interest rates. The County's Debt Financing Policy provides for a conservative approach to debt management, designed to sustain the County's high credit ratings and low property tax mill levy. The County may use debt financing for one-time projects included in the five-year CIP and unordinary major equipment purchases. Debt is only used when revenues for debt service are sufficient and reliable to ensure favorable interest rates and when using fund balance and current revenue would adversely impact the County.

The actual timing of bond issuance to fund a portion of the CIP depends on the pace of project completion. Typically, the County provides temporary financing of projects with available cash balances, and issues the bonds at the conclusion of the project when long-term debt requirements can be precisely determined. In these instances, the bond proceeds are used to replenish the cash balances that provided temporary financing for the project.

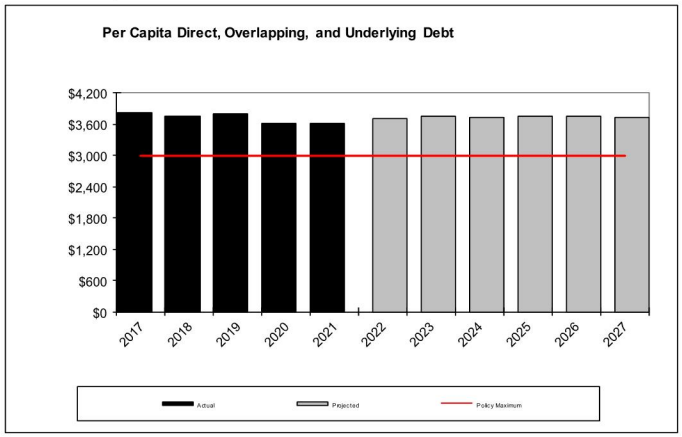
In April 2017, the BOCC approved a revised debt policy that provides clear guidance on the County's use of debt. The objectives of the policy are to ensure financing is obtained only when necessary; the process for identifying the timing and amount of debt or other financing is as efficient as possible; the most favorable interest rate and other related costs are obtained; and future financial flexibility is maintained.

The following charts outline the guidelines established by the Debt Policy which requires the County to remain under at least three of the following five benchmarks. In aggregate, the charts illustrate the County's strong fiscal position. More information on the County's debt management is included in the Bond and Interest section of the budget.

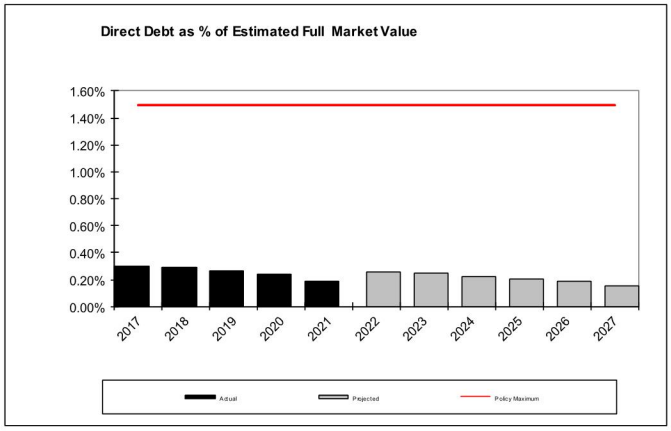
1) Per capita debt will not exceed $500



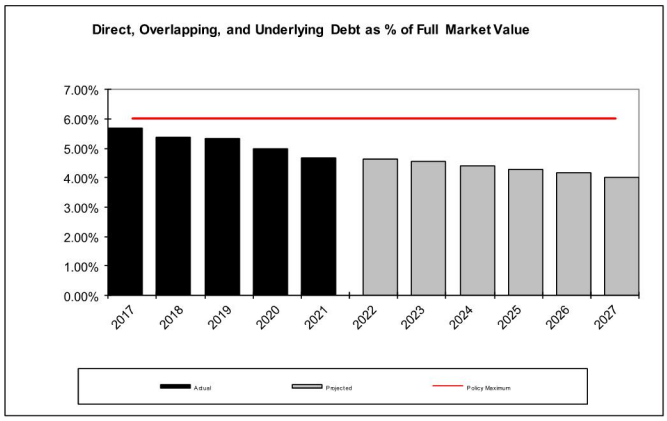
2) Per capita direct, overlapping, and underlying debt will not exceed $3,000



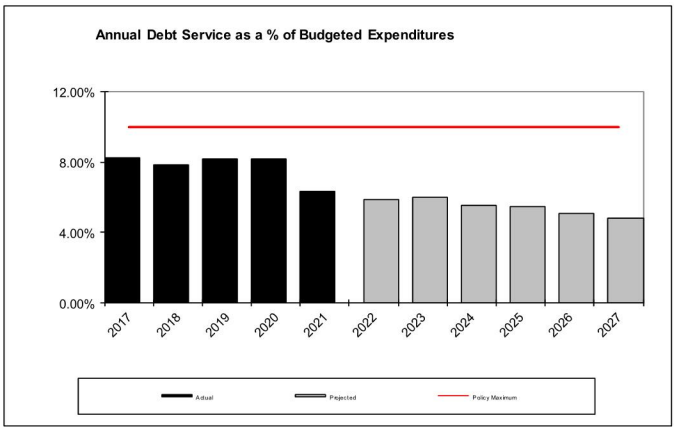
3) Direct debt as a percentage of estimated full market value will not exceed 0.5 percent



4) Direct, overlapping, and underlying debt as a percentage of estimated full market value will not exceed 6.0 percent



5) Annual debt service will not exceed 10.0 percent of budgeted expenditures of the General Fund and Debt Service Fund



Notwithstanding the provisions of the County's Debt Financing Policy, the BOCC has established a principle of using debt in a very targeted and strategic fashion to finance capital projects. This CIP reflects that goal.

Other Funding

Funding sources other than bond proceeds and local tax revenue are categorized as other funding. Funding from Federal, State, and local agencies primarily comprise this category. Other funding sources are generally associated with projects resulting from multi -jurisdictional partnerships.

CIP Process

The CIP is reviewed as the planning for the previous cycle ends. Project Services assists departments in developing new projects or updating current projects, obtaining accurate estimates, determining the potential impact on the operating budget, and submitting project requests for the next five years. These requests are

then prioritized by the departments' respective division directors. The prioritized requests, in turn, are submitted to Project Services for consolidation and are presented in a draft five-year plan to the CIP Committee early in the first quarter of the year.

The list of department requests was initially unconstrained. After several meetings that included presentations from departments on specific projects, the CIP Committee prioritized each facility and drainage project and developed a rank order listing in which projects are prioritized into tiers based on project urgency. The priorities are reflected in the project listing order on the CIP Facility Project spreadsheet following the executive summary. Emphasis was given to projects initiated in previous years, those requiring system replacements, and those intended to prevent building deterioration. These projects typically receive priority over remodeling or new construction.

The CIP Committee's selection criteria for the 2023-2027 program included:

- protection of public health and safety;
- protection of employee health and safety;
- compliance with regulatory mandates;
- elimination of frequently occurring problems;
- reduction of ongoing operating costs;
- age or condition of existing asset;
- generation of revenue;
- demonstrable public benefit;
- attainment of specified BOCC goal;
- implementation of comprehensive plan;
- response to public demand;
- synergy with other CIP projects; and
- availability of dedicated funding.

With priorities established, projects were scheduled consistent with available funding, resulting in lower priority projects moving into later years. The CIP Committee recommended cash funding in the 2023 Capital Budget at $3,446,529, to cover essential facility and drainage 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 recommended the CIP to the BOCC for their approval.

For the 2023-2027 CIP, the CIP Committee consisted of Lindsay Poe Rousseau, Chief Financial Officer and Committee Chair; Tim Kaufman, Deputy County Manager, Division of Public Services; Jim Weber, County Engineer, Division of Public Works; Rusty Leeds, Assistant County Manager, Division of Public Safety; Tania Cole, Assistant County Manager, Division of Administrative Services; Andrew Dilts, Director of Facilities Maintenance and Project Services; Mike Elpers, Chief Information Officer; and Scott Wadle, Director, Metropolitan Area Planning Department (MAPD). Support is provided by the Facilities Department, Public Works, and the Budget Office.

CIP 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, or that require funding beyond the amount that can be made available. Use of the Watch List helps ensure these projects remain visible while keeping planning efforts focused on the current program.

Project Execution and Prior Year Projects

All approved projects receive monthly review and all open projects are included in the Quarterly Financial Report. Projects that are superseded or unable to be accomplished are recommended for cancellation and their corresponding funding returned to the original funding source on approval of the BOCC.

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.

CIP Environmental Scan

REIMAGINED MOVE 2040

REIMAGINED MOVE 2040, an update of the Metropolitan Transportation Plan (MTP) MOVE 2040 (MTP 2035 was the plan before that), is the blueprint for the future transportation system serving the Wichita metropolitan area. It reflects the progress achieved with the resources available and a re-examination by the area's elected officials of the outcomes attained since adoption of MOVE 2040. The new MTP looks out over a twenty year planning horizon and identifies programs and projects to

achieve the region's vision, goals, and desired system conditions. The plan is then reviewed every five years.

The current MTP was prepared by the Wichita Area Metropolitan Planning Organization (WAMPO). WAMPO is the designated Metropolitan Planning Organization (MPO) for the Wichita region. WAMPO is not a department of any city or county, but is a regional planning organization charged with planning and programming federal transportation funds in the region. WAMPO receives approximately $12.0 million of federal transportation funding per year to distribute to planning partners and member jurisdictions. These suballocated funds represent around 5.0 percent the total spending in the region. WAMPO adopted an updated investment strategy and associated selection criteria to guide decision-making in the *REIMAGINED* MOVE 2040 plan for these funds.

The vision for REIMAGINED MOVE 2040 is "to build a safe transportation system that increases quality of place and supports the economy of the Wichita region and south-central Kansas." The plan focus areas include:

- safety & health;
- mobility & economy;
- equity & diversity;
- the multimodal network; and
- quality of place & talent.

WAMPO identified a set of major regional priorities that include concepts, projects, and areas of emphasis most important for the future of the region. These priorities address the most significant bottleneck areas and needs identified in consultation with WAMPO stakeholders. The highest priority in the WAMPO region is the North Junction. The interchanges where I -135, I-235, and K254 come together in northern Wichita, as well as the interchange of I-135 and K96 immediately to the south. In addition to the North Junction, WAMPO has identified eight other regional priority projects. These projects are categorized into three areas; (3) interchange projects, (3) expansion projects, and (2) new highway projects.

The MTP provides an overview of the existing roadway network in the WAMPO region and the different services it provides. It also highlights the highway and street issue areas:

- Safety: Increase in incidence of fatalities on regional highways and roads is a critical area of concern for future transportation planning and investment.
- Deferred Maintenance: The costs of deferred maintenance on a regional scale is unknown. Understanding the full costs of deferred maintenance is key in building future spending practices and policies.
- Roadway Upgrading: Across the region, investment in the local street system is needed to enhance safety and bring the roadway system up to current standards.
- Technology: Exploration and investment in technological updates to the regional transportation system can be transformative to the future of transportation.

Over the next 20 years, the WAMPO region will face significant transportation challenges from changing demographics, the need to attract and retain talent, increasing roadway fatalities, and the declining purchasing power of our transportation funding. WAMPO will continue to meet these challenges by targeting the plan's focus areas.

How the CIP Addresses Mandates in the MTP

Sedgwick County is an important partner in the North Junction project as the City of Wichita, Sedgwick County, WAMPO, and KDOT have all committed funds to acquiring right-of-way for the Gold Project. Additionally, the County is involved in another high-priority project for the region, the Northwest Bypass. This project will involve the construction of a new freeway from K96 and Tyler west and then south to US-54 and 167th St W.

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 six-year rotating schedule, each mile of County road receives an appropriate maintenance treatment based on its condition. The CIP also continues an aggressive replacement program for bridges with posted weight limits. The County continues to support efforts to obtain State project funding to address other issues identified in the 2040 plan, such as the freeway system and crossings over the floodway. For example, beginning in 2021, Sedgwick County committed to providing the local match, along with the City of Wichita, to KDOT funding for improvements at the north junction of Interstate 135, Interstate 235, Kansas Highway 254, and Kansas Highway 96. The interchange handles over 100,000 vehicles a day and is a major source of traffic delays and accidents.

With this support and careful planning, the County expects to continue to achieve significant progress in the maintenance and upgrade of its bridge infrastructure. As the biannual bridge inspection process identifies functionally obsolete or structurally deficient structures, Public Works staff prioritizes

them and programs them in the CIP for replacement as funding allows. As of the last full biennial inspection cycle completed at the end of 2020, 42 (7.0 percent) of Sedgwick County's bridges are structurally deficient. This is in line with the latest rate for the entire nation (7.0 percent), but higher than the State of Kansas (5.1 percent). Public Works continues to eliminate structurally deficient bridges, and is on track to reduce its deficient bridges to nearly 6 percent by the end of 2022. Additionally, Public Works has 19 bridges planned for this CIP, plus another four planned in-house for 2023, which should help address the issue.

Planned 2023-2027 CIP Bridge Construction	
Year	**Number Planned**
2023	4
2024	2
2025	5
2026	4
2027	4
Total	**19**

Financial Summaries and Project Pages

Financial summaries and project pages follow that provide detailed information for each project recommended to the BOCC. The financial summaries include funding that will come directly to the County for each project, and the project pages reflect total costs for each project, including funds that go directly to the project.

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Significant Current and Upcoming CIP Projects

Outdoor Warning Device Replacements & Installations

Project Overview		
Funding Type	**Project Allocation**	**Expenditures to-date**
Cash	*$3.0 million*	*$0.0 million*

This project has been revamped to refurbish and replace the outdoor warning system to create a more reliable and efficient system over six years. This will reduce long term costs of maintaining an inadequate, aging, mixed-model system.

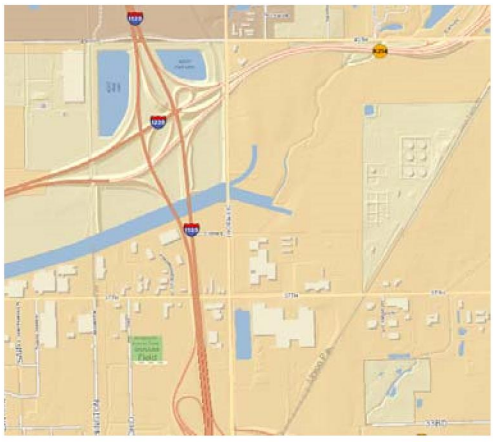
The current cycle of maintaining the system limits the ability to expand the system to match population growth and leaves citizens unequally covered. The current system also has several points of failure resulting in excessive maintenance costs beyond what the Emergency Management budget can afford. (Project overview is for the revamped project.)

R355: North Junction Improvements

Project Overview		
Funding Type	**Project Allocation**	**Expenditures to-date**
Other	*$500,000*	*$0.0 million*

KDOT is planning significant improvements to the interchange with I-135, I-235, K-96 and K-254. The next phase has been funded through the KDOT Cost Share program which requires local matching funds. The local match is to be split equally between Wichita and Sedgwick County.

The interchange handles almost 100,000 vehicles per day and is a major source of traffic delays and accidents in the region. Improvements are needed to increase safety and mobility. In 2018, the County approved $500,000 in funding for a grant application and right-of-way acquisition for this project. Those funds have not been spent yet. In October 2020, the BOCC approved an amendment to R355 in which KDOT will transfer funds directly to the project. Additional County funding for the project is from savings from other projects.



Regional Forensic Science Center DNA Lab

Project Overview		
Funding Type	**Project Allocation**	**Expenditures to-date**
Bond	*$7.1 million*	*$0.0 million*

This project will expand the Regional Forensic Science Center (RFSC) to house a new deoxyribonucleic acid (DNA) lab and re-purpose the current DNA lab to accommodate growth for the Toxicology and Firearms labs. This project allows for the relocation, centralization, and modernization of the DNA workflow to accommodate robotics, efficient casework analysis, and on-site maintenance of case files. The addition also allows for re-purposing and expansion of lab space for Toxicology and Firearms as these areas are also experiencing space limitations.

D25: Flood Control System Major Maintenance & Repair

Project Overview		
Funding Type	**Project Allocation**	**Expenditures to-date**
Cash	*$7.7 million*	*$1.7 million*

The project includes repair or replacement of toe drains, flood gates, concrete, erosion control systems, earthwork on levees and channels, and other critical elements of the system.

The flood control system represents a significant long-term investment in infrastructure. Extensive analysis performed during the levee certification project revealed that the system is in good condition but that future viability of the project depends upon making continuing investments in major maintenance and repair work. It is widely believed that levee certification will be required by Federal Emergency Management Agency (FEMA) every ten years. Under a separate program, the Corps of Engineers will perform an extensive inspection every five years. The backbone of the system is over 50 years old. In order to continue to pass inspections and retain levee accreditation by FEMA over the next 50 years or more, local government will have to expend additional funds over a period of time to repair or replace critical elements of the system. (Project overview reflects funding beginning in 2016 through 2027.)

B508: Bridge on 21st St. N. between 375th & 391st St. W.

Project Overview		
Funding Type	**Project Allocation**	**Expenditures to-date**
Cash	*$0.2 million*	*$0.1 million*
Bond	*$0.1 million*	*$0.0 million*
Other	*$0.8 million*	*$0.0 million*

The bridge over Rock Creek on 21st St. North between 375th and 391st St. West is scheduled for replacement in 2022. Twenty-first St. North in this area is a seasonally popular route to Cheney Reservoir and is a favorite route of long distance cyclists. The current bridge has a sufficiency rating of 38.6, is structurally deficient, and carries about 450 vehicles per day. The replacement structure is estimated to cost $1.0 million in total (the project received an additional $0.1 million for design costs), but a grant from KDOT will fund approximately 80.0 percent of the project (up to a maximum of $0.8 million). This project is part of an ongoing effort to achieve a strategic goal of maintaining bridges with an average sufficiency rating of 85 or higher and less than 10.0 percent rated as structurally deficient.



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