

M.A.P.C. Approved 7-23-68

B.C.C. ~~10-00-68~~ deferred 7-23-68

Bcc accepted & approved 7-30-68

as amended by CC 453 and recommended by
maple & imitating ordinance plan on lot reading.

B.C.C. Adopted 8-6-68

DR 68-16 - Presentation of 1969-74
Capital Improvement Program for City
of Wichita.

Joyce

ACTION

DATE

COMMITTEE _____

M.A.P.C. approved 7-11-68

~~B.C.C./B.C.C.~~ deferred 7-23-68

Bcc accepted & approved 7-30-68

as amended by CC 453 and recommended by
mapc & initiating ordinance placed on 1st reading.

B.C.C. Adopted 8-6-68

DR 68-16 - Presentation of 1969-70
Capital Improvement Program for City
of Wichita.

ORDINANCE NO. 30-133

AN ORDINANCE ADOPTING THE 1969-1974 CAPITAL IMPROVEMENT PROGRAM AND 1969 CAPITAL IMPROVEMENT BUDGET OF THE CITY OF WICHITA, KANSAS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA.

SECTION 1. That the 1969-1974 Capital Improvement Program is hereby approved, subject to annual review and revision.

SECTION 2. That the project list for 1969, attached herewith and dated July 23rd, 1968, be designated the Capital Improvement Budget for the City of Wichita, Kansas for 1969 and that this list as submitted by the City Manager's Administrative Committee and on file with the City Clerk, be approved and adopted by reference as though it had been set out in full herein.

SECTION 3. That the City Manager be instructed to submit to the Board of City Commissioners the instruments necessary to initiate those projects established in the 1969 Capital Improvements Budget. It is hereby recognized that the cost estimates in the Capital Improvement Budget are approximate and are subject to the engineers preliminary cost estimates.

SECTION 4. That this ordinance shall be in full force and effect upon its publication in the official city paper.

PASSED AND APPROVED this 6th day of August, 1968

Case No. DR 68-16

WILLIAM D. ANDERSON, JR.
Mayor

ATTEST:

RALPH EBERLY
City Clerk

(SEAL)

*Published in Official paper
August 9th, 1968*

1969 CAPITAL IMPROVEMENT BUDGET

CITY OF WICHITA

July 23, 1968

 Abbreviations used for "Method of Financing"

GO General Obligation Bonds paid for by the City at Large
 SA Special Assessment General Obligation Bonds paid for by
 properties specially benefitted by the improvement
 BC Building Commission
 R Revenue Bonds
 C Cash
 F Federal Funds
 S State Funds

1969 Project List
 As Amended July 30, 1968

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
<u>EXPRESSWAYS</u>			
E-1J	Inner Loop; Right-of-Way	\$ 100,000	GO
E-6G	North Wichita Thruway; Right-of Way	100,000	GO
E-7A	Kellogg; Ellis to Hydraulic Right-of-Way (City's Share) (State's Share)	205,000	GO
		610,000	S
E-8	Kellogg West; Hoover Interchange Right-of-Way (Local Share)	75,000	GO
<u>ARTERIALS</u>			
MS-59	Woodlawn; Rockhill to 21st Street	38,000	GO
		38,000	SA
MS-67	Lincoln; McLean Boulevard to Emporia (See B-1)	85,000	GO
		85,000	SA

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-71	George Washington Boulevard; Harry to Clark (See MS-84)	145,000 75,000	GO SA
MS-79	McCormick; Osage to Seneca	30,000 30,000	GO SA
MS-87C	Interstate Connectors	50,000	GO
MS-89A	29th Street; Broadway to I-35W (R.O.W.) Appraisals & Preliminary Engineering	50,000	GO
MS-95	Central; Caddy Lane to Woodchuck Ave. (See MS-96)	100,000 120,000	GO SA
MS-95	Central; ^{Woodchuck} Caddy Lane to Norman Avenue	187,000 125,000	GO SA
MS-107	31st Street South; Sheridan to West Street (See B-44)	60,000 60,000	GO SA
MS-118	Hillside; Central to Frisco Railroad	65,000 65,000	GO SA
MS-118A	Hillside; South line Central to 300 ft. South of Central	5,000	GO
MS-136	Woodlawn; Bayley to Harry	50,000 50,000	GO SA
MS-144A	Washington St.; Douglas to Kellogg - (Right-of-Way)	10,000	GO
MS-144B	Washington St.; Douglas to Kellogg - (Construction)	108,000 107,000	GO SA
MS-147	MacArthur Road; Arkansas River Bridge West to Hydraulic	140,000 140,000	GO SA
MS-168	Central; Little River to Nims (URA-17)	20,000	GO
MS-169	Central; Little River to Nims (URA-17)	15,000	GO
MS-170	Nims; Central Avenue to Little Arkansas River	10,000	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-173	Pawnee; Relocation of Pawnee from Rock Road to about 1000 ft. southeasterly of Rock Road	30,000 30,000	GO SA
OS-1	Other Street Improvements	100,000	GO
RS-1	Residential Street Improvements	100,000 1,000,000	GO SA

BRIDGES

B-1A	Bridge; Lincoln St. @ Arkansas River Part II, Construction of Bridge & Dam (See MS-67)	720,000	GO
B-36	Bridge; Roseberry at Dry Creek Diversion	65,000	GO
B-44	Bridge; Sheridan at 31st Street south (See MS-107)	25,000	GO
B-60	Collector Street Bridges	30,000	GO

PUBLIC BUILDINGS

FS-2	Hose Drying Tower; Fire Training Grounds - 31st & Oliver	7,000	GO
FS-13	Fire Training Grounds; 31st and Oliver Concrete Paving (A) for Driver Training	38,000	GO
FS-23A	Fire Station No. 23; - vicinity of Central and Caddy Lane - preliminary Engineering, and plans	10,000	GO
PB-3	Operating Substation No. 2 west of Flood Control; North of Maple, (Construction)	120,000	GO
PB-10	City Material Yard; Preliminary Engineering, Surveys and Plans	10,000	GO
PB-11A	Governmental Complex; (Land Acquisition)	500,000	C

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
PB-14	City Administrative Building	1,414,000	BC
PB-15	Assembly Building	600,000	BC
PB-30	New Municipal Art Museum	1,825,000	(1)
TE-15	Traffic Signals as required	100,000	GO
PB-28	Municipal Art Museum Study	15,000	C

DRAINAGE

D-2E	Gypsum Creek Lining; Joyland to Hillside	225,000	GO
D-7A	North End Industrial Park; Northeast Diversion Right-of-Way	25,000	GO
D-7B	North End Industrial Park; Main Storm Water Drain No. 11	120,000 720,000	GO SA
D-14A	Storm Water Drain No. 8 - North side of Frisco R.R. Canal to Grove (R.O.W.)	30,000	GO
D-14B	Storm Water Drain No. 8 - North side of Frisco R.R. - Canal to Grove (Construction)	40,000 80,000	GO F

SEWERS

S-4	Reconstruction of Sewer System	75,000	GO(2)
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URBAN RENEWAL

URA-21	North End Industrial Park	87,000	GO
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WATER

W-1	Municipal Wells; Replacement in Equus Beds	30,000	R
W-2	Farm Well program; Equus Beds Area	10,000	R
W-5	Lime Calcination Plant	500,000	R
W-6	Vehicular and Work Equipment	62,000	R
W-7	Water System Equipment and Structures	56,000	R

~~(1) Subject to bond election placing the financial obligation outside the legal debt limit.~~

(2) G.O. Bond financing outside debt limit.

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
W-8	Fire Hydrants; New or Relocated or Replaced	50,000	R
W-9	Water Meters; New or Relocated or Replaced	105,000	R
W-30	20-Inch Feeder Main; in Hillside from Morris to Mt. Verron	122,000	R
W-40	48-Inch Feeder Main; in Stackman, Buffum, Franklin, Carter, Bitting, 11th Street, Lewellen, 13th Street, Rochester, 15th Street, Jackson and 17th Street from Island pump Station to Topeka	800,000	R
W-45	42-Inch Feeder Main; in 17th, Santa Fe, 18th and Pennsylvania from Topeka to 19th Street	230,000	R
W-65	Distribution System; Feeder Mains and Main Extensions (Unidentified)	286,000	R
W-80	Distribution Mains; Relocation and Replacement	75,000	R
W-90	Water service lines; New services, Replacements and Relocations	105,000	R

PARKS

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
P-1	Aley Park: Parking- Multi Purpose Courts	18,000	GO
P-11	Harvest Park: Tennis Court Lighting Multi Purpose Court	2,500 2,500	GO GO
P-20	McAdams Park: Lighted Tennis Courts Picnic Shelter Playground Area Lighted Softball Underground Utilities Landscaping	50,000 44,000	GO F
P-24	Oak Park: Irrigation Park Lighting	9,000 7,000	GO GO
P-27	Planeview: Grading, Drives	70,000	GO
P-30	Riverside, South: Tennis Courts	35,000	GO
P-31	Watson Park: Pave Parking Area	15,000	GO
P-87	Boston and Woodlawn: Grading	3,500	GO
P-89	Land Purchase: Cowskin Creek Park	75,000 75,000	GO F
P-90	Land Purchase: West and Southwest	35,000 35,000	GO F
P-93	Land Purchase: North	40,000 35,000	GO F
P-99	West Side Athletic Field: Irrigation System	2,500	GO
P-100	Woodland Park: Remove old wells Rebuild Tennis Courts and Light Multi Use Courts - Children's Play Area	35,000	GO
P-200	Riverbank Beautification	100,000	GO

MUNICIPAL AIRPORT

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
A-1	Land Acquisitions	226, 00	
A-3A	Maintenance	15,000	
A-6	Service Building Remodeling	35,000	
A-7	Passenger Gate Expansion	1,856,000	
A-9A	Runway Extension (Runway 1L-19R), Extend 2600'. From 4400' to 7000' length and taxiways, lighting, etc.	1,286,480	
A-13	Cargo Apron	83,822	
A-18A	Bulk Fuel Storage	<u>15,000</u>	
		1,505,658	FAA ⁽¹⁾
		2,012,144	GO

(1) Federal Aviation Agency Reimbursement

SUMMARY OF 1969
CAPITAL IMPROVEMENT BUDGET
CITY OF WICHITA
(All amounts in thousands)

<u>ITEM</u>	<u>METHOD OF FINANCING</u>		
	<u>Outside Debt Limits</u>	<u>GO</u>	<u>OTHER</u>
Expressways		\$ 480	\$ 610 S
		<u>1,198</u>	<u>1,805</u>
Arterials		-1,291-	-1,800 SA
Bridges		840	---
		<u>185</u>	
Public Buildings	\$1,825-	-285	515 C
			<u>2,014 BC</u>
Drainage		440	720 SA
			80 F
Sewers	75		---
Urban Renewal		87	---
Water		---	2,431 R
Parks		500	189 F
Municipal Airport	<u>2,012</u>	<u>---</u>	<u>1,506 F</u>
Totals	-3,912	\$3,923	-9,850
	<u>\$ 2,087</u>	<u>3,730</u>	<u>9,870</u>
Grand Total	<u>17,685</u>		
	15,687		

STATEMENT OF GENERAL OBLIGATION
BOND DEBT MARGIN

Legal Debt Margin, 1969	\$4,158,076	\$4,158,076
Proposed Debt for 1969	<u>3,713,000</u>	<u>3,520,000</u>
Estimated Debt Margin	\$ 445,076	<u>\$ 638,076</u>

Source: Metropolitan Area Planning Department
July 23, 1968
Revised July 30, 1968

City Commission Communication

To: The Honorable Board of City Commissioners

CC 453

Subject: 1969 Capital Improvements Budget and
1969-1974 Capital Improvements Program

July 26, 1968

On Thursday, July 25, 1968, the City Manager's Administrative Committee on Capital Improvements Program met to review certain projects not previously considered by the committee and to determine appropriate revisions to the Capital Improvements Budget resulting from actions taken by the City Commission in the adoption of the 1969 Operating Budget.

ADJUSTMENT FOR ITEMS INCLUDED IN 1969 OPERATING BUDGET

The committee was advised that the approved 1969 Operating Budget contains an appropriation in the amount of \$200,000 which is to be used for pay-as-you-go financing of re-occurring capital improvements. The committee concluded that Project OS 1 - Other Street Improvements in the amount of \$100,000 and Project TE 15 - Traffic Signals in the amount of \$100,000 should be deleted from the 1969 Capital Improvement Budget and from the 1969-1974 Capital Improvements Program.

MUNICIPAL ART MUSEUM

At previous meetings of the Administrative Committee, a new Municipal Art Museum, Project PB 30, in the amount of \$1,825,000, had been considered but had not been recommended for inclusion in the 1969-1974 Capital Improvements Program. (See attached memorandum dated July 18, 1968 from C. Bickley Foster.) The committee reviewed the project giving consideration to such items as need, location, space requirements, method of finance, etc. It was the consensus of the committee that the City should study this project further to determine first the degree of responsibility which the community is to accept in this area, and then such items as location, area requirements, cost, etc. It was felt that no practical specific solution had been proposed to the broad recommendation of the Art Museum Board that the proposed new Museum be located in the Civic Cultural Center area. In view of the above, the committee voted to recommend deletion of the Municipal Art Museum project from the 1969 Capital Improvements Budget and Program.

AGRICULTURAL-INDUSTRIAL HALL

The committee was presented a letter dated July 16, 1968 from Mr. S. Turner Allen requesting that an amount of at least \$5,000,000 be included in the Capital Improvements Program over the next six years for the erection of an Agricultural-Industrial Hall. Attached is a copy of Mr. Allen's letter requesting that the aforementioned facility be included in the 1969-1974 Capital Improvements Program. (It should be noted that City departments and interested community groups were requested to submit project requests not later than March 15, 1968 for inclusion in the revised program.)

City of Wichita, Kansas

City Commission Communication

Subject: 1969 Capital Improvements Budget and
1969-1974 Capital Improvements Program

CC 453-2
July 26, 1968

On July 5, 1968 the proposed 1969-1974 Capital Improvements Program was transmitted to the Metropolitan Area Planning Commission and to the Board of City Commissioners for review and consideration. The Metropolitan Area Planning Commission reviewed the program on July 11, 1968 and proposed certain amendments as reflected in the attached letter dated July 18, 1968. The program was then presented to the Board of City Commissioners for consideration on July 23, 1968. In that the Capital Improvements Program had already been developed by the administrative committee and approved by the Metropolitan Area Planning Commission prior to receipt of Mr. Allen's letter this project possibly had not been fully considered. The City's administrative committee did thus, at its meeting of Thursday, July 25, 1968, reconsider the proposed project. It was the consensus of the committee that there was not sufficient information available to determine the total community need, usage, revenues, appropriate location and appropriate method of financing this project. It was felt that a policy determination was needed as to whether or not this constituted a governmental responsibility and if so which unit of local government should undertake the project. It was further felt that in the event it was determined that local government should undertake the project that an indepth study should be made to determine the various functions which the building would be expected to serve, the frequency of usage by purpose, space requirements, location, expected revenue, approximate cost and method of financing. The method of financing would include an investigation of the possibility of federal assistance.

RECOMMENDATIONS

As a result of the administrative committee's actions as delineated above, the following recommendations are submitted:

1. That there be deleted from the 1969 Capital Improvements Budget and the 1969-1974 Capital Improvements Program the following:

OS-1 Other Street Improvements 1969 thru 1974	\$ 750,000	G. O.
TE-15 Traffic Signals 1969 thru 1974	600,000	G. O.
PB-30 New Municipal Art Museum	1,825,000	

2. That the City Manager be instructed to make a study of the community need, potential revenues and appropriate location of an agricultural-industrial hall. This study would also include the method of financing as well as an investigation of available federal funds. The study should be completed prior to the 1970-1975 Capital Improvements Program.
3. The program be amended as recommended by the Metropolitan Area Planning Commission at its meeting of July 11, 1968. (See letter dated July 18, 1968 attached.)

City of Wichita, Kansas

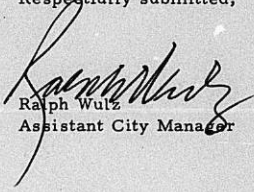
City Commission Communication

Subject: 1969 Capital Improvements Budget and
1969-1974 Capital Improvements Program

CC 453-3
July 26, 1968

4. Approve the 1969-1974 Capital Improvements Program and the 1969 Capital Improvements Budget as amended and place the initiating ordinance on first reading.

Respectfully submitted,


Ralph Wulz
Assistant City Manager

RW:jh

Attachments

City of Wichita, Kansas

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-8211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

July 18, 1968

The Honorable Board of City Commissioners
City of Wichita
Wichita, Kansas

Gentlemen:

Review of the City's 1969-1974 Capital Improvement Program was scheduled for July 11, 1968 by the Wichita-Sedgwick County Metropolitan Area Planning Commission. Notices of the meeting date along with copies of the Program were mailed July 5, 1968 to interested commissioners, administrative groups, agencies and individuals.

Action of the Metropolitan Area Planning Commission as a result of its formal review of the Program was as follows:

MOTION: BLEDSOE moved, BRANSON seconded (and the motion unanimously carried) that the Planning Commission forward the Capital Improvement Program to the Board of City Commissioners, recommending that:

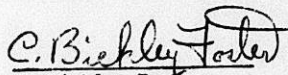
1. Project No. MS-95 - Central; Caddy Lane to Woodchuck Avenue be extended on the west from Caddy Lane to Norman Avenue.
2. (a) Bridge project No. B-41 at Second Street and the Big Arkansas River be moved ahead in the program from 1971 to 1970 and
(b) Reconstruction of Second Street from the River east to Main Street (Project No. MS-171) also be moved ahead from 1971 to 1970 and
(c) A new project be prepared for Second Street from the Arkansas River west to Dodge and included in the 1970 Schedule.

WICHITA—SEDCWICK COUNTY

Page 2 - Board of City Commissioners - July 18, 1968

3. An unidentified project "X" in the amount of \$150,000 be included each year beginning with 1971 for use as the City's share in future urban renewal projects or the Model Cities Program.
4. The 1969-1974 Capital Improvement Program and the 1969 Capital Improvement Budget be approved with the preceding adjustments and adopted by the Board of City Commissioners.

Respectfully submitted,


C. Bickley Foster
Secretary.

cc: W. H. Mooney, Chairman, MAPC
H. W. Kratzer, Chairman, MAFC - CIP Committee

CBF:JPL:bh

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

AGENDA

JULY 11, 1968

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission will be held on Thursday, July 11, 1968, at 1:45 p.m. in Room 401 City Building Annex, 104 South Main, Wichita, Kansas, at which time the following items will be considered:

1. Approval of Minutes of May 23, 1968.
-

2. DR 68-10 - NORTHEAST CIRCUMFERENTIAL EXPRESSWAY - Consideration of the corridor alignment approval for Phase I of Contract and recommendations to the State Highway Commission.
-

3. DR 68-16 - Review of proposed 1969-1974 Capital Improvement Program for the City of Wichita for comments and recommendation to the City Board of Commissioners. *Unanimously voted to recommend to BCC w minor changes.*
-

4. Notification by the Federal Aviation Administration of one proposed project which will affect air space operations in our Metropolitan Area. Sedgwick, Kansas. Jaco Incorporated proposes to erect a 2895-foot AMSL (1507' AGL) Radio Station Tower north of Sedgwick, Kansas.
-

SUBDIVISION COMMITTEE

5. D-0399 - Dedication from Johnson Oil Company for street right-of-way, legally described as the south 10 feet of Lots 93, 94, and 95, Sim Park Gardens Addition. Generally being a portion of the north half of Central and west of St. Paul.

SUBDIVISION COMMITTEE RECOMMENDATION - JULY 3, 1968:

The Committee recommends that this offer of dedication be accepted.

WICHITA-SEDGWICK COUNTY

July 29th, 1968

METROPOLITAN AREA PLANNING DEPARTMENT

TO Russell E. McClure, City Manager
FROM James P. Looney, Planner III
SUBJECT Debt and Interest Fund Mill Levy

Attached for your information is revised Table One which supercedes Table One following page 1-8 of the 1969-1974 Capital Improvement Program. Revisions include the estimated mill levy for the Debt and Interest Fund by year without the Art Museum and also the mill levy to be added for including the Art Museum in the Program.

cc: Ralph Wulz, Assistant City Manager
Don Anderson, Director of Administration
Russell Brenner, Budget Officer
C. Bickley Foster, Director of Planning
Ray Bruggeman, Director of Public Works
Don Ferguson, Auditing & Accounts

COPY

TABLE ONE
1969-1974 Capital Improvement Program
Debt Margin and Proposed Issues--General Obligation Bonds

Item	1968(1)	1969	1970	1971	1972	1973	1974
Assessed Valuation(2)	\$402,264,059	\$411,000,000	\$422,000,000	\$523,000,000	\$534,000,000	\$545,000,000	\$556,000,000
Debt Outstanding, Jan. 1	26,771,775	31,728,354	32,434,924	32,846,774	34,721,142	36,661,749	36,852,914
Add Current Issues	1,405,424	---	---	---	---	---	---
Bonds Retired	2,982,415	3,006,430	2,780,485	2,637,667	2,366,428	2,172,670	1,959,031
Debt Outstanding	25,194,748	28,721,924	29,654,439	30,209,107	32,354,714	34,499,079	34,893,883
Legal Debt Limit	32,181,125	32,880,000	33,760,000	41,840,000	42,720,000	43,600,000	44,480,000
Legal Debt Margin	6,986,341	4,158,076	4,105,561	11,630,893	10,365,286	9,110,921	9,546,117
PROPOSED ISSUES							
Projects Under way	2,090,920						
1967 & Prior Years	644,000						
Civic Center	1,187,000						
Parks	435,000	500,000	500,000	500,000	600,000	600,000	600,000
Project List	2,176,650	3,423,000	3,330,000	5,042,000	5,120,000	3,741,000	3,019,000
Art Museum		1,825,000*					
PROPOSED DEBT RETIREMENT							
Projects Underway	---						
1967 & Prior Years	---	110,000	270,000	270,000	270,000	270,000	270,000
Civic Center	---	60,000	60,000	60,000	60,000	60,000	60,000
Parks	---	40,000	90,000	140,000	190,000	250,000	310,000
Project List		217,000	550,965	892,000	892,000	1,397,165	1,909,165
Art Museum		182,500*	182,500*	182,500*	182,500*	1,182,500*	1,182,500*
Total Proposed Debt	6,533,570	3,713,000	3,192,335	4,512,035	4,307,035	2,363,835	1,069,835
Total All Debt	31,725,354	32,434,942	32,846,774	34,721,142	36,561,749	36,852,914	39,963,718
PROPOSED DEBT MARGIN	452,771	445,076	913,226	7,118,858	6,058,251	6,747,036	8,516,282
(1) Auditing & Accounts							
a) Debt & Interest Fund Mill Levy - Art Museum Omitted		8,908	9,236	9,402	9,480	10,238	10,898
b) Added Mill Levy for Art Museum							
c) Total Estimated Mill Levy for Debt & Interest Fund Museum included		8,908	9,764	9,904	9,956	10,690	11,326

Revised: 7-19-68

* Art Museum - Financed outside Debt Limit but remains an Obligation of Debt & Interest Fund

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
AMHERST 2-8211 — AREA CODE 316
CITY BUILDING — 204 S. MAIN ST.
WICHITA, KANSAS 67202

July 18, 1968

The Honorable Board of City Commissioners
City Building
Wichita, Kansas 67202

Gentlemen:

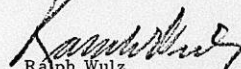
The 1969-1974 Capital Improvement Program for the City of Wichita is presented herewith for your approval. This program represents approximately an 82 million dollar investment in physical improvements during the next six years. The first year of the program, which is adopted by ordinance as the City's Capital Improvement Budget, represents an estimated expenditure of over 17 million dollars. Both the six year program and the Capital Improvement Budget are within the City's financial capabilities to accomplish.

Although the statutory limitation on the assessed valuation for capital improvements will continue through 1970, an adequate list of projects is scheduled for 1969 and 1970.

Allocation of extra funds in the operating budget to pay for certain recurring capital improvements currently financed by General Obligation bonds will reduce the bond requirements and increase the proposed debt margin in 1969.

Following Page 21 of the proposed program is Table 4 which summarizes the program by giving the dollar amount and method of financing each year by major categories. This program is significant and deserves close analysis as it provides for necessary improvements which have a bearing on the safety, health and welfare of the entire community.

Respectfully submitted,


Ralph Wulz
Assistant City Manager

RW:jh

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-8211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

July 3, 1968

TO WHOM IT MAY CONCERN

FROM: C. Bickley Foster, Secretary *CBF*

SUBJECT: Proposed 1969-74 Capital Improvement Program

Attached for your review is a copy of the proposed 1969-74 Capital Improvement Program for the City of Wichita.

Draft copies of the program were reviewed by the City Manager's Administrative Committee and The MAPC Policy Committee on Capital Improvement Programming. After these reviews, the program was revised to reflect the Committee's decisions.

This proposed Capital Improvement Program is scheduled to be presented on July 11, 1968 to the Wichita-Sedgwick County Metropolitan Area Planning Commission for their review, comments and any recommendations they may wish to make. It is anticipated that the Capital Improvement Program along with the comments and recommendations of the Planning Commission will be presented on Tuesday, July 23rd, to the Board of City Commissioners for their approval and adoption.

Those persons who are interested in the Capital Improvement Program are welcome to attend and make their comments at the Metropolitan Area Planning Commission meeting on Thursday, July 11th, at 1:45 p.m. in Room 401, City Building Annex, 104 South Main, Wichita, Kansas.

CBF:bh

CAPITAL IMPROVEMENT

PROGRAM

CITY OF WICHITA

1969-1974

July 1, 1968

GOALS AND POLICIES

The Goals and Policy Statements used in previous years for capital improvement programming, and revised in January, 1966, were submitted to the Capital Improvement Programming Policy Committee of the Wichita-Sedgwick County Metropolitan Area Planning Commission on February 29, 1968 for their review and comments. The Committee found the Goals and Policy Statements acceptable; consequently, they were presented for approval to the Metropolitan Area Planning Commission on March 14, 1968. The Planning Commission unanimously approved the statements for use as a guide in preparing the 1969-74 Capital Improvement Program. These goals and policy statements are listed as follows, without the example programs:

Policy Statements

1. Safety and Health

The City of Wichita shall provide such facilities as are necessary for the minimum recognized level of protection of life and property. Higher levels of service are desirable if adequate resources are available and after the goals in the other policy areas have been attained.

2. Economic Development

The City of Wichita should endeavor to implement those goals and programs which will stimulate economic activity and provide facilities that will encourage economic expansion and new economic development.

3. Cultural and Recreational Facilities
on the Community Level

The City of Wichita will endeavor to provide sufficient cultural and recreation facilities to satisfy the range of needs within the community and to provide the citizenry with a pleasing physical and mental environment in which to live.

INTRODUCTION

The Capital Improvement Program is a statement of the City of Wichita's policy relative to long-range physical development. It covers a six-year period with the first year being designated as the Annual Capital Improvement Budget, which fixes the program for that year. As in previous years, the Capital Improvement Program has been reviewed, updated and modified to keep pace with ever-changing conditions and the needs of the City. Major considerations in reviewing the Program are:

1. The relationship between projects and the Comprehensive Plan for the Metropolitan Area.
2. Correlation of the projects with the financial capabilities of the community, and
3. Coordination of project priority with respect to goals and policies and to related projects.

4. Neighborhood Services

The City of Wichita will endeavor to provide those services and facilities necessary to preserve neighborhood aesthetics, provide for the enjoyment of one's property and maintain good standards of living.

5. Convenience and Service to the Public

The City of Wichita will provide those facilities to aid in the improvement of the general image of the City and for increased level of services providing either greater convenience, service or efficiencies to the public or their own governmental agencies.

Goals

1. Safety and Health

- a. Construct, reconstruct, signalize, channelize and improve the existing transportation network.
- b. Expand fire fighting facilities to improve fire protection capabilities and maintain the City's fire insurance rating.
- c. Provide the necessary facilities to strengthen police protection programs.
- d. Implement a program for the elimination of vehicular-rail conflicts.
- e. Provide for a short and long-range refuse collection and disposal program.
- f. Provide sanitary sewer service and where necessary, sewage treatment facilities for all developed and developing areas within the City.
- g. Continue providing a safe and adequate water supply and an adequate distribution system.

2. Economic Development

- a. Removal of blight which blocks or retards industrial and commercial expansion and development.
- b. Provide for the installation of adequate drainage facilities to allow the creation and establishment of good industrial, commercial and residential land.
- c. Provide the necessary utilities to existing and proposed industrial areas to encourage expansion of existing industry and attract new industry.
- d. Provide easy access to existing and proposed industrial and commercial areas.
- e. Encourage existing and new economic development by expanding recreational facilities.

3. Cultural and recreational Facilities on the Community Level

- a. Provide land for open space needs, parks, and recreational areas.
- b. Provide community-wide cultural and recreational facilities.
- c. Expand libraries within the community and provide metropolitan area library services.
- d. Provide for specialized and limited cultural and recreational facilities.

4. Neighborhood Service

- a. Provide for the removal and prevention of blight in neighborhood areas.
- b. Endeavor to implement a program for specialized neighborhood recreational facilities.
- c. Reduce or eliminate drainage problems, including ponding areas of lengthy duration.

- d. Provide adequate utilities to maintain environmental health standards and to provide for future urban development.
 - e. Provide adequate access to all neighborhoods.
 - f. Provide more readily accessible library service.
5. Convenience and Service to the Public
- a. Provide for continuing mass transit facilities for the non-automobile traveling public.
 - b. Provide for an annual maintenance and improvement program for the local street system.
 - c. Implement a program for replacing obsolete, crowded and inadequate governmental facilities and for eliminating high maintenance costs and rental on auxiliary facilities.
 - d. Improve, expand or construct facilities at the Wichita Municipal Airport as may be needed to accommodate increasing air and passenger traffic and airplane storage requirements.
 - e. Implement a drainage improvement program which would curtail prolonged surface water flooding of arterial streets.

Planning Commission Responsibility

The joint ordinance-resolution establishing the Metropolitan Area Planning Commission provides that the Planning Commission shall review the Capital Improvement Program of the City (and other governmental jurisdictions) each year prior to its submission to the Board of City Commissioners. The Planning Commission shall make its findings as to whether the Program is in conformity with the Comprehensive Plans. The recommendations of the Planning Commission are submitted to the Board of City Commissioners along with any comments or amendments which they feel should be considered in adoption of the Capital Improvement program.

City Manager's Administrative Committee

In order to prepare the Capital Improvement Program, the City Manager established an Administrative Committee (Administrative Policy No. 29) whose membership includes the Director of Public Works, Director of Administration, Director of Planning, Budget Officer and the City Manager. The Director of the Urban Renewal Agency will attend meetings and provide advisory counsel as requested. The duties and responsibilities of the Committee are: (1) review of all departments' annual and five year capital budget requests; (2) assignment of priorities to these requests; and (3) scheduling these projects within the limits imposed from financial and other considerations. This Committee is charged with making a recommendation from the Administrative Staff for submission to the Metropolitan Area Planning Commission and to the Governing Body.

FINANCING

Fiscal Policies

The Capital Improvement Program provides sound financial planning for public improvements and gives full recognition to the City's needs and ability to pay. It is within the City's financial capabilities to accomplish. The Program is guided by the following major fiscal policies:

1. The City is limited by Statutes in its general obligation bond borrowing capacity to 8% of the assessed valuation.
2. Total indebtedness, including special assessment bonds, may not exceed 17% of the assessed valuation.
3. General Obligation Bonds of 10-year duration will be issued for all projects, including park improvements, except that 20-year bonds will be issued for Urban Renewal Projects.
4. For Urban Renewal and Park bonds, retirement on the debt will begin the year after projects are scheduled.
5. On all other projects for which bonds are issued, retirement begins the second year after projects are scheduled.
6. That reasonable interest rates on future bond issues will be received, and
7. A reserve of borrowing capacity (proposed debt margin) will be maintained for emergencies and this reserve shall be at least \$500,000 and preferably one million dollars.

The Program

The total estimated expenditures for the six year program amount to \$82,270,000. Of this amount \$26,975,000 represents general obligation bond financing within the debt limit, \$6,912,000 represents general obligation bond

financing to be issued outside the debt limit and \$48,320,000 represents all other methods of financing. The above estimated expenditures vary from year to year because of revisions in projects and up-dating the program.

The first year of the six year program is adopted by ordinance as the City's Capital Improvement Budget. Total estimated expenditures for the 1969 project list amount to \$16,211,000. This is about \$1.8 million dollars less than the approximate 18 million dollars scheduled in the Amended 1968 Capital Budget. The total expenditures for 1969 include about 4 million dollars in general obligation (GO) bond financing inside the debt limit, 4 million in GO bonds to be issued outside the debt limit and 8.2 million dollars for all other methods of financing.

Assessed Valuation

It had previously been stated that the statutory limitation on the assessed valuation for capital improvement programming would expire in 1968. However, results of an investigation by the Department of Administration and the City's Bond Council into the interpretation of K.S.A. 79-1440 reveals that the statutory limitation on the assessed valuation for capital improvement programming will continue through 1970.

Debt Margin and Proposed Issues

Table 1 indicates the estimated Debt Margin which may be expected each year based on the amount of bonding capacity available and the amount of general obligation bonds scheduled for financing improvements. The estimated Debt Margin for 1969 is slightly under the minimum of \$500,000 established by Administrative Policy.

General obligation bonds are one of several obligations of the General Debt and Interest Fund for which Ad Valorem taxes are levied. It is estimated that the mill levy requirement for the General Debt and Interest Fund will range from 8.9 mills in 1969 to 10.9 mills in 1974 or an increase of about 2 mills for the six year program.

TABLE ONE
1969-1974 Capital Improvement Program
Debt Margin and Proposed Issues--General Obligation Bonds

Item	1968 (1)	1969	1970	1971	1972	1973	1974
Assessed Valuation (2)	\$402,264,059	\$411,000,000	\$422,000,000	\$523,000,000	\$534,000,000	\$545,000,000	\$556,000,000
Debt Outstanding, Jan. 1	26,771,775	31,728,354	32,434,924	32,846,774	34,721,142	36,661,749	36,852,914
Add Current Issues	1,405,424	---	---	---	---	---	---
Bonds Retired	---	---	---	---	---	---	---
Existing Debt	<u>2,982,415</u>	<u>3,006,430</u>	<u>2,780,485</u>	<u>2,637,667</u>	<u>2,366,428</u>	<u>2,172,670</u>	<u>1,959,031</u>
Debt Outstanding	25,194,748	28,721,924	29,654,439	30,209,107	32,354,714	34,489,079	34,893,863
Legal Debt Limit	32,181,125	32,880,000	33,760,000	41,840,000	42,720,000	43,600,000	44,480,000
Legal Debt Margin	<u>6,986,341</u>	<u>4,158,076</u>	<u>4,105,561</u>	<u>11,630,893</u>	<u>10,365,286</u>	<u>9,110,921</u>	<u>9,596,117</u>
PROPOSED ISSUES							
Projects Under way	2,090,920						
1967 & Prior Years	644,000						
Civic Center	1,187,000						
Parks	435,000	500,000	500,000	500,000	600,000	600,000	500,000
Project List	2,176,650	3,423,000	3,330,000	5,042,000	5,120,000	3,741,000	3,019,000
PROPOSED DEBT RETIREMENT							
Projects Underway	---						
1967 & Prior Years	---	110,000	270,000	270,000	270,000	270,000	270,000
Civic Center	---	60,000	60,000	60,000	60,000	60,000	60,000
Parks	---	40,000	90,000	140,000	190,000	250,000	310,000
Project List	---	---	217,000	550,965	892,000	1,397,165	1,909,165
Total Proposed Debt	6,533,570	3,713,000	3,192,335	4,512,035	4,307,035	2,363,835	1,069,835
Total All Debt	<u>31,725,354</u>	<u>32,434,942</u>	<u>32,846,774</u>	<u>34,721,142</u>	<u>36,661,749</u>	<u>36,852,914</u>	<u>35,963,718</u>
PROPOSED DEBT MARGIN	452,771	445,076	913,226	7,118,858	6,058,251	6,747,086	8,516,282
(1) Auditing & Accounts							
(2) Auditing & Accounts and Budget Office							

Capital Improvement Program
1969-1974

Wichita's Capital Improvement Program for 1969-1974 is listed on the following pages. Changing conditions during the past year made it necessary to review and reschedule a number of projects that were in the 1968-73 project list. In general, the program complies with the goals and policies approved by the Metropolitan Area Planning Commission. Also, it reflects the influence of the Comprehensive Plan elements that are either adopted or in the process of adoption by the Planning Commission.

Table 4 at the end of the project list summarizes the proposed expenditures by major categories.

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
	<u>EXPRESSWAYS</u>								
E-1J	Inner Loop; Right-of-way	X						100,000	GO
			X					200,000	GO
				X				300,000	GO
					X			300,000	GO
						X		500,000	GO
							X	500,000	GO
E-6G	North Wichita Thruway; Right-of-way	X						100,000	GO
			X					100,000	GO
				X				300,000	GO
					X			300,000	GO
						X		300,000	GO
							X	300,000	GO
	<u>Kellogg Freeway</u>								
E-7A	Kellogg; Ellis to Hydraulic Right-of-way (City's Share)	X						205,000	GO
	Right-of-way (State's Share)	X						610,000	S
	Construction		X					270,000	S
E-7B	Kellogg; Grove to Green Right-of-way (City's Share)		X					250,000	GO
	Right-of-way (State's Share)		X					742,000	S
	Construction			X				340,000	S
E-7C	Kellogg; Ellis to Laura Right-of-way (City's Share)			X				150,000	GO
	Right-of-way (State's Share)			X				442,000	S
	Construction				X			320,000	S
ABBREVIATIONS USED FOR "METHOD OF FINANCING"									
GO	General Obligation Bonds paid for by the City at large								
SA	Special Assessment General Obligation Bonds paid for by properties specially benefitted by the improvement								
BC	Building Commission								
R	Revenue Bonds paid for by user charges								
C	Cash								
F	Federal Funds								
S	State								

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
E-7C	Kellogg; Laura to Washington				X			250,000	GO
	Right-of-way (City's Share)				X			736,000	S
	Right-of-way (State's Share) Construction					X		470,000	S
E-7E	Kellogg; Green to Chautauqua				X			265,000	GO
	Right-of-way (City's Share)				X			780,000	S
	Right-of-way (State's Share) Construction						X	320,000	S
E-7F	Kellogg; Chautauqua to Rutan								
	Right-of-way (City's Share) Right-of-way (State's Share)					X	X	310,000 918,000	GO S
E-8	Kellogg West; Hoover Inter- change right-of-way (Local share)	X						75,000	GO
<u>ARTERIALS</u>									
MS-1	29th Street North; Amidon to Arkansas (See B-37)							140,000	GO
				X				140,000	SA
MS-5B	21st Street; W. Line of Meridian to West Street (See B-13)		X					100,000	GO
								100,000	SA
MS-22	Harry; K-15 to I-35W			X				90,000	GO
								90,000	SA
MS-30	West Street; 17th Street to 21st Street		X					50,000	GO
								50,000	SA
MS-32	West Street; Merton to K-42			X				120,000	GO
								120,000	SA
MS-35	Meridian; I-235 to 37th Street North		X					35,000	GO
								35,000	SA
MS-36	Amidon; 29th Street to 37th Street (See B-34)					X		120,000	GO
								120,000	SA

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
MS-45A	McLean; 35th Street South to MacArthur Road (Right-of-way)		X					20,000	GO
MS-45C	McLean; 35th Street South to north line of Lot 1, Consolidated Freightways Addition			X				45,000 45,000	GO SA
MS-49	Seneca; Mac Arthur Road to 47th Street South		X					125,000 125,000	GO SA
MS-52	Hydraulic; Mac Arthur Road to 47th Street South				X			130,000 130,000	GO SA
MS-56	Oliver; 25th Street to 29th Street	X						60,000 60,000	GO SA
MS-59	Woodlawn; Rockhill to 21st Street	X						38,000 38,000	GO SA
MS-65	37th Street North; Broadway to Hydraulic					X		120,000 120,000	GO SA
MS-67	Lincoln; McLean Boulevard to Emporia (See B-1)	X						85,000 85,000	GO SA
MS-68	Mt. Vernon; K-15 to I-35W					X		55,000 55,000	GO SA
MS-71	George Washington Boulevard Harry to Clark (See MS-84)	X						145,000 75,000	GO SA
MS-72	Central; Santa Fe to Hydraulic (See D-10)			X				220,000 150,000	GO SA
MS-79	McCormick; Osage to Seneca	X						30,000 30,000	GO SA
MS-84	George Washington Boulevard Clark to 600 feet south of Pawnee (See B-26)	X						130,000 65,000	GO SA

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
MS-87C	Interstate Connectors	X						50,000	GO
MS-87D	Interstate Connectors		X					50,000	GO
MS-87E	Interstate Connectors			X				50,000	GO
MS-87F	Interstate Connectors				X			50,000	GO
MS-88	37th Street North; Broadway to Arkansas Avenue		X					50,000 50,000	GO SA
MS-89A	29th Street; Broadway to I-35W (R.O.W., Appraisals & Misc.)	X						50,000	GO
MS-89B	29th Street; Broadway to I-35A (Construction)		X					110,000 110,000	GO SA
MS-91	17th Street, Waco to I-35W				X			160,000 160,000	GO SA
MS-93	13th Street; Ridge Road to ½ mile west of Ridge Road					X		50,000 50,000	GO SA
MS-94A	9th Street @ Inner Loop (Connecting Pavement)				X			25,000	GO
MS-95	Central; Caddy Lane to Woodchuck Avenue (See MS-96)	X						180,000 120,000	GO SA
MS-95A	Central; Caddy Lane to Maize Road						X	85,000 85,000	GO SA
MS-96	Central; Woodchuck to Ridge Road		X					120,000 30,000	GO SA
MS-99	Maple; McLean Boulevard to 400 ft. west of Seneca				X			100,000 85,000	GO SA

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
MS-100	Maple, Sheridan to Meridian					X		60,000 60,000	GO SA
MS-101	Maple; Tracy to Flood Control		X					80,000 80,000	GO SA
MS-105	McCormick; Hiram to Seneca (See MS-79)		X					100,000 100,000	GO SA
MS-106	Mt. Vernon; Market to K-15			X				140,000 140,000	GO SA
MS-107	31st Street South; Sheridan to West Street (See B-44)	X						60,000 60,000	GO SA
MS-108A	31st Street South; K-15 to Turnpike				X			165,000 55,000	GO SA
MS-108E	31st Street South; Turnpike to Geo. Washington Boulevard					X		105,000 105,000	GO SA
MS-109	MacArthur Road; Seneca to Meridian					X		170,000 170,000	GO SA
MS-113	Arkansas Avenue; 29th Street to I-235					X		125,000 125,000	GO SA
MS-116	George Washington Boulevard 600 feet south of Pawnee to 31st Street (See B-32)			X				190,000 190,000	GO SA
MS-117	Hillside; Kellogg to Skinner			X				215,000 215,000	GO SA
MS-118	Hillside; Central to Frisco Railroad	X						65,000 65,000	GO SA
MS-118A	Hillside; south line Central to 300 feet south of Central	X						5,000	GO
MS-119	Hydraulic; Douglas to Central			X				75,000 75,000	GO SA
MS-120	Hydraulic; Kellogg to Harry				X			160,000 160,000	GO SA

PROJECT NUMBER	PROJECT DESCRIPTION							PROJECT COST	METHOD OF FINANCING
		1969	1970	1971	1972	1973	1974		
MS-122	McLean Boulevard (Gold) 31st Street to 35th Street				X			120,000	GO
MS-125	Oliver; 29th Street to 37th Street North (See B-31)				X			120,000 120,000	GO SA
MS-126	Ridge Road; U.S. 54 to Harry				X			55,000 55,000	GO SA
MS-127	Ridge Road; 13th Street to Central						X	110,000 110,000	GO SA
MS-128	Rock Road; Kellogg to Harry (See B-35)				X			120,000 120,000	GO SA
MS-129	Rock Road; Central to ½ mile north of Central				X			50,000 50,000	GO SA
MS-130	Tyler Road; Kellogg to Maple		X					75,000 75,000	GO SA
MS-132	Tyler Road; 700 feet north of Central to 700 feet north of 13th Street				X			125,000 125,000	GO SA
MS-133	West Street; 31st Street South to I-235				X			35,000 35,000	GO SA
MS-134	West Street; K-42 to 31st Street South				X			110,000 110,000	GO SA
MS-136	Woodlawn; Bayley to Harry	X						50,000 50,000	GO SA
MS-137	Woodlawn; Turnpike to 1,500 feet south of Harry (See B-29)		X					35,000 35,000	GO SA
MS-144A	Washington St.; Douglas to Kellogg-R.O.W.	X						10,000	GO
MS-144B	Washington St.; Douglas to Kellogg-Construction	X						108,000 107,000	GO SA

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
MS-146A	Arkansas Ave.; 21st Street to 600 ft. N. of 29th Street Right-of-way		X					90,000	GO
MS-146B	Arkansas Ave.; 21st Street to 600 ft. N. of 29th Street Construction			X				150,000 150,000	GO SA
MS-147	MacArthur Road; Arkansas River Bridge west to Hydraulic	X						140,000 140,000	GO SA
MS-147A	MacArthur Road; Broadway to Hydraulic		X					155,000 155,000	GO SA
MS-148	MacArthur Road; I-235 to Seneca					X		110,000 110,000	GO SA
MS-149	Seneca and Pawnee Intersection (Reconstruction)			X				100,000 100,000	GO SA
MS-150	Seneca and 31st Street Intersection (Reconstruction)				X			100,000 100,000	GO SA
MS-153	13th Street; Big Arkansas River to North River Boulevard		X					45,000 45,000	GO SA
MS-154	13th Street; Otis to St. Francis		X					70,000 70,000	GO SA
MS-155	13th Street; Little Arkansas River to Waco					X		30,000 30,000	GO SA
MS-156	George Washington Boulevard; Menlo to Lincoln and Grove; Lincoln to Orme (See E-7B)			X				120,000 120,000	GO SA
MS-157	Grove; 100 feet south of Lewis to Central Avenue				X			140,000 140,000	GO SA
MS-158	17th Street; I-35W to Kansas Avenue					X		20,000 20,000	GO SA

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
MS-159	1st Street; Ash to Hillside Avenue		X					100,000	GO
								100,000	SA
MS-160	2nd Street; Piatt to Hillside Avenue			X				105,000	GO
								105,000	SA
MS-161	1st Street; Hillside to Oliver					X		125,000	GO
								125,000	SA
MS-168	Central; Riverview Avenue to Wichita Street (URA-17)	X						20,000	GO
MS-169	Central; Little River to Nims (URA-17)	X						15,000	GO
MS-170	Nims; Central Avenue to Little Arkansas River (URA-17)	X						10,000	GO
MS-171	2nd Street; Big Arkansas River to Main Street (See B-41)			X				50,000	GO
								50,000	SA
								10,000	F
MS-172	2nd Street; Hillside to 300 ft. East of Oliver					X		140,000	GO
								140,000	SA
MS-173	Pawnee; Relocation of Pawnee from Rock Road to about 1000 ft. southeasterly of Rock Road							30,000	GO
		X						30,000	SA
OS-1	Other Street Improvements	X						100,000	GO
			X					100,000	GO
				X				100,000	GO
					X			150,000	GO
						X		150,000	GO
					X		150,000	GO	

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING	
RS-1	Residential Street Improvements	X						100,000	GO	
			X					1,000,000	SA	
				X				100,000	GO	
					X			1,000,000	SA	
						X		100,000	GO	
							X	1,000,000	SA	
								100,000	GO	
							X	1,000,000	SA	
								X	100,000	GO
								X	1,000,000	SA
<u>BRIDGES</u>										
B-1A	Bridge: Lincoln St. @ Arkansas River: Part II Construction of Bridge & Dam.	X						720,000	GO	
B-13	21st Street at Arkansas River (See MS-5B)		X					350,000	GO	
B-26	George Washington Boulevard at Dry Creek (See MS-84)		X					60,000	GO	
B-29	Woodlawn at Gypsum Creek (See MS-137)			X				90,000	GO	
B-31	Oliver at Chisholm Creek (See MS-125)				X			80,000	GO	
B-32	George Washington Boulevard at Gypsum Creek (See MS-116)			X				120,000	GO	
B-34	Amidon; Meridian at Flood Control (See MS-35 and MS-36)				X			125,000	GO	
B-35	Rock Road at Gypsum Creek (See MS-128)			X				100,000	GO	

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
B-36	Roseberry at Dry Creek Diversion	X						65,000	GO
B-40	Flood Control and Big Arkansas River west of I-235 and 25th Street Interchange						X	500,000	GO
B-41	2nd Street at Big Arkansas River (See MS-171)			X				300,000	GO
B-42	18th Street at Little Arkansas				X			250,000	GO
B-44	Sheridan at 31st Street South (MS-107)	X						25,000	GO
B-45	Bridge-Cessna Drive @ Dry Creek Diversion		X					50,000	GO
B-46	Bridge-Elmwood at Dry Creek		X					25,000	GO
B-60	Collector Street Bridges	X						30,000	GO
			X					40,000	GO
				X				50,000	GO
					X			50,000	GO
						X		50,000	GO
							X	50,000	GO
<u>PUBLIC BUILDINGS</u>									
FS-2	Hose Drying Tower; Fire Training Grounds	X						7,000	GO
FS-3	Fire Station No. 16 in vicinity of Washington and 29th Street North						X	189,000	GO
FS-4	Fire Station No. 17; Amidon and 29th Street North - Construction			X				175,000	GO
FS-5	Fire Station No. 13 - West Street and Bounous				X			128,000	GO

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
FS-6	Fire Station No. 18 - Vicinity of Airport Road and Harry Street			X				85,000	GO
				X				85,000	F
FS-13	Fire Training Grounds; 31st and Oliver; Concrete Paving (A for Driver Training	X						38,000	GO
FS-14	Fire Training Grounds; 31st and Oliver; Concrete Paving (B) to Training Area		X					35,000	GO
FS-15	Fire Station - Two Company fire Station - Training Academy Building					X		250,000	GO
FS-16	Fire Training Grounds; Park- ing and Training Area paving "D"					X		16,000	GO
FS-17	Fire Training Grounds; paving for Driver Training Area - "E"					X		29,000	GO
FS-23A	Fire Station No. 23; vicinity of Central and Caddy Lane	X						10,000	GO
FS-23B	Fire Station No. 23; vicinity of Central and Caddy Lane - Construction		X					117,000	GO
L-2	Branch Library; In vicinity of Central between Woodlawn and Oliver (Land Acquisition)		X					60,000	GO
L-2A	Branch Library; In vicinity of Central between Woodlawn and Oliver (construction)				X			175,000	GO
								115,000	F
L-7	Branch Library; 21st and Amidon (Land Acquisition)			X				35,000	GO

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
L-7A	Branch Library; 21st and Amidon (Construction)					X		145,000 90,000	GO F
PB-3	Operating Substation No. 2 (Construction)	X						120,000	GO
PB-10A	City Material Yard-Preliminary Survey and Plans	X						10,000	GO
PB-11A	Governmental Complex (Land Acquisition)	X						500,000	C
PB-12	Public Safety Building		X					1,000,000 1,164,000	BC BC
PB-13	Police Garage and Maintenance Shop				X			391,000	BC
PB-14	City Administrative Building	X						1,414,000 1,414,000	BC BC
PB-15	Assembly Building	X						600,000 814,000	BC BC
PB-16	Administrative Parking Garage			X		X		700,000 330,000	BC BC
PB-17	Public Safety Building Parking Garage				X		X	946,000 700,000	BC BC
PB-18	Governmental Complex; Heliport						X	20,000	BC
PB-30	New Municipal Art Museum	X						1,825,000	(1)
	(1) Subject to bond election placing the financial obligation outside the legal debt limit.								

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
	<u>TRAFFIC ENGINEERING</u>								
TE-6	Traffic Engineering Operations Building			X				100,000	GO
TE-15	Traffic Signals as required	X						100,000	GO
TE-16	Traffic Signals as required		X					100,000	GO
TE-17	Traffic Signals as required			X				100,000	GO
TE-18	Traffic Signals as required				X			100,000	GO
TE-19	Traffic Signals as required					X		100,000	GO
TE-20	Traffic Signals as required						X	100,000	GO
PD-1	PISTOL RANGE for Police Department		X					60,000 30,000	GO F
PD-2	Communications Control Center - Police Department		X					70,000 70,000	GO F
	<u>METROPOLITAN TRANSIT AUTHORITY</u>								
MTA-3A	New Coaches		X					23,000 46,000	R F
MTA-3B	New Coaches			X				35,000 69,000	R F
MTA-3C	New Coaches				X			46,000 92,000	R F
MTA-3D	New Coaches					X		46,000 92,000	R F

PROJECT NUMBER	PROJECT DESCRIPTION						PROJECT COST	METHOD OF FINANCING
		1969	1970	1971	1972	1973		
MTA-3E	New Coaches					X	46,000 92,000	R F
MTA-4A	Passenger Shelters	X					5,000	R
MTA-4B	Passenger Shelters		X				5,000	R
MTA-4C	Passenger Shelters			X			5,000	R
MTA-4D	Passenger Shelters				X		5,000	R
MTA-4E	Passenger Shelters					X	5,000	R

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
	<u>DRAINAGE</u>								
D-2E	Gypsum Creek Lining; Joyland to Hillside	X						225,000	GO
D-3A	Dry Creek Diversion; from Roseberry to Cessna (right-of-way & relocations)		X					85,000	GO
D-3B	Dry Creek Diversion; from Roseberry to Cessna (Construction)		X					125,000	GO
D-4	Dry Creek Diversion Channel; Cessna Street to Mt. Vernon Right-of-Way		X					103,000	GO
D-4A	Dry Creek Diversion Channel; Cessna Street to Pawnee; (Relocations & Construction)		X					15,000	GO
D-4B	Dry Creek Diversion Channel; Pawnee to Elmwood - (Construction)			X				66,000	GO
D-4C	Dry Creek Diversion Channel; Elmwood to Geo. Washington Blvd. (Relocations & Construction)			X				131,000	GO
D-4D	Dry Creek Diversion Channel; Geo. Washington Blvd. to Mt. Vernon - (Relocations & Construction)				X			235,000	GO

PROJECT NUMBER	PROJECT DESCRIPTION							PROJECT COST	METHOD OF FINANCING
		1969	1970	1971	1972	1973	1974		
D-6	Little Arkansas River Dam				X			350,000	GO
D-7A	North End Industrial Park Northeast Diversion Right-of way	X						25,000	GO
D-7B	North End Industrial Park; Main Storm Water Drain No. 11	X						120,000 720,000	GO SA
D-8	Wichita Drainage Canal Lining Lincoln to 17th Street			X	X			1,200,000 1,200,000	GO GO
D-10	Storm Water Sewers; Santa Fe to Hydraulic (See MS-72)				X			70,000	SA
D-12	Third Street; Drainage Canal to Hillside Avenue					X		200,000 200,000	GO SA
D-14A	Storm Water Drain No. 8 - North Side of Frisco R.R., Canal to Grove (R.O.W.)	X						30,000	GO
D-14B	Storm Water Drain No. 8 - North side of Frisco R.R. - Canal to Grove (Construction)	X						40,000 80,000	GO F
<u>SEWERS</u>									
ST-1	Digested Sludge Disposal Facilities - Sewage Treat- ment Plant No. 1				X			375,000 375,000	R F
S-2C	Southwest Main Interceptor Sewer - Part II, Phase II; 31st & Sheridan to Hoover, Country Acres & Westlink (Construction)		X					2,627,000 1,313,000	GO ⁽¹⁾ F
S-4	Reconstruction of Sewer System	X	X	X				75,000 75,000 85,000	GO) GO) GO)
	(1) Outside Debt Limit			X	X			95,000 105,000 105,000	GO) GO) GO)
						X		105,000	GO) (1)

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
	<u>URBAN RENEWAL</u>								
URA-21	North End Industrial Park	X						87,000	GO
	<u>WATER</u>								
W-1	Municipal Wells; Replacement in Equus Beds	X	X	X	X	X	X	30,000 30,000 30,000 30,000 30,000	R R R R R
W-2	Farm Well Program, Equus Beds Area	X	X	X	X	X	X	10,000 10,000 10,000 10,000 10,000 10,000	R R R R R R
W-5	Lime Calcination Plant	X						500,000	R
W-6	Vehicular and Work Equipment	X	X	X	X	X	X	62,000 64,000 66,000 68,000 70,000 72,000	R R R R R R
W-7	Water System Equipment and Structures	X	X	X	X	X	X	56,000 58,000 60,000 62,000 64,000 66,000	R R R R P R
W-8	Fire Hydrants; New or Relocated and Replaced	X	X	X	X	X	X	50,000 50,000 50,000 50,000 50,000 50,000	R R R R R R

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING	
W-9	Water Meters; New or Re-located and Replaced	X						105,000	R	
			X					110,000	R	
				X					115,000	R
					X				120,000	R
						X			125,000	R
						X		130,000	R	
W-20	20-Inch Feeder Main; in Central Woodlawn to Armour			X				51,000	R	
W-25	24-Inch Feeder Main; in Murdock, Edgemoor and Central from Crestway to Woodlawn		X					198,000	R	
W-30	20-Inch Feeder Main; in Hillcrest from Morris to Mt. Vernon	X						122,000	R	
W-35	30-Inch Feeder Main; in 21st Street from Hillside to Yale			X				35,000	R	
W-40	48-Inch Feeder Main; in Stackman, Buffum, Franklin, Carter, Biting, 11th Street Lewellen, 13th Street, Rochester, 15th Street, Jackson and 17th Street from Island Pump Station to Topeka	X						800,000	R	
W-45	42-Inch Feeder Main; in 17th Santa Fe, 18th and Pennsylvania from Topeka to 19th Street	X						230,000	R	
W-50	36-Inch Feeder Main; in 19th Street, Shady Brook and Hillside from Pennsylvania to 21st Street		X					214,000	R	
W-61	12-Inch Feeder Main; in St. Francis, Waterman to William			X				15,000	R	

PROJECT NUMBER	PROJECT DESCRIPTION	1969	1970	1971	1972	1973	1974	PROJECT COST	METHOD OF FINANCING
W-65	Distribution System; Feeder Mains and Main Extension (Unidentified)	X						286,000	R
			X					343,000	R
				X				437,000	R
					X			765,000	R
						X		751,000	R
							X	737,000	R
W-80	Distribution Mains; Relocation and Replacement	X						75,000	R
			X					75,000	R
				X				75,000	R
					X			75,000	R
						X		75,000	R
							X	75,000	R
W-90	Water service lines; New services, Replacements and Relocations	X						105,000	R
			X					110,000	R
				X				115,000	R
					X			120,000	R
						X		125,000	R
							X	130,000	R
<u>PARKS</u>		X						500,000	GO
			X					500,000	GO
				X				500,000	GO
					X			600,000	GO
						X		600,000	GO
							X	600,000	GO

PARKS
1969

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
P-1	Aley Park: Parking - Multi Purpose Courts	18,000	GO
P-11	Harvest Park: Tennis Court Lighting	2,500	GO
	Multi Purpose Court	2,500	GO
P-20	McAdams Park: Lighted Tennis Courts		
	Picnic Shelter		
	Playground Area		
	Lighted Softball	50,000	GO
	Underground Utilities		
	Landscaping	44,000	F
P-24	Oak Park: Irrigation	9,000	GO
	Park Lighting	7,000	GO
P-27	Planeview: Grading, Drives	70,000	GO
P-30	Riverside, South: Tennis Courts	35,000	GO
P-31	Watson Park: Pave Parking Area	15,000	GO
P-87	Boston and Woodlawn: Grading	3,500	GO
P-89	Land Purchase: Cowskin Creek Park	75,000	GO
		75,000	F
P-90	Land Purchase: West and Southwest	35,000	GO
		35,000	F
P-93	Land Purchase: North	40,000	GO
		35,000	F
P-99	West Side Athletic Field: Irrigation System	2,500	GO
P-100	Woodland Park: Remove old wells Rebuild Tennis Courts and Light Multi Use Courts - Children's Play Area	35,000	GO
P-200	Riverbank Beautification	100,000	GO

MUNICIPAL AIRPORT
1969

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
A-1	Land Acquisitions	226,000	
A-9A	Runway Extension (Runway 1L-19R) Extend 2600'. From 4400' to 7000' length and taxiways, lighting, etc.	1,286,480	
A-13	Cargo Apron	83,822	
A-7	Passenger Gate Expansion	1,856,000	
A-3A	Maintenance Shops	15,000	
A-18A	Bulk Fuel Storage	15,000	
A-6	Service Building Remodeling	<u>35,000</u>	
		1,505,658	FAA (1)
		2,012,144	GO

(1) Federal Aviation Agency Reimbursement

TABLE 4

SUMMARY OF PROPOSED EXPENDITURES
1969-1974 CAPITAL IMPROVEMENT PROGRAM
(All Amounts in Thousands)

	1969		1970		1971	
	GO	Other	GO	Other	GO	Other
EXPRESSWAYS	480	610 S	550	1,012 S	750	782 S
ARTERIALS	1,291	1,800 SA	1,545	2,050	2,000	2,730 SA 10 F
BRIDGES	840	-	525	-	560	-
PUBLIC LANDS & BUILDINGS	285 1,825 ⁽⁴⁾	500 C 2,014 BC	382 -	5 R 3,228 BC 146 F	335 -	5 R 2,255 BC 69 F
SEWERS	75 ⁽¹⁾	-	2,702 ⁽¹⁾	1,313 F	85 ⁽¹⁾	-
DRAINAGE	440	720 SA 80 F	328	-	1,397	-
URBAN RENEWAL	87	-	-	-	-	-
WATER	-	2,431 R	-	1,262 R	-	1,059 R
PARKS	500	313 F	500	400 F ⁽²⁾	500	325 F ⁽²⁾
MUNICIPAL AIRPORT	1,920 ⁽¹⁾	-	-	1,555 R ⁽³⁾	-	805 R ⁽³⁾ 245 F
Total G.O.- w/in Debt Limit	3,923	-	3,830	-	5,542	-
Total out- side Debt Limit	1,995 ⁽¹⁾ 1,825 ⁽⁴⁾	-	2,702 ⁽¹⁾	-	85 ⁽¹⁾	-
TOTAL	7,743	8,468	6,550	10,971	5,627	8,285

(1) General Obligation bonds - Outside debt limit

(2) Estimated

(3) From 1968-73 CIP Table 4

(4) New Art Museum - Financing (\$1,825,000) to be outside legal debt limit and subject to bond election.

1972		1973		1974		Total	Total
GO	Other	GO	Other	GO	Other	GO	Other
850	1,056 S	1,063	1,250 S	1,110	1,238 S	4,803	5,948
1,840	2,190 SA	1,590	2,300 SA	775	1,525 SA	9,041	12,595
150	-	505	-	550	-	3,130	10
495	5 R	383	5 R	584	5 R	2,464	525
1,276	BC	-	700 BC	-	20 BC	1,825 ⁽⁴⁾	9,493
-	292 F	-	182 F	-	92 F	-	781
95 ⁽¹⁾	-	105 ⁽¹⁾	-	105 ⁽¹⁾	-	3,167 ⁽¹⁾	1,313
1,785	70 SA	200	200 SA	-	-	4,150	990
-	-	-	-	-	-	87	80
-	1,300 R	-	1,300 R	-	1,300 R	-	8,652
600	400 F ⁽²⁾	600	350 F ⁽²⁾	600	300 F ⁽²⁾	3,300	2,088
-	1,312 R ⁽³⁾	-	1,200 R ⁽³⁾	-	NA	1,920 ⁽¹⁾	4,872 ⁽³⁾
-	428 F	-	300 F	-	-	-	973
5,720	-	4,341	-	3,619	-	26,975	-
95 ⁽¹⁾	-	105 ⁽¹⁾	-	105 ⁽¹⁾	-	5,087	-
5,815	8,329	4,446	7,787	3,724	4,480	33,167 ⁽⁴⁾	48,320

Total GO 26,975
 Total GO - OS Debt Limit 5,087
 New Art Museum 1,825
 Total All Others 48,320
 Grand Total 82,207

Source: Metropolitan Area
 Planning Deptment
 June 20, 1968

PROGRAM REVIEW AND COMMENTS

Expressways

At the present time, the Wichita Metropolitan Area has in the planning stages approximately 23 miles of proposed expressways that are not presently committed to the State or Federal highway system. These expressways are designated as the Inner Loop, North Wichita Thruway, Northeast Diagonal and Northeast Circumferential. Previous Capital Improvement Programs for Wichita have suggested that efforts be made toward getting these Expressways included as Federal connecting links on a future Interstate System. Financial assistance is needed if these Expressways are to be constructed; consequently, in the near future, local governing bodies plan to formally request the State and Federal governments to place these 23 miles of proposed expressways on the State Highway System and/or the Federal Aid Primary System.

Funds allocated in this program are intended to protect the rights-of-way for the Inner Loop and the North Wichita Thruway which are within the Wichita City limits. Once the expressways become a part of the Federal and State systems, Wichita may still be expected to provide a percentage of the right-of-way costs and probably other expenditures such as connecting links to interchanges, etc.

The Kellogg-Avenue Freeway (Projects E-7A through E-7F) from Washington to Rutan is scheduled for the years through 1975. These projects are related to the Kellogg-I-35W Interchange and have been previously approved by the Bureau of Public Roads. In accordance with the State Highway Commission Policy, the City pay 25% and the State 75% of the right-of-way costs.

Previous capital programs included funds for right-of-way acquisition on West Kellogg at Airport Road (Project MS-98) and Ridge Road (Project E-9). The present program schedules right-of-way acquisition for 1969 at the intersection of West Kellogg and Hoover Road. The interchanges on West Kellogg at Hoover and Ridge Road are now being designed by a consultant for the State Highway Commission. Preliminary plans and right-of-way costs are not available; however, with development and growth occurring in this area it is not certain whether sufficient funds are scheduled to provide for the City's share in acquiring rights-of-way.

Arterials

Within this six year program, there are 98 major street improvement projects estimated to cost a total of \$22,696,000 which is about \$200,000 less than the total previously scheduled in the 1967-73 program. The project list is in general agreement with the Comprehensive Transportation Plan and the goals and policies approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission.

Some of the criteria used in establishing a priority schedule for street improvements are:

1. Schedule those streets necessary to connect with the Interstate System at such time as that section is to be completed and ready for operation.
2. Schedule improvements on major north-south and east-west thoroughfares so that they will establish a complete arterial system through the City.
3. Eliminate bottlenecks and reconstruct intersections to improve traffic movement and control.
4. Streets having severe maintenance problems will receive priority even though they may have a low traffic volume.
5. Streets having high traffic volumes nearing or exceeding their capacity will be placed in the upper priority bracket.
6. Those streets at the perimeter of the City's arterial system which are on the County line or extend into the county are deferred to the latter part of the program until such time as the area is annexed into the City or a cooperative agreement is reached with the County for reconstruction. One exception to this is the Tyler Road project from Maple to Kellogg (MS-130) which is scheduled for reconstruction in 1970 on the premise that by that time adjacent areas will be annexed into the City.

Bridges

Bridge projects are scheduled with their related paving projects. Any rescheduling of major street improvements where a bridge is involved will also necessitate changes in the bridge construction schedule. Of major interest is the proposed construction of the Lincoln Avenue Bridge and Dam on the Big Arkansas River in 1969. Provision has been made in this program for financing the construction of collector street bridges. In the past, these bridges were frequently needed as a part of the collector street improvement program; consequently, there needs to be a satisfactory arrangement for financing these structures.

A new bridge at Second Street and the Big Arkansas River (B-41) is scheduled in the program for 1971 construction. The traffic flow map of 1966 indicates a traffic count of about 12,000 vehicles per 24 hours over this bridge. The stretches of Second Street both on the east and west of the bridge are in poor condition, consequently, it is suggested that construction of the bridge and the connecting roadway on Second Street be moved ahead in the program.

Public Lands and Buildings

Fire Department - The Fire and Police Facilities Plan, which was adopted on July 27, 1967, by the Metropolitan Area Planning Commission, recommended an accelerated construction program for fire stations in the Wichita area. Because of the operating costs for each additional fire station and the need to avoid increasing the operational budget, no new fire stations are scheduled for 1969 construction. They are maintained, however, within the six year program along with several other improvements for the Fire Department. Attention is directed to Fire Station No. 1 and the need to consider its location when planning the Governmental Complex south of the County Courthouse.

Branch Libraries - It was necessary to reschedule branch libraries later in the program due to the limited bonding capacity available in 1969 and 1970. The Librarian requested that the branch library (project L-4) at 21st and Grove be deleted from the program until a proper location could be studied and tested by first establishing a rented library facility in the area.

Public Works Buildings Funds are allocated in 1969 for construction of an Operating Substation (Project PB-3). In addition, funds are scheduled in Project PB-10 for preliminary planning of space needs for the City Material Yard and for the Traffic Engineering Operations building (Project TE-6).

Governmental Complex - The need for a new City Administrative Building was recognized by the Board of City Commissioners as early as 1957 when a one-mill levy was authorized for the purpose of establishing a building fund for the facility. Each year the Capital Improvement Program has included a project for the City Administration Building. With the approval of the Administrative Committee, this Capital Improvement Program schedules the various buildings included in the Space Utilization Analysis, Inc. Report prepared by Walter Jacobs in 1967.

On the premise that the building site would be the first prerequisite for the City Government Complex, the amended Capital Improvement Budget for 1968 included a sum of \$500,000 allocated for purchasing land. The 1969 Project List also includes \$500,000 to be used for land acquisition. In 1965, the Public Building Commission was created for the purpose of assisting the City in financing the construction of the Governmental Complex. Consequently, this program reflects the method of financing for all structures as being provided by the Public Building Commission.

Provision has been made in this program for financing construction of Heliport at the Governmental Complex. The versatility of a helicopter and its capabilities for serving many levels of government may justify acquisition of a machine within the next few years.

Art Museum - The Wichita Art Museum Board has filed a project request for a new Municipal Art Museum to be initiated in 1969 at an estimated cost of \$1,825,000 for the site and structure. Their request states that the present facilities at 619 Stackman Drive are totally inadequate for displaying the visual arts and for exhibition and storage of the Roland P. Murdock collection of art conservatively valued at \$2,000,000.

There is insufficient bonding capacity available in 1969 and 1970 to finance a new Municipal Art Museum. Consequently the project is being scheduled in 1969 on the premise

that the citizens of Wichita will have an opportunity to vote on the project at a Master Plan bond election which would stipulate that financing for the project be outside the legal debt limit.

Traffic Engineering - In almost every instance where a major street is reconstructed, there is also an installation of traffic signals to improve traffic flow at the intersections. In keeping with this requirement and procedure, the amount of \$100,000 is allocated in each year of the program to be used for installation of traffic signalization as required with the street construction program.

Police Department - It appears now that construction of the new runway (1L-19R) at the Wichita Municipal Airport may require the Police Department to abandon their Pistol Range. Consequently, funds are scheduled in 1970 for replacing this facility. Also funds are allocated to the Police Department for reconstruction of their Communications Control Center which presently is overloaded and incapable of serving the needs of the Police Department.

Metropolitan Transit Authority - A Capital Improvement Project list is included for the Metropolitan Transit Authority and lists the acquisition of new coaches to be financed by revenue and Federal funds. Also, included in their project list is provision for constructing passenger shelters at strategic locations on the transit system. It appears that the project list is a conservative one; however, as the transit system expands its operations, their Capital Improvement project list may be revised.

Drainage

Plans and specifications are currently being prepared for a dam to be constructed with the new bridge at Lincoln and the Big Arkansas River. It was deemed advisable to not schedule additional construction of dams on the Big Arkansas River until the success of the one to be constructed in 1969 is known. Attention is directed to Project D-6 for replacing the dam on the Little Arkansas River in 1972. In view of the past difficulty in finding a way to finance construction of a dam on the Big Arkansas River, it is

suggested that an appeal should be made to the Kansas State Legislature for the proper type of legislation enabling cities of the first class to finance such structures as dams by issuing general obligation bonds perhaps outside the legal debt limit.

In March 1968, the Board of City Commissioners approved an engineering report outlining a multi-million dollar solution to drainage problems in the North End Industrial area of the City. The North End Industrial Park is an Urban Renewal Agency project which has been in progress for several years. In an effort to alleviate some of the drainage problems in the area, projects that were previously scheduled in 1973 have been rescheduled for construction in 1969. Additional drainage projects will be needed to complete the entire improvement program for the area.

A major drainage improvement program on Dry Creek in Southeast Wichita is being carried on by the Public Works Department. This program is reflected in the drainage projects listed beginning with D-3A and extending through D-4D. Funds for lining the Wichita Drainage Canal (Project D-8) from Lincoln to 17th Street are scheduled in 1971 and 1972. It would seem appropriate that a concerted effort be made toward obtaining Federal financial assistance for constructing this sizable project.

Sanitary Sewers

In March 1968, the Kansas State Legislature passed legislation (HB1874) which permits cities of the first class to issue general obligation bonds outside the debt limit for the purpose of financing construction of main sanitary interceptor sewers and also main storm water sewers. This legislation was the assistance needed by Wichita to permit financing the Southwest Main Interceptor sewer. On June 24, 1968, bids were received for Phase I of the Southwest Main Interceptor Sewer and it is anticipated that contracts will be awarded in the near future. It is estimated that two years will be required for constructing Phase I which extends from Sewage Treatment Plant #2 to the west side main sewer at the intersection of Meridian and 31st Street South.

Funds were included in the 1968 amended Capital Improvement Budget for initiating Phase II (Project S-2B) of the

Southwest Main Interceptor Sewer. This project provides funds for engineering plans and specifications, for right-of-way appraisals, land acquisition, and for miscellaneous expense such as preparation of Federal applications. Construction funds are allocated for the project in 1970; however, the need for completing Phase II at an early date is great and should be expedited in every way possible. It is suggested that action be initiated as soon as possible toward preparing and filing an application for Federal funds to assist in financing construction of Phase II of the project.

It is the Department of Administration's interpretation of HB1874 that general obligation bonds may be issued outside the debt limit for financing reconstruction of sewer systems (Project S-4).

Urban Renewal

Final payment in the amount of \$87,000 is scheduled in 1969 for the North End Industrial Park. It is assumed that the City will have a sizable credit with the Wichita Renewal Agency as a result of constructing the Civic Cultural Center; consequently, no additional finances are scheduled for 1969 and 1970. In order to strengthen the City's Workable Program, however, and anticipating requirements that may result from the Model Cities program, it is recommended that an undesignated amount of \$150,000 for future urban renewal projects be included beginning with 1971 and scheduled each year thereafter.

Water

All improvements for the water supply and distribution system are financed by revenue from the Water Utility Fund. The capital improvements listed in this program are in accordance with recommendations by Black & Veatch, Consulting Engineers, in their 1966 report on the operation and condition of the Water Works Utility.

For several years the Water Department has included in their capital improvements program the funds for construction of a combined Bridge and Dam at Lincoln and the Big Arkansas River, this project has been rescheduled in the 1969 program.

The Department of Housing and Urban Development (HUD) has again been contacted by the Water Department with respect to obtaining financial assistance toward constructing a 48 inch feeder main to improve water service in Northeast Wichita. Results of their inquiry are not known at this time; however, a start on this project is scheduled for 1969.

Parks

On March 7, 1968, the Kansas State Legislature passed HB1875 which changes the statutory allocation of G.O. Bonds from \$300,000 to \$600,000 annually for park improvements. The significance of this increase is illustrated by the fact that in the 1968-1973 program a total of \$1,800,000 was scheduled for the six year period while the current program will provide a total of \$3,300,000 and under this new legislation a maximum of \$3,600,000 can be scheduled in the six year period for park improvements.

Recent action by the Board of City Commissioners has placed responsibility with the Park Board for beautification of the Big Arkansas River banks from Lincoln Street north to 13th Street. Highlights of their 1969 project list include additional improvements at McAdams Park, Woodland Park and purchase of park land. A list of projects for 1970 through 1974 is not presently available.

Municipal Airport

Recently the Board of City Commissioners voted to issue \$6,000,000 in General Obligation Bonds for use by the Park Board toward financing improvements at the Wichita Municipal Airport. These are General Obligation Bonds issued outside the debt limit. HB2002, passed during this session of the Kansas State Legislature, allows issuance of bonds by the Commissioners when the Park Board pledges necessary net revenues from the airport operation toward retirement of the bonds.

Highlights of the Airport improvement program for 1969 include extension of Runway 1L-19R and expanding the Passenger Gate facilities. A list of improvements for 1970 thru 1974 are not presently available.

Model Cities Program

Wichita has been chosen as one of the cities to participate in the Federal Model Cities Program. On June 25, 1968, the City received its Model Cities planning grant from the Department of Housing and Urban Development. At this time it was revealed that approximately \$2,000,000 may be available to Wichita if the City develops a program based upon the guidelines included in the City's planning grant application. It is anticipated that the Planning phase of the program will require eight or nine months. Very little can be done now toward scheduling funds for physical improvements until the Model City plans are completed.

The Federal Government is placing additional emphasis and importance on Capital Improvement Programming. Under Section 204 of The Demonstration Cities and Metropolitan Development Act of 1966 and also in the pending Housing and Urban Development Act of 1968, emphasis is placed on municipalities and governmental agencies having a capital improvement program as well as long range physical and fiscal plans. In this respect, the South Central Kansas Council of Governments unanimously recommended in 1966 that both the Wichita Board of Education and Sedgwick County Commission implement a capital improvement program which would be reviewed annually by the Wichita Sedgwick County Metropolitan Area Planning Commission as a method of coordination of projects and scheduling of tax resources locally.

The growth of Wichita, its attractiveness and desirability as a place to live and its ability to attract and retain industry may be closely related to the emphasis placed on capital improvement programming and the City's capability and willingness to finance a well-rounded Program.'